PEIR Appendices

San Diego College of Continuing Education Facilities Master Plan

October 2026

Prepared for:

SAN DIEGO
Community College District

1450 Frazee, Suite 500
San Diego, California 92108

Prepared by:

Harris & Associates

2375 Northside Drive, Suite 125
San Diego, California 92108

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Appendix A. NOP and NOP Comments

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San Diego Community College District
City College · Mesa College · Miramar College · College of Continuing Education
Operations, Enterprise Services, and Facilities
Executive Operations Officer
District Architect
Construction Management
Real Property
619-388-6546

San Diego Community College District
Notice of Preparation of a Draft Program Environmental Impact Report for the San Diego College of Continuing Education Facilities Master Plan

Date: December 15, 2025

Subject: Notice of Preparation of a Draft Program Environmental Impact Report

To: State Clearinghouse, Responsible and Trustee Agencies, Interested Individuals and Organizations

Lead Agency: San Diego Community College District

Project Title: San Diego College of Continuing Education Facilities Master Plan

NOTICE IS HEREBY GIVEN that the San Diego Community College District (District) will prepare a Program Environmental Impact Report (PEIR) for the San Diego College of Continuing Education (SDCCE) Facilities Master Plan (FMP or project). The purpose of this notice is to (1) serve as a Notice of Preparation (NOP) of the PEIR pursuant to the California Environmental Quality Act (CEQA) Guidelines Section 15082; and (2) advise and solicit comments and suggestions regarding the scope and content of the PEIR to be prepared for the project.

NOTICE OF PREPARATION: The District, as the lead agency under CEQA, is soliciting public and agency input on the scope and content of the PEIR to be prepared for the project. The District requests that responsible and trustee agencies respond in a manner consistent with CEQA Guidelines Section 15082(b). Pursuant to California Public Resources Code Section 21080.4, responsible and trustee agencies must submit any comments in response to this notice no later than 30 days after receipt. The public review period will start on Monday, December 15, 2025, and will close on Tuesday, January 13, 2026. A copy of the NOP can be viewed electronically on the District's website at: https://www.sdccd.edu/departments/operations/construction/index.aspx, as well as at the District Planning, Design, and Construction office, 1450 Frazee Road, Suite 500, San Diego, California 92108.

WRITTEN COMMENTS: We ask that any person wishing to comment on the NOP provide written comments by the end of the public review period at **5:00 p.m., Tuesday, January 13, 2026**. Electronic comments are preferred and can be sent via email to: SDCCDMeasureHH@sdccd.edu with **"NOP Comments for SDCCE FMP"** in the subject line**.** Comments may also be submitted by mail to the following address, provided they are postmarked no later than the close of the public review period:

San Diego Community College District
1450 Frazee Road, Suite 500
San Diego, California 92108

PROJECT LOCATION: The project area, or FMP area, refers to all improvement areas collectively across the following seven existing campuses, plus a new offsite campus expansion site: Educational Cultural Complex (ECC), Continuing Education Mesa (MES), CE Miramar (MIR), West City (WCC), Cesar E. Chavez (CHA), Mid-City (MCC), and North City Campus (NCC). In addition, the MCC campus includes an off-site campus expansion site located at 5322 El Cajon Boulevard in San Diego. Individual improvement areas on each campus are referred to as project sites. All seven existing campuses and the new MCC expansion site are in the City of San Diego, San Diego County. Figure 1, Regional Location, shows the location of all eight sites, and Figures 2a through 2g, Project Location, show aerial photographs of each campus and their boundaries. The campuses are described as follows:

- **ECC.** 4343 Ocean View Boulevard, San Diego, California 92113. ECC (27 acres) is in the Southeastern San Diego community planning area (CPA). Refer to Figure 2a, ECC.

- **MES.** 7350 Armstrong Place, San Diego, California 92111. MES (0.98 acre) is in the Clairemont Mesa CPA. The MES campus is bounded by Mesa College Drive to the west and Armstrong Place to the east. Refer to Figure 2b, CE Mesa.

- **MIR.** 10440 Black Mountain Road, San Diego, California 92126. MIR (1.66 acres) is in the Mira Mesa CPA. The campus is bounded by South Campus Drive to the east and the rest of the campus to the north, south, and west. Refer to Figure 2c, CE Miramar.

- **WCC.** 3249 Fordham Street, San Diego, California 92110. WCC (3.6 acres) is in the Midway-Pacific Highway CPA. The campus is bounded by Kenyon Street to the southwest and Fordham Street to the southeast. Refer to Figure 2d, West City.

- **CHA.** 1901 Main Street, San Diego, California 92113. CHA (0.86 acre) is in the Barrio Logan CPA. The campus is bounded by Main Street to the north, Cesar E. Chavez Parkway to the west, and both East Harbor Island and the San Diego Metropolitan Transit System UC San Diego Blue Line to the south. Refer to Figure 2e, Cesar E. Chavez.

- **MCC and MCC Expansion.** 3792 Fairmount Avenue (main campus) and 5322 El Cajon Boulevard (MCC Expansion Site), San Diego, California 92105. The MCC (0.73 acre) and the MCC Expansion Site (0.69 acre) are both in the Mid-City: City Heights CPA. Refer to Figure 2f.1, Mid-City, and Figure 2f.2, Mid-City Expansion Site.

- **NCC.** 8355 Aero Drive, San Diego, California 92123. NCC (0.07 acre) is in the Kearny Mesa CPA. The campus is bounded by Aero Drive to the north, a fire lane to the east, Aero Place to the south, and residential land uses to the west. Refer to Figure 2g, North City.

PROJECT BACKGROUND: As one of the largest non-credit colleges in California, the SDCCE continually engages in planning to guide future decisions, using many documents such as an organizational strategic plan, sustainability and technology plans, and individual departmental plans. The FMP is an important part of the SDCCE's planning resources, with a specific focus on future decisions related to campus architecture and physical spaces. It provides a physical planning framework to guide decision-making regarding campus architecture and site development, and it identifies development opportunities as opportunity sites and performance improvements. Pre-project planning began in May 2021 and involved regular engagement with college and District leadership, as well as campus stakeholder groups, continuing through January 2022. The FMP was finalized in March 2022.

PROPOSED PROJECT: The FMP focuses on future decisions regarding campus architecture and physical spaces across its seven campuses: ECC, MES, MIR, WCC, CHA, MCC, and NCC. Note that of the seven campuses, CHA and NCC do not involve any major exterior structural demolition of existing buildings or ground disturbances. An offsite expansion option for the MCC was identified in the FMP, and the District has selected a site for this option. Table 1, Proposed Improvements Summary outlines planned improvements for each campus per the FMP.

Table 1. Proposed Improvements Summary

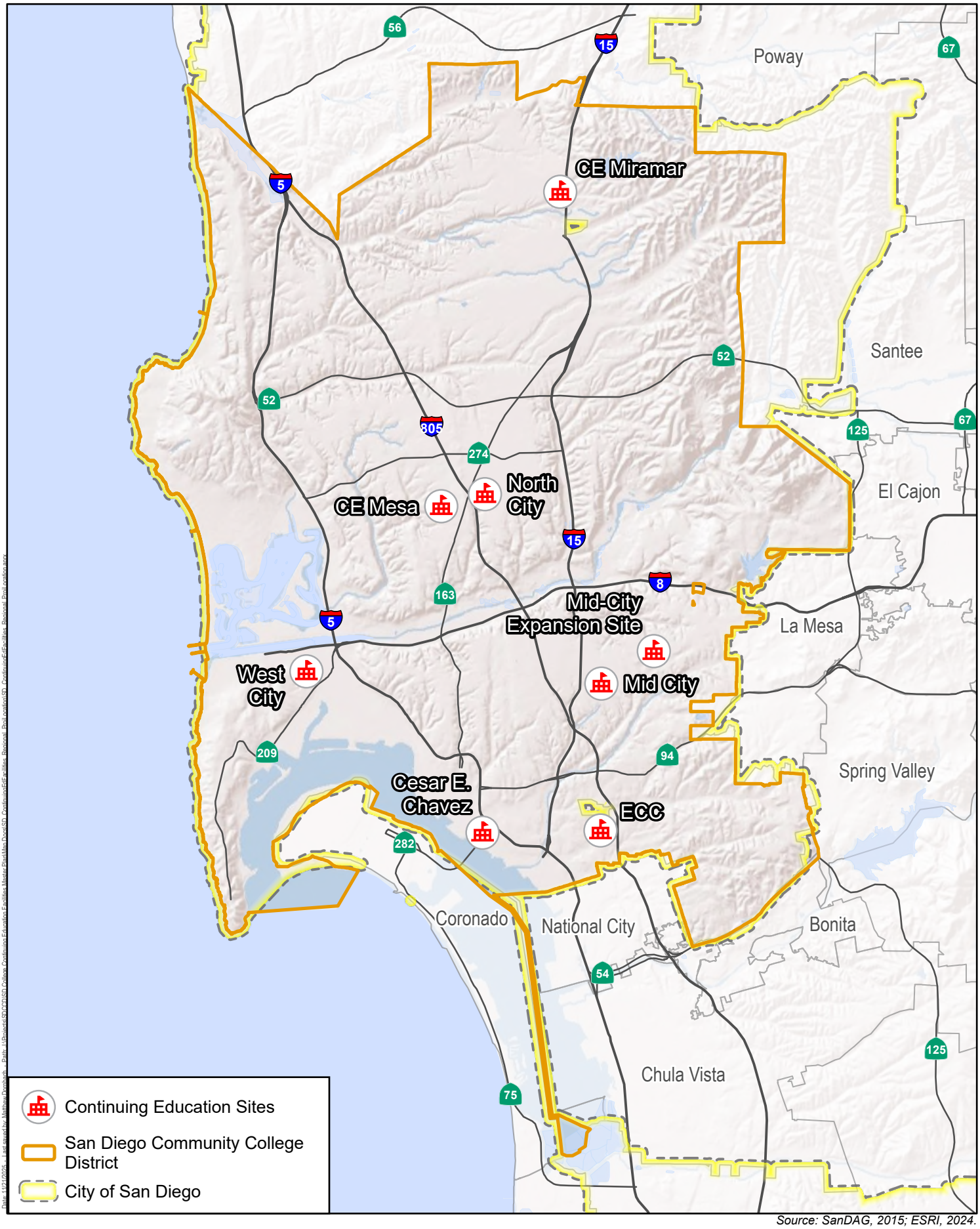
Campus	Proposed Improvements
1.ECC (Educational Cultural Complex) 4343 Ocean View Boulevard San Diego, CA 92113	• Building expansion to accommodate existing programs not exceeding 10,000 square feet. • North campus entry enhancement (theater expansion [approximately 50 additional seats]/amphitheater, interior, parking, and landscaping). • Automotive expansion – Northwest building to be demolished and a replacement building to be constructed to accommodate the existing program. • Child Development relocation. • Potential surface parking enhancement/reconfiguration. • Relocation of ceramics studio to the auto shop building. • Building Trades Training Center (Welding) Expansion (approximately 7,000 square feet) and improvements.
2.CE Mesa 7350 Armstrong Place San Diego, CA 92111	• New courtyard creation – loss of parking stalls. • New approximately 40,000 gross square feet building (campus expansion) (0.7 acre). • New parking structure for approximately 150 parking stalls. • New classroom addition (481 square feet). • Enclosure and temperature control of existing, naturally ventilated corridors and stairs. • Main entry expansion (approximately 3,000) and enhancement, including College branding and wayfinding.
3.CE Miramar 10440 Black Mountain Road San Diego, CA 92126	• Replacement of the existing building (approximately 26,580 square feet) with a two-story building (approximately 49,000 square feet). • Playground shade (canopy or large shade trees). • Exterior student lounge.
4.West City 3249 Fordham Street San Diego, CA 92110	• New building expansion (approximately 15,400 square feet). • New parking structure to replace lost parking spaces from the building and parking structure construction. The current campus provides 208 stalls. • Front garden expansion (4,600 square feet).
5. Cesar E. Chavez 1901 Main Street San Diego, CA 92113	• Various interior and minor exterior improvements (lobby enhancement, courtyard enhancement, rooftop enhancement, lounge enhancement, office area reconfiguration).
6.Mid-City 3792 Fairmount Avenue San Diego, CA 92105	• Various interior improvements (entry and lobby enhancement, office area reconfiguration, classroom upgrades). • The FMP includes a campus expansion option involving the acquisition of a property. The District has selected a 0.69-acre site at 5322 El Cajon Boulevard, located approximately 1.3 miles northeast of the existing MCC. Development of this expansion site would involve demolishing the existing approximately 3,800-square-foot commercial building and constructing and operating a multi-story building with approximately 45,000 gross square feet and associated parking structure.
7. North City 8355 Aero Drive San Diego, CA 92123	• Courtyard and student lounge enhancement/other interior modifications. • Parking garage rooftop enhancement/walking path creation. • Coordinate with the City of San Diego to enhance the pathway from the bus stops to the building entrance.

All campuses would include a combination of performance improvements and pilot projects that would require low capital investment, including the following: a creative content center (workshop-type space), gender-neutral restrooms, lactation rooms, HyFlex classrooms, portable battery borrowing stations, enhanced bike lockers, improved signage, shared offices, outdoor leisure seating, hallway enhancements, an outdoor classroom with power and Wi-Fi, and mobile printing stations.

POTENTIAL ENVIRONMENTAL EFFECTS: In compliance with CEQA Guidelines Sections 15060(d) and 15082, the District will not be preparing an initial study and will begin work directly on the Draft PEIR. CEQA Guidelines Section 15168 states that a PEIR may be prepared on a series of actions that can be characterized as one large project and are related either (1) geographically; (2) as logical parts in the chain of contemplated actions; (3) in connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program; or (4) as individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects that can be mitigated in similar ways. The PEIR provides an opportunity to consider together the impacts of campuswide development under the FMP and will be prepared in accordance with the requirements of the CEQA Statutes and Guidelines, as amended. Pursuant to CEQA Guidelines Section 15146 the degree of specificity in the PEIR will correspond to the degree of specificity involved in the FMP and known project designs. The PEIR will focus on the environmental effects that can be expected to occur from implementation of the FMP, including defined near-term projects, but will not be as detailed regarding the long-term development or construction projects that may follow. However, the PEIR is intended to streamline environmental review for future projects, including updates to the FMP that may be necessary to ensure consistency with the scope and purpose of the FMP.

The District's preliminary review indicates that the project would not result in potentially significant impacts as it relates to the environmental effects of: Agriculture and Forestry Resources, Land Use and Planning, Mineral Resources, Population and Housing, Utilities and Service Systems, and Wildfire. The District will focus the PEIR on potentially significant effects of the project while briefly explaining the reasons that other effects will not be potentially significant. The District anticipates that the project could result in potentially significant impacts for the following impact areas: Aesthetics, Air Quality, Biological Resources, Cultural Resources, Energy, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Noise, Public Services, Recreation, Transportation, and Tribal Cultural Resources.

The Draft PEIR will address the short- and long-term direct, indirect, and cumulative effects of the project on the environment. Where feasible, mitigation measures will be proposed for impacts that are determined to be potentially significant. In addition, in accordance with CEQA Guidelines Section 15126, the PEIR will describe a range of reasonable alternatives to the project that would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project.



Source: SanDAG, 2015; ESRI, 2024.

Harris & Associates

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0 2 4

Miles

Figure 2-1

Regional Location

San Diego Miramar College Master Plan



Source: SanDAG, 2015; Maxar Imagery, 2023.

Harris & Associates

N

0 250 500

Feet

Figure 2a

Project Location - ECC

San Diego College of Continuing Education Facilities Master Plan



Source: SanDAG, 2015; Maxar Imagery, 2023.

Harris & Associates

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0 75 150

Feet

Figure 2b

Project Location - CE Mesa

San Diego College of Continuing Education Facilities Master Plan



Source: SanDAG, 2015; Maxar Imagery, 2023.

Harris & Associates

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Figure 2c

Project Location - CE Miramar

San Diego College of Continuing Education Facilities Master Plan



Source: SanDAG, 2015; Maxar Imagery, 2023.

Harris & Associates

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Figure 2d

Project Location - West City

San Diego College of Continuing Education Facilities Master Plan



Source: SanDAG, 2015; Maxar Imagery, 2023.

Harris & Associates

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Feet

Figure 2e

Project Location - Cesar E. Chavez

San Diego College of Continuing Education Facilities Master Plan



Source: SanDAG, 2015; Maxar Imagery, 2023.

Harris & Associates

N

0 75 150

Feet

Figure 2f.1

Project Location - Mid City

San Diego College of Continuing Education Facilities Master Plan



Source: SanDAG, 2015; Maxar Imagery, 2023.

Harris & Associates

N

0 75 150

Feet

Figure 2f.2

Project Location - Mid-City Expansion Site

San Diego College of Continuing Education Facilities Master Plan



Source: SanDAG, 2015; Maxar Imagery, 2023.

Harris & Associates

N

0 75 150

Feet

Figure 2g

Project Location - North City

San Diego College of Continuing Education Facilities Master Plan

NATIVE AMERICAN HERITAGE COMMISSION

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NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov

December 11, 2025

Emily Perez
San Diego Community College District
1450 Frazee Road
Suite 500
San Diego CA 92108

Re: 2025120521 San Diego College of Continuing Education Facilities Master Plan Project, San Diego County

Dear Ms. Perez:

The Native American Heritage Commission (NAHC) has received the Notice of Preparation (NOP), Draft Environmental Impact Report (DEIR) or Early Consultation for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code §21000 et seq.), specifically Public Resources Code §21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource, is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, §15064.5 (b) (CEQA Guidelines §15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an Environmental Impact Report (EIR) shall be prepared. (Pub. Resources Code §21080 (d); Cal. Code Regs., tit. 14, § 5064 subd.(a)(1) (CEQA Guidelines §15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources within the area of potential effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a separate category of cultural resources, "tribal cultural resources" (Pub. Resources Code §21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. (Pub. Resources Code §21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code §21084.3 (a)). **AB 52 applies to any project for which a notice of preparation, a notice of negative declaration, or a mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements.** If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. §800 et seq.) may also apply.

The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments.

Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.

AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project: Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:

- **a.** A brief description of the project.
- **b.** The lead agency contact information.
- **c.** Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code §21080.3.1 (d)).
- **d.** A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code §21073).

2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code §21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or Environmental Impact Report. (Pub. Resources Code §21080.3.1(b)).

- **a.** For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code §65352.4 (SB 18). (Pub. Resources Code §21080.3.1 (b)).

3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:

- **a.** Alternatives to the project.
- **b.** Recommended mitigation measures.
- **c.** Significant effects. (Pub. Resources Code §21080.3.2 (a)).

4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:

- **a.** Type of environmental review necessary.
- **b.** Significance of the tribal cultural resources.
- **c.** Significance of the project's impacts on tribal cultural resources.
- **d.** If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code §21080.3.2 (a)).

5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code §6254 (r) and §6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code §21082.3 (c)(1)).

6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:

- **a.** Whether the proposed project has a significant impact on an identified tribal cultural resource.
- **b.** Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code §21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code §21082.3 (b)).

7. Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs:

a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or

b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code §21080.3.2 (b)).

8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code §21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code §21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code §21082.3 (a)).

9. Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code §21084.3 (b). (Pub. Resources Code §21082.3 (e)).

10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:

a. Avoidance and preservation of the resources in place, including, but not limited to:

i. Planning and construction to avoid the resources and protect the cultural and natural context.

ii. Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.

b. Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:

i. Protecting the cultural character and integrity of the resource.

ii. Protecting the traditional use of the resource.

iii. Protecting the confidentiality of the resource.

c. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.

d. Protecting the resource. (Pub. Resource Code §21084.3 (b)).

e. Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code §815.3 (c)).

f. Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code §5097.991).

11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An Environmental Impact Report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:

a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code §21080.3.1 and §21080.3.2 and concluded pursuant to Public Resources Code §21080.3.2.

b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.

c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code §21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code §21082.3 (d)).

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf

SB 18

SB 18 applies to local governments and requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code §65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf.

Some of SB 18's provisions include:

1. Tribal Consultation: If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code §65352.3 (a)(2)).
2. No Statutory Time Limit on SB 18 Tribal Consultation. There is no statutory time limit on SB 18 tribal consultation.
3. Confidentiality: Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code §65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code §5097.9 and §5097.993 that are within the city's or county's jurisdiction. (Gov. Code §65352.3 (b)).
4. Conclusion of SB 18 Tribal Consultation: Consultation should be concluded at the point in which:
    a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
    b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: http://nahc.ca.gov/resources/forms/.

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (https://ohp.parks.ca.gov/?page_id=30331) for an archaeological records search. The records search will determine:
    a. If part or all of the APE has been previously surveyed for cultural resources.
    b. If any known cultural resources have already been recorded on or adjacent to the APE.
    c. If the probability is low, moderate, or high that cultural resources are located in the APE.
    d. If a survey is required to determine whether previously unrecorded cultural resources are present.

2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
    a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.

b. The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

3. Contact the NAHC for:

a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.

b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.

4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.

a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, §15064.5(f) (CEQA Guidelines §15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.

b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.

c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code §7050.5, Public Resources Code §5097.98, and Cal. Code Regs., tit. 14, §15064.5, subdivisions (d) and (e) (CEQA Guidelines §15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

If you have any questions or need additional information, please contact me at my email address: Andrew.Green@NAHC.ca.gov.

Sincerely,

Andrew Green

Andrew Green
Cultural Resources Analyst

cc: State Clearinghouse

San Diego County Archaeological Society, Inc.

Environmental Review Committee

December 31, 2025

To: San Diego Community College District
1450 Frazee Road, Suite 500
San Diego, California 92108

Subject: Draft Program Environmental Impact Report
San Diego College of Continuing Education Facilities Master Plan

Dear SDCC District:

Thank you for the Notice of Preparation for the subject project, received by this Society this month.

We are pleased to note the inclusion of cultural resources in the list of subject areas to be addressed in the DPEIR, and look forward to reviewing it during the upcoming public comment period. To that end, please include us in the notice of availability of the DPEIR.

SDCAS appreciates being included in the District's environmental review process for this project.

Sincerely,

James W. Royle, Jr., Chairperson
Environmental Review Committee

cc: SDCAS President
File

P.O. Box 81106 San Diego, CA 92138-1106 (858) 538-0935

AMY HARBERT
DIRECTOR

HEATHER BUONOMO
DIRECTOR OF ENVIRONMENTAL HEALTH

DEPARTMENT OF ENVIRONMENTAL HEALTH AND QUALITY
Vector Control Program
5570 Overland Avenue Suite 102, San Diego, CA 92123
(858) 694-2888
www.sdvector.com

December 19, 2025

San Diego Community College District
1450 Frazee, Suite 500
San Diego, CA 92108

COMMENTS ON THE SAN DIEGO COLLEGE OF CONTINUING EDUCATION FACILITIES MASTER PLAN

Via e-mail: SDCCDMeasureHH@sdccd.edu

To Whom It May Concern:

Thank you for the opportunity to comment on the draft Environmental Impact Report for the above-referenced project. The County of San Diego Vector Control Program (VCP) is responsible for the protection of public health through the surveillance and control of mosquitoes that are vectors for human disease including West Nile virus (WNV). The VCP has completed their review and has the following comments regarding the proposed project.

1. The VCP respectfully requests that the project address potential impacts from possible mosquito breeding sources created by the project and that the project be designed and constructed in a manner to minimize those impacts. Specifically, ensure construction-related depressions created by grading activities, vehicle tires, and excavation do not result in depressions that will hold standing water. In addition, ensure drains, BMPs, stormwater capture systems, and other structures do not create a potential mosquito breeding source. Any area that is capable of accumulating and holding at least ½ inch of water for more than 96 hours can support mosquito breeding and development. Finally, if habitat remediation is required for the project, the design should be consistent with guidelines for preventing mosquito habitat creation.

2. Please note, the VCP has the authority pursuant to state law and County Code to order the abatement of any mosquito breeding that does occur either during construction or after the project is completed that is determined to be a vector breeding public nuisance. The VCP will exert that authority as necessary to protect public health if the project is not designed and constructed to prevent such breeding.

3. For your information, the County of San Diego Guidelines for Determining Significance for Vectors can be accessed at http://www.sandiegocounty.gov/content/dam/sdc/pds/docs/vector_guidelines.pdf and the

California Department of Public Health Best Management Practices for Mosquito Control in California is available at https://www.cdph.ca.gov/Programs/CID/DCDC/Pages/MosquitoesandMosquitoBorneDiseases.aspx#

The VCP appreciates the opportunity to participate in the environmental review process for this project. If you have any questions regarding these comments, please contact Daniel Valdez at 858-688-3722 or by e-mail at Daniel.Valdez@sdcounty.ca.gov.

Sincerely,

DANIEL VALDEZ, Registered Environmental Health Specialist
Vector Control Program

Outlook

FW: NOP Comments for SDCCE FMP

From Measure HH Administrator <SDCCDMeasureHH@sdccd.edu>
Date Fri 1/9/2026 1:46 PM
To Emily Perez <eperez@sdccd.edu>

From: Raphael, Rita <Rita.Raphael@sdcounty.ca.gov>
Sent: Friday, January 9, 2026 11:41 AM
To: Measure HH Administrator <SDCCDMeasureHH@sdccd.edu>
Subject: NOP Comments for SDCCE FMP
Importance: High

[EXTERNAL Email: Do not click any links or open attachments if you do not trust the sender and know the content is safe.]

Hi,

I hope all is well, kindly find below the comments from DEHQ/Hazard Materials division regarding **(**San Diego College of Continuing Education -Facilities Master Plan Project-**)**

HMD Comments:

1. **PLAN CHECK**: Due to the building and construction this project proposes, the owner(s)/operator(s) may be required to submit a Hazardous Materials Questionnaire to the Hazardous Materials Division (HMD) and complete a HMD Hazardous Materials Plan Check review prior to issuance of a certificate of occupancy by the Building Department. Additional information on Plan Check requirements can be found on our website at: Hazardous Materials Plan Check (sandiegocounty.gov)

2. **HAZARDOUS MATERIALS BUSINESS PLAN:** This proposal could result in facilities that store and/or handle 55 gallons or more of hazardous materials and/or generate any amount of hazardous waste or medical waste. If chemicals/hazardous materials/hazardous wastes stored in project will hold a volume greater than or equal to 55 gallons, 500 pounds or 200 cubic feet each (e.g. gasoline, diesel fuel, lubricating oil, grease, cleaning products, landscaping chemicals and fertilizers, and solvents, etc.), the facility owner/operators(s) are required to submit a Hazardous Materials Questionnaire to the Hazardous Materials Division (HMD) and complete a Hazardous Materials Plan Check review prior to operation. Any proposed activities involving the storage and handling of hazardous materials will require the owner/operator and/or contractor(s) to comply with local and state laws and regulations. Additional information on HMBP requirements can be found on our website at: HMBP (sandiegocounty.gov)

3. **HAZARDOUS WASTE:** All construction-related hazardous wastes (e.g. waste gasoline, waste diesel fuel, waste lubricating oil/grease, waste cleaning products, waste landscaping chemicals and fertilizers, and waste solvents, etc.) generated and stored onsite must be properly labeled and handled in manner to prevent release to the environment. In addition, the owner/operator must ensure any hazardous wastes generated onsite during construction is properly disposed by registered hazardous waste transporter and

compliant with local and state laws and regulations. Additional information on Hazardous Waste requirements can be found on our website at: Hazardous Waste (sandiegocounty.gov)

4. **ABOVEGROUND PETROLEUM STORAGE:** If one operation has greater than or equal to 1,320 gallons of petroleum (e.g. gasoline, diesel, oil, used oil, etc.) stored in aboveground tanks and containers 55-gallons or greater in size then they are subject to regulatory requirements under the California Aboveground Petroleum Storage Act (APSA), and a Spill Prevention, Control and Countermeasures (SPCC) Plan may be required. IMPORTANT: Facilities storing an aggregate of 10,000 or more gallons of petroleum must have their SPCC plan certified by a professional engineer. Additional information on APSA can be found on our website at: APSA (sandiegocounty.gov)

5. **UNDERGROUND STORAGE TANKS:** If an underground storage tank (UST) that previously held a hazardous substance is unexpectedly discovered during the Project, the property owner/operator shall apply to the HMD for a removal permit in accordance with state law before removing the tank and connected piping. Additional information can be found on our website at: UST Plan Check

6. **CONTAMINATED SOIL:** If it is discovered that any hazardous materials and or waste has been released to the environment before or during the project, the contaminated environmental media (e.g. soil) must be removed and property managed and disposed. A Voluntary Assistance Project (VAP) may need to be initiated to ensure the hazardous materials/waste release has been properly cleaned up. See the HMD's VAP website for additional information: Voluntary Assistance Program (sandiegocounty.gov)

Please note, the HMD has the authority pursuant to state law and County Code to regulate facilities that handle or store hazardous materials and/or generate hazardous/medical wastes. The HMD will apply that authority as necessary to protect public health and the environment. Additional information about HMD can be found on our website at: Hazardous Materials Division (sandiegocounty.gov)

Respectfully ,

Rita Raphael, Office Support Specialist
Department of Environmental Health and Quality
Policy, Outreach and Data
SanDiegoCounty.gov | News Updates | Engage

From: Yliana Ortega <Yliana.Ortega@weareharris.com>
Sent: Monday, December 15, 2025 8:02 AM
Subject: [External] Notice of Preparation - San Diego College of Continuing Education Facilities Master Plan Project
Importance: High

To Responsible Agencies and Interested Parties,

In accordance with the California Environmental Quality Act (CEQA) and the CEQA Guidelines, the **San Diego Community College District**, as the lead agency under CEQA, is providing a Notice of Preparation (NOP) of a **Draft Program Environmental Impact Report for the San Diego College of Continuing**

Education Facilities Master Plan Project. Please see the attached **Notice of Preparation** for project information.

The Notice of Preparation is also available for review online at: **https://www.sdccd.edu/departments/operations/construction/index.aspx,** as well as at the District Planning, Design, and Construction office, 1450 Frazee, Suite 500, San Diego, California 92108.

The public review period will begin on **Monday, December 15, 2025,** and end on **Tuesday, January 13, 2026**. Any interested parties or agencies may comment on this matter by submitting comments via email to **SDCCDMeasureHH@sdccd.edu** or via postal mail to:

San Diego Community College District
1450 Frazee, Suite 500
San Diego, California 92108

Please indicate **"NOP Comments for SDCCE FMP"** in the subject line. Written comments on the NOP should be submitted no later than **5:00 PM on Tuesday, January 13, 2026.**

Appendix B. Air Quality/GHG Data

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MCC Expansion Detailed Report

Table of Contents

1. Basic Project Information
   1.1. Basic Project Information
   1.2. Land Use Types
   1.3. User-Selected Emission Reduction Measures by Emissions Sector
2. Emissions Summary
   2.1. Construction Emissions Compared Against Thresholds
   2.2. Construction Emissions by Year
      2.2.1. Total Construction Emissions by Year, Unmitigated
      2.2.2. Onsite Construction Emissions by Year, Unmitigated
      2.2.3. Offsite Construction Emissions by Year, Unmitigated
   2.3. Operations Emissions Compared Against Thresholds
   2.4. Operations Emissions by Sector, Unmitigated
3. Construction Emissions Details
   3.1. Demolition (2028)
      3.1.1. Onsite - Unmitigated
      3.1.2. Offsite - Unmitigated
   3.2. Site Preparation (2028)
      3.2.1. Onsite - Unmitigated

3.2.2. Offsite - Unmitigated
3.3. Grading (2028)
3.3.1. Onsite - Unmitigated
3.3.2. Offsite - Unmitigated
3.4. Building Construction (2028)
3.4.1. Onsite - Unmitigated
3.4.2. Offsite - Unmitigated
3.5. Building Construction (2029)
3.5.1. Onsite - Unmitigated
3.5.2. Offsite - Unmitigated
3.6. Paving (2029)
3.6.1. Onsite - Unmitigated
3.6.2. Offsite - Unmitigated
3.7. Architectural Coating (2029)
3.7.1. Onsite - Unmitigated
3.7.2. Offsite - Unmitigated
3.8. Architectural Coating (2030)
3.8.1. Onsite - Unmitigated
3.8.2. Offsite - Unmitigated
4. Operations Emissions Details
4.1. Mobile Emissions by Land Use
4.1.1. Unmitigated

4.2. Energy
4.2.1. Electricity Emissions By Land Use - Unmitigated
4.2.3. Natural Gas Emissions By Land Use - Unmitigated
4.3. Area Emissions by Source
4.3.1. Unmitigated
4.4. Water Emissions by Land Use
4.4.1. Unmitigated
4.5. Waste Emissions by Land Use
4.5.1. Unmitigated
4.6. Refrigerant Emissions by Land Use
4.6.1. Unmitigated
4.7. Offroad Emissions By Equipment Type
4.7.1. Unmitigated
4.8. Stationary Emissions By Equipment Type
4.8.1. Unmitigated
4.9. User Defined Emissions By Equipment Type
4.9.1. Unmitigated
4.10. Soil Carbon Accumulation By Vegetation Type
4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated
4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated
4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated
5. Activity Data

5.1. Construction Schedule
5.2. Off-Road Equipment
5.2.1. Unmitigated
5.3. Construction Vehicles
5.3.1. Unmitigated
5.4. Vehicles
5.4.1. Construction Vehicle Control Strategies
5.5. Architectural Coatings
5.6. Dust Mitigation
5.6.1. Construction Earthmoving Activities
5.6.2. Construction Earthmoving Control Strategies
5.7. Construction Paving
5.8. Construction Electricity Consumption and Emissions Factors
5.9. Operational Mobile Sources
5.9.1. Unmitigated
5.10. Operational Area Sources
5.10.1. Hearths
5.10.2. Architectural Coatings
5.10.3. Landscape Equipment
5.11. Operational Energy Consumption
5.11.1. Unmitigated
5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated
5.13. Operational Waste Generation
5.13.1. Unmitigated
5.14. Operational Refrigeration and Air Conditioning Equipment
5.14.1. Unmitigated
5.15. Operational Off-Road Equipment
5.15.1. Unmitigated
5.16. Stationary Sources
5.16.1. Emergency Generators and Fire Pumps
5.16.2. Process Boilers
5.17. User Defined
5.18. Vegetation
5.18.1. Land Use Change
5.18.1.1. Unmitigated
5.18.1. Biomass Cover Type
5.18.1.1. Unmitigated
5.18.2. Sequestration
5.18.2.1. Unmitigated
6. Climate Risk Detailed Report
6.1. Climate Risk Summary
6.2. Initial Climate Risk Scores
6.3. Adjusted Climate Risk Scores

6.4. Climate Risk Reduction Measures
7. Health and Equity Details
7.1. CalEnviroScreen 4.0 Scores
7.2. Healthy Places Index Scores
7.3. Overall Health & Equity Scores
7.4. Health & Equity Measures
7.5. Evaluation Scorecard
7.6. Health & Equity Custom Measures
8. User Changes to Default Data
8.1. Justifications
8.3. Land Use
8.4. Construction
8.4.1. Construction Phases
8.4.9. Paving
8.5. Operations
8.5.1. Mobile Sources
8.5.1.1. Vehicle Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	MCC Expansion
Construction Start Date	1/4/2028
Operational Year	2030
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.50000
Precipitation (days)	11.0000
Location	5322 El Cajon Blvd, San Diego, CA 92115, USA
County	San Diego
City	San Diego
Air District	San Diego County APCD
Air Basin	San Diego
TAZ	6503
EDFZ	12
Electric Utility	San Diego Gas & Electric
Gas Utility	San Diego Gas & Electric

Data Field	Value
App Version	2022.1.1.45

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Research & Development	53.0000	1000sqft	0.35000	53,000.0	0.00000	0.00000	—	—
Enclosed Parking with Elevator	57.0000	1000sqft	0.35000	57,000.0	0.00000	0.00000	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.40620	30.3221	18.6094	0.13640	0.71984	7.31624	8.03608	0.57499	2.37844	2.95342	—	19,193.7	19,193.7	0.86302	2.84106	32.7125	20,094.7
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Unmit.	8.51999	4.95604	8.54936	0.01508	0.15485	0.46129	0.61614	0.14295	0.11296	0.25591	—	2,074.14	2,074.14	0.07624	0.08488	0.05078	2,101.39
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.70141	4.25082	5.97748	0.01397	0.12213	0.54795	0.67007	0.10945	0.14896	0.25841	—	1,892.51	1,892.51	0.07553	0.14668	0.95255	1,939.06
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.12801	0.77577	1.09089	0.00255	0.02229	0.10000	0.12229	0.01997	0.02719	0.04716	—	313.327	313.327	0.01251	0.02428	0.15771	321.034

2.2. Construction Emissions by Year

2.2.1. Total Construction Emissions by Year, Unmitigated

Includes both onsite and offsite emissions.

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2028	1.40620	30.3221	18.6094	0.13640	0.71984	7.31624	8.03608	0.57499	2.37844	2.95342	—	19,193.7	19,193.7	0.86302	2.84106	32.7125	20,094.7
2029	0.59806	4.69560	8.63013	0.01508	0.14250	0.46129	0.60379	0.12855	0.11296	0.24151	—	2,075.39	2,075.39	0.07442	0.08185	1.75107	2,103.39
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2028	0.61116	4.95604	8.54936	0.01508	0.15485	0.46129	0.61614	0.14295	0.11296	0.25591	—	2,074.14	2,074.14	0.07624	0.08488	0.05078	2,101.39
2029	8.51999	4.72957	8.44247	0.01508	0.14719	0.46129	0.60379	0.13542	0.11296	0.24151	—	2,055.71	2,055.71	0.07622	0.08185	0.04540	2,082.05

Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
2030	8.51530	0.80489	1.35343	0.00173	0.01097	0.06918	0.08015	0.01009	0.01622	0.02631	—	200.538	200.538	0.00668	0.00378	0.00457	201.837
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2028	0.43089	4.25082	5.97748	0.01397	0.12213	0.54795	0.67007	0.10945	0.14896	0.25841	—	1,892.51	1,892.51	0.07553	0.14668	0.95255	1,939.06
2029	0.70141	3.17850	5.58221	0.00977	0.09760	0.28796	0.38556	0.08828	0.07035	0.15863	—	1,315.53	1,315.53	0.04816	0.05001	0.46897	1,332.11
2030	0.39992	0.03769	0.06367	0.00008	0.00052	0.00323	0.00374	0.00047	0.00076	0.00123	—	9.44663	9.44663	0.00031	0.00018	0.00358	9.51100
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2028	0.07864	0.77577	1.09089	0.00255	0.02229	0.10000	0.12229	0.01997	0.02719	0.04716	—	313.327	313.327	0.01251	0.02428	0.15771	321.034
2029	0.12801	0.58008	1.01875	0.00178	0.01781	0.05255	0.07037	0.01611	0.01284	0.02895	—	217.801	217.801	0.00797	0.00828	0.07764	220.545
2030	0.07299	0.00688	0.01162	0.00001	0.00009	0.00059	0.00068	0.00009	0.00014	0.00022	—	1.56400	1.56400	0.00005	0.00003	0.00059	1.57465

2.2.2. Onsite Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2028	0.97295	8.41834	9.59200	0.01583	0.37537	2.42469	2.80006	0.34534	1.04172	1.38705	—	1,715.20	1,715.20	0.06958	0.01392	0.00000	1,721.08
2029	0.44845	4.11303	6.89444	0.01205	0.13643	0.00000	0.13643	0.12552	0.00000	0.12552	—	1,304.11	1,304.11	0.05290	0.01058	0.00000	1,308.59
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2028	0.45924	4.30249	6.90694	0.01205	0.14985	0.28165	0.38881	0.13787	0.04265	0.16020	—	1,304.56	1,304.56	0.05292	0.01058	0.00000	1,309.03
2029	8.49349	4.11303	6.89444	0.01205	0.14719	0.00000	0.14719	0.13542	0.00000	0.13542	—	1,304.11	1,304.11	0.05290	0.01058	0.00000	1,308.59

Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
2030	8.48952	0.78473	1.10719	0.00173	0.01097	0.00000	0.01097	0.01009	0.00000	0.01009	—	133.513	133.513	0.00542	0.00108	0.00000	133.971
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2028	0.33511	3.10803	4.76619	0.00811	0.10667	0.12941	0.23608	0.09813	0.04163	0.13976	—	861.552	861.552	0.03495	0.00699	0.00000	864.509
2029	0.60952	2.80964	4.59067	0.00796	0.09398	0.00000	0.09398	0.08646	0.00000	0.08646	—	850.717	850.717	0.03451	0.00690	0.00000	853.636
2030	0.39873	0.03686	0.05200	0.00008	0.00052	0.00000	0.00052	0.00047	0.00000	0.00047	—	6.27066	6.27066	0.00025	0.00005	0.00000	6.29218
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2028	0.06116	0.56722	0.86983	0.00148	0.01947	0.02362	0.04308	0.01791	0.00760	0.02551	—	142.640	142.640	0.00579	0.00116	0.00000	143.129
2029	0.11124	0.51276	0.83780	0.00145	0.01715	0.00000	0.01715	0.01578	0.00000	0.01578	—	140.846	140.846	0.00571	0.00114	0.00000	141.329
2030	0.07277	0.00673	0.00949	0.00001	0.00009	0.00000	0.00009	0.00009	0.00000	0.00009	—	1.03818	1.03818	0.00004	0.00001	0.00000	1.04174

2.2.3. Offsite Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2028	0.43324	21.9038	9.01737	0.12057	0.34447	4.89155	5.23602	0.22965	1.33672	1.56637	—	17,478.5	17,478.5	0.79344	2.82715	32.7125	18,373.6
2029	0.14961	0.58257	1.73570	0.00303	0.00607	0.46129	0.46736	0.00303	0.11296	0.11599	—	771.278	771.278	0.02152	0.07127	1.75107	794.804
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2028	0.15192	0.65355	1.64242	0.00303	0.00675	0.46129	0.46736	0.00607	0.11296	0.11902	—	769.585	769.585	0.02332	0.07430	0.05078	792.360
2029	0.14611	0.61655	1.54804	0.00303	0.00607	0.46129	0.46736	0.00303	0.11296	0.11599	—	751.595	751.595	0.02332	0.07127	0.04540	773.460

Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
2030	0.02578	0.02016	0.24624	0.00000	0.00000	0.06918	0.06918	0.00000	0.01622	0.01622	—	67.0252	67.0252	0.00126	0.00270	0.00457	67.8658
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2028	0.09577	1.14278	1.21129	0.00587	0.01546	0.41853	0.43400	0.01132	0.10734	0.11865	—	1,030.96	1,030.96	0.04058	0.13969	0.95255	1,074.55
2029	0.09189	0.36887	0.99155	0.00181	0.00362	0.28796	0.29158	0.00181	0.07035	0.07216	—	464.814	464.814	0.01365	0.04311	0.46897	478.470
2030	0.00119	0.00084	0.01167	0.00000	0.00000	0.00323	0.00323	0.00000	0.00076	0.00076	—	3.17597	3.17597	0.00006	0.00013	0.00358	3.21882
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2028	0.01748	0.20856	0.22106	0.00107	0.00282	0.07638	0.07920	0.00207	0.01959	0.02165	—	170.687	170.687	0.00672	0.02313	0.15771	177.904
2029	0.01677	0.06732	0.18096	0.00033	0.00066	0.05255	0.05321	0.00033	0.01284	0.01317	—	76.9553	76.9553	0.00226	0.00714	0.07764	79.2162
2030	0.00022	0.00015	0.00213	0.00000	0.00000	0.00059	0.00059	0.00000	0.00014	0.00014	—	0.52582	0.52582	0.00001	0.00002	0.00059	0.53291

2.3. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	3.33321	1.27678	13.9236	0.02512	0.05801	2.06763	2.12564	0.05496	0.52438	0.57934	52.1073	3,403.53	3,455.63	5.60519	0.22344	6.27135	3,668.62
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.52535	1.31357	8.72832	0.02385	0.04952	2.06763	2.11715	0.04854	0.52438	0.57292	52.1073	3,284.61	3,336.72	5.61128	0.22845	1.48174	3,546.56
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Unmit.	2.89520	1.32086	11.0594	0.02414	0.05371	2.05302	2.10672	0.05171	0.52073	0.57243	52.1073	3,309.28	3,361.39	5.60967	0.22753	3.47741	3,572.91
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.52837	0.24106	2.01835	0.00441	0.00980	0.37468	0.38448	0.00944	0.09503	0.10447	8.62696	547.889	556.516	0.92874	0.03767	0.57573	591.536

2.4. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.31765	0.78065	8.75644	0.02210	0.01487	2.06763	2.08250	0.01389	0.52438	0.53827	—	2,250.92	2,250.92	0.10427	0.08669	4.91709	2,284.28
Area	1.99050	0.04026	4.78418	0.00029	0.00850	—	0.00850	0.00642	—	0.00642	—	19.6731	19.6731	0.00083	0.00017	—	19.7441
Energy	0.02507	0.45587	0.38293	0.00274	0.03465	—	0.03465	0.03465	—	0.03465	—	1,050.48	1,050.48	0.14668	0.01297	—	1,058.01
Water	—	—	—	—	—	—	—	—	—	—	49.9367	82.4465	132.383	5.13647	0.12360	—	297.629
Waste	—	—	—	—	—	—	—	—	—	—	2.17065	0.00000	2.17065	0.21695	0.00000	—	7.59435
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.35425	1.35425
Total	3.33321	1.27678	13.9236	0.02512	0.05801	2.06763	2.12564	0.05496	0.52438	0.57934	52.1073	3,403.53	3,455.63	5.60519	0.22344	6.27135	3,668.62
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.29591	0.85769	8.34539	0.02111	0.01487	2.06763	2.08250	0.01390	0.52438	0.53828	—	2,151.68	2,151.68	0.11118	0.09188	0.12749	2,181.97
Area	1.20437	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.02507	0.45587	0.38293	0.00274	0.03465	—	0.03465	0.03465	—	0.03465	—	1,050.48	1,050.48	0.14668	0.01297	—	1,058.01

Sector	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Water	—	—	—	—	—	—	—	—	—	—	49.9367	82.4465	132.383	5.13647	0.12360	—	297.629
Waste	—	—	—	—	—	—	—	—	—	—	2.17065	0.00000	2.17065	0.21695	0.00000	—	7.59435
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.35425	1.35425
Total	2.52535	1.31357	8.72832	0.02385	0.04952	2.06763	2.11715	0.04854	0.52438	0.57292	52.1073	3,284.61	3,336.72	5.61128	0.22845	1.48174	3,546.56
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.27808	0.84513	8.31719	0.02126	0.01487	2.05302	2.06789	0.01389	0.52073	0.53462	—	2,166.65	2,166.65	0.10916	0.09088	2.12316	2,198.58
Area	1.59205	0.01985	2.35932	0.00014	0.00419	—	0.00419	0.00317	—	0.00317	—	9.70182	9.70182	0.00041	0.00008	—	9.73680
Energy	0.02507	0.45587	0.38293	0.00274	0.03465	—	0.03465	0.03465	—	0.03465	—	1,050.48	1,050.48	0.14668	0.01297	—	1,058.01
Water	—	—	—	—	—	—	—	—	—	—	49.9367	82.4465	132.383	5.13647	0.12360	—	297.629
Waste	—	—	—	—	—	—	—	—	—	—	2.17065	0.00000	2.17065	0.21695	0.00000	—	7.59435
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.35425	1.35425
Total	2.89520	1.32086	11.0594	0.02414	0.05371	2.05302	2.10672	0.05171	0.52073	0.57243	52.1073	3,309.28	3,361.39	5.60967	0.22753	3.47741	3,572.91
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.23325	0.15424	1.51789	0.00388	0.00271	0.37468	0.37739	0.00254	0.09503	0.09757	—	358.714	358.714	0.01807	0.01505	0.35151	364.001
Area	0.29055	0.00362	0.43058	0.00003	0.00076	—	0.00076	0.00058	—	0.00058	—	1.60625	1.60625	0.00007	0.00001	—	1.61204
Energy	0.00458	0.08320	0.06989	0.00050	0.00632	—	0.00632	0.00632	—	0.00632	—	173.919	173.919	0.02428	0.00215	—	175.166
Water	—	—	—	—	—	—	—	—	—	—	8.26759	13.6500	21.9175	0.85040	0.02046	—	49.2759
Waste	—	—	—	—	—	—	—	—	—	—	0.35938	0.00000	0.35938	0.03592	0.00000	—	1.25733
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.22421	0.22421
Total	0.52837	0.24106	2.01835	0.00441	0.00980	0.37468	0.38448	0.00944	0.09503	0.10447	8.62696	547.889	556.516	0.92874	0.03767	0.57573	591.536

3. Construction Emissions Details

3.1. Demolition (2028)

3.1.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.41031	3.84324	5.55099	0.00877	0.10716	—	0.10716	0.09859	—	0.09859	—	851.919	851.919	0.03456	0.00691	—	854.843
Demolition	—	—	—	—	—	0.28165	0.28165	—	0.04265	0.04265	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06745	0.63177	0.91249	0.00144	0.01762	—	0.01762	0.01621	—	0.01621	—	140.041	140.041	0.00568	0.00114	—	140.522
Demolition	—	—	—	—	—	0.04630	0.04630	—	0.00701	0.00701	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01231	0.11530	0.16653	0.00026	0.00321	—	0.00321	0.00296	—	0.00296	—	23.1855	23.1855	0.00094	0.00019	—	23.2650
Demolition	—	—	—	—	—	0.00845	0.00845	—	0.00128	0.00128	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.1.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03372	0.02795	0.33932	0.00000	0.00000	0.08457	0.08457	0.00000	0.01982	0.01982	—	84.7692	84.7692	0.00176	0.00330	0.00694	85.8037
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00753	0.44367	0.17259	0.00236	0.00675	0.09455	0.10130	0.00450	0.02589	0.03038	—	341.131	341.131	0.01552	0.05532	0.01653	358.020
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00547	0.00456	0.05653	0.00000	0.00000	0.01380	0.01380	0.00000	0.00323	0.00323	—	14.0591	14.0591	0.00029	0.00054	0.01904	14.2470
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00128	0.07258	0.02820	0.00039	0.00111	0.01546	0.01657	0.00074	0.00423	0.00497	—	56.0621	56.0621	0.00255	0.00909	0.04525	58.8809

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00100	0.00083	0.01032	0.00000	0.00000	0.00252	0.00252	0.00000	0.00059	0.00059	—	2.32764	2.32764	0.00005	0.00009	0.00315	2.35876
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00023	0.01325	0.00515	0.00007	0.00020	0.00282	0.00302	0.00013	0.00077	0.00091	—	9.28172	9.28172	0.00042	0.00151	0.00749	9.74841

3.2. Site Preparation (2028)

3.2.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.39583	3.19161	5.57398	0.00793	0.14985	—	0.14985	0.13787	—	0.13787	—	858.923	858.923	0.03484	0.00697	—	861.870
Dust From Material Movement	—	—	—	—	—	0.20680	0.20680	—	0.02233	0.02233	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Off-Road Equipment	0.39583	3.19161	5.57398	0.00793	0.14985	—	0.14985	0.13787	—	0.13787	—	858.923	858.923	0.03484	0.00697	—	861.870
Dust From Material Movement	—	—	—	—	—	0.20680	0.20680	—	0.02233	0.02233	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00651	0.05246	0.09163	0.00013	0.00246	—	0.00246	0.00227	—	0.00227	—	14.1193	14.1193	0.00057	0.00011	—	14.1677
Dust From Material Movement	—	—	—	—	—	0.00340	0.00340	—	0.00037	0.00037	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00119	0.00957	0.01672	0.00002	0.00045	—	0.00045	0.00041	—	0.00041	—	2.33761	2.33761	0.00009	0.00002	—	2.34563
Dust From Material Movement	—	—	—	—	—	0.00062	0.00062	—	0.00007	0.00007	—	—	—	—	—	—	—

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.2.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01708	0.01221	0.19382	0.00000	0.00000	0.04229	0.04229	0.00000	0.00991	0.00991	—	44.8756	44.8756	0.00077	0.00165	0.13415	45.5208
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01686	0.01397	0.16966	0.00000	0.00000	0.04229	0.04229	0.00000	0.00991	0.00991	—	42.3846	42.3846	0.00088	0.00165	0.00347	42.9019
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00027	0.00023	0.00283	0.00000	0.00000	0.00069	0.00069	0.00000	0.00016	0.00016	—	0.70295	0.70295	0.00001	0.00003	0.00095	0.71235
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Worker	0.00005	0.00004	0.00052	0.00000	0.00000	0.00013	0.00013	0.00000	0.00003	0.00003	—	0.11638	0.11638	< 0.000005	< 0.000005	0.00016	0.11794
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.3. Grading (2028)

3.3.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.97295	8.41834	9.59200	0.01583	0.37537	—	0.37537	0.34534	—	0.34534	—	1,715.20	1,715.20	0.06958	0.01392	—	1,721.08
Dust From Material Movement	—	—	—	—	—	2.42469	2.42469	—	1.04172	1.04172	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Off-Road Equipment	0.03199	0.27677	0.31535	0.00052	0.01234	—	0.01234	0.01135	—	0.01135	—	56.3901	56.3901	0.00229	0.00046	—	56.5836
Dust From Material Movement	—	—	—	—	—	0.07972	0.07972	—	0.03425	0.03425	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00584	0.05051	0.05755	0.00010	0.00225	—	0.00225	0.00207	—	0.00207	—	9.33602	9.33602	0.00038	0.00008	—	9.36806
Dust From Material Movement	—	—	—	—	—	0.01455	0.01455	—	0.00625	0.00625	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.3.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02562	0.01832	0.29074	0.00000	0.00000	0.06343	0.06343	0.00000	0.01487	0.01487	—	67.3134	67.3134	0.00116	0.00248	0.20123	68.2812
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Hauling	0.40763	21.8855	8.72663	0.12057	0.34447	4.82812	5.17259	0.22965	1.32185	1.55150	—	17,411.2	17,411.2	0.79229	2.82467	32.5113	18,305.3
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00082	0.00068	0.00848	0.00000	0.00000	0.00207	0.00207	0.00000	0.00049	0.00049	—	2.10886	2.10886	0.00004	0.00008	0.00286	2.13706
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.01302	0.74123	0.28804	0.00396	0.01133	0.15788	0.16920	0.00755	0.04324	0.05079	—	572.529	572.529	0.02605	0.09287	0.46209	601.317
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00015	0.00012	0.00155	0.00000	0.00000	0.00038	0.00038	0.00000	0.00009	0.00009	—	0.34915	0.34915	0.00001	0.00001	0.00047	0.35381
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00238	0.13527	0.05257	0.00072	0.00207	0.02881	0.03088	0.00138	0.00789	0.00927	—	94.7888	94.7888	0.00431	0.01538	0.07651	99.5548

3.4. Building Construction (2028)

3.4.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.45924	4.30249	6.90694	0.01205	0.14878	—	0.14878	0.13688	—	0.13688	—	1,304.56	1,304.56	0.05292	0.01058	—	1,309.03

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.45924	4.30249	6.90694	0.01205	0.14878	—	0.14878	0.13688	—	0.13688	—	1,304.56	1,304.56	0.05292	0.01058	—	1,309.03
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.22917	2.14704	3.44671	0.00601	0.07425	—	0.07425	0.06831	—	0.06831	—	651.001	651.001	0.02641	0.00528	—	653.235
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04182	0.39183	0.62903	0.00110	0.01355	—	0.01355	0.01247	—	0.01247	—	107.781	107.781	0.00437	0.00087	—	108.151
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.4.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.13971	0.09990	1.58548	0.00000	0.00000	0.34590	0.34590	0.00000	0.08108	0.08108	—	367.082	367.082	0.00631	0.01350	1.09738	372.360
Vendor	0.01481	0.51917	0.24745	0.00303	0.00607	0.11539	0.12145	0.00607	0.03188	0.03795	—	422.571	422.571	0.01611	0.06080	0.86302	441.955
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.13790	0.11430	1.38781	0.00000	0.00000	0.34590	0.34590	0.00000	0.08108	0.08108	—	346.706	346.706	0.00721	0.01350	0.02840	350.937
Vendor	0.01401	0.53925	0.25461	0.00303	0.00607	0.11539	0.12145	0.00607	0.03188	0.03795	—	422.879	422.879	0.01611	0.06080	0.02238	441.423
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06792	0.05659	0.70194	0.00000	0.00000	0.17139	0.17139	0.00000	0.04016	0.04016	—	174.559	174.559	0.00360	0.00674	0.23645	176.892
Vendor	0.00699	0.26692	0.12527	0.00151	0.00303	0.05724	0.06027	0.00303	0.01582	0.01885	—	210.938	210.938	0.00804	0.03034	0.18590	220.366
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01239	0.01033	0.12810	0.00000	0.00000	0.03128	0.03128	0.00000	0.00733	0.00733	—	28.9002	28.9002	0.00060	0.00112	0.03915	29.2865
Vendor	0.00128	0.04871	0.02286	0.00028	0.00055	0.01045	0.01100	0.00055	0.00289	0.00344	—	34.9231	34.9231	0.00133	0.00502	0.03078	36.4841
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.5. Building Construction (2029)

3.5.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.44845	4.11303	6.89444	0.01205	0.13643	—	0.13643	0.12552	—	0.12552	—	1,304.11	1,304.11	0.05290	0.01058	—	1,308.59
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.44845	4.11303	6.89444	0.01205	0.13643	—	0.13643	0.12552	—	0.12552	—	1,304.11	1,304.11	0.05290	0.01058	—	1,308.59
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.26767	2.45494	4.11507	0.00719	0.08143	—	0.08143	0.07492	—	0.07492	—	778.384	778.384	0.03157	0.00631	—	781.055
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04885	0.44803	0.75100	0.00131	0.01486	—	0.01486	0.01367	—	0.01367	—	128.870	128.870	0.00523	0.00105	—	129.313

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.5.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.13520	0.08820	1.49550	0.00000	0.00000	0.34590	0.34590	0.00000	0.08108	0.08108	—	360.782	360.782	0.00541	0.01350	0.98780	365.927
Vendor	0.01441	0.49437	0.24020	0.00303	0.00607	0.11539	0.12145	0.00303	0.03188	0.03491	—	410.496	410.496	0.01611	0.05777	0.76327	428.877
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.13249	0.10170	1.30412	0.00000	0.00000	0.34590	0.34590	0.00000	0.08108	0.08108	—	340.774	340.774	0.00721	0.01350	0.02562	345.002
Vendor	0.01362	0.51484	0.24392	0.00303	0.00607	0.11539	0.12145	0.00303	0.03188	0.03491	—	410.821	410.821	0.01611	0.05777	0.01978	428.458
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07801	0.06016	0.79016	0.00000	0.00000	0.20500	0.20500	0.00000	0.04803	0.04803	—	205.208	205.208	0.00377	0.00806	0.25426	207.957
Vendor	0.00837	0.30445	0.14550	0.00181	0.00362	0.06846	0.07208	0.00181	0.01893	0.02074	—	245.093	245.093	0.00961	0.03448	0.19672	255.805
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01424	0.01098	0.14420	0.00000	0.00000	0.03741	0.03741	0.00000	0.00877	0.00877	—	33.9745	33.9745	0.00062	0.00133	0.04210	34.4297

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Vendor	0.00153	0.05556	0.02655	0.00033	0.00066	0.01249	0.01316	0.00033	0.00345	0.00378	—	40.5780	40.5780	0.00159	0.00571	0.03257	42.3515
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.6. Paving (2029)

3.6.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.45890	3.97515	5.30973	0.00857	0.14719	—	0.14719	0.13542	—	0.13542	—	822.831	822.831	0.03338	0.00668	—	825.655
Paving	0.06026	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03772	0.32672	0.43642	0.00070	0.01210	—	0.01210	0.01113	—	0.01113	—	67.6300	67.6300	0.00274	0.00055	—	67.8621
Paving	0.00495	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00688	0.05963	0.07965	0.00013	0.00221	—	0.00221	0.00203	—	0.00203	—	11.1969	11.1969	0.00045	0.00009	—	11.2353
Paving	0.00090	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.6.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05669	0.04352	0.55800	0.00000	0.00000	0.14800	0.14800	0.00000	0.03469	0.03469	—	145.808	145.808	0.00309	0.00578	0.01096	147.617
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00460	0.00354	0.04656	0.00000	0.00000	0.01208	0.01208	0.00000	0.00283	0.00283	—	12.0909	12.0909	0.00022	0.00047	0.01498	12.2529
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00084	0.00065	0.00850	0.00000	0.00000	0.00220	0.00220	0.00000	0.00052	0.00052	—	2.00179	2.00179	0.00004	0.00008	0.00248	2.02861
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.7. Architectural Coating (2029)

3.7.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.10236	0.79416	1.11216	0.00173	0.01284	—	0.01284	0.01181	—	0.01181	—	133.510	133.510	0.00542	0.00108	—	133.968
Architectural Coatings	8.39113	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Off-Road Equipment	0.00361	0.02797	0.03918	0.00006	0.00045	—	0.00045	0.00042	—	0.00042	—	4.70288	4.70288	0.00019	0.00004	—	4.71902
Architectural Coatings	0.29558	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00066	0.00511	0.00715	0.00001	0.00008	—	0.00008	0.00008	—	0.00008	—	0.77862	0.77862	0.00003	0.00001	—	0.78129
Architectural Coatings	0.05394	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.7.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02650	0.02034	0.26082	0.00000	0.00000	0.06918	0.06918	0.00000	0.01622	0.01622	—	68.1548	68.1548	0.00144	0.00270	0.00512	69.0005
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00092	0.00071	0.00933	0.00000	0.00000	0.00242	0.00242	0.00000	0.00057	0.00057	—	2.42213	2.42213	0.00004	0.00010	0.00300	2.45458
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00017	0.00013	0.00170	0.00000	0.00000	0.00044	0.00044	0.00000	0.00010	0.00010	—	0.40101	0.40101	0.00001	0.00002	0.00050	0.40638
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.8. Architectural Coating (2030)

3.8.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09839	0.78473	1.10719	0.00173	0.01097	—	0.01097	0.01009	—	0.01009	—	133.513	133.513	0.00542	0.00108	—	133.971

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Architectural Coatings	8.39113	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00462	0.03686	0.05200	0.00008	0.00052	—	0.00052	0.00047	—	0.00047	—	6.27066	6.27066	0.00025	0.00005	—	6.29218
Architectural Coatings	0.39410	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00084	0.00673	0.00949	0.00001	0.00009	—	0.00009	0.00009	—	0.00009	—	1.03818	1.03818	0.00004	0.00001	—	1.04174
Architectural Coatings	0.07192	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.8.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02578	0.02016	0.24624	0.00000	0.00000	0.06918	0.06918	0.00000	0.01622	0.01622	—	67.0252	67.0252	0.00126	0.00270	0.00457	67.8658
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00119	0.00084	0.01167	0.00000	0.00000	0.00323	0.00323	0.00000	0.00076	0.00076	—	3.17597	3.17597	0.00006	0.00013	0.00358	3.21882
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00022	0.00015	0.00213	0.00000	0.00000	0.00059	0.00059	0.00000	0.00014	0.00014	—	0.52582	0.52582	0.00001	0.00002	0.00059	0.53291
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Research & Development	1.31765	0.78065	8.75644	0.02210	0.01487	2.06763	2.08250	0.01389	0.52438	0.53827	—	2,250.92	2,250.92	0.10427	0.08669	4.91709	2,284.28
Enclosed Parking with Elevator	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Total	1.31765	0.78065	8.75644	0.02210	0.01487	2.06763	2.08250	0.01389	0.52438	0.53827	—	2,250.92	2,250.92	0.10427	0.08669	4.91709	2,284.28
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Research & Development	1.29591	0.85769	8.34539	0.02111	0.01487	2.06763	2.08250	0.01390	0.52438	0.53828	—	2,151.68	2,151.68	0.11118	0.09188	0.12749	2,181.97
Enclosed Parking with Elevator	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Total	1.29591	0.85769	8.34539	0.02111	0.01487	2.06763	2.08250	0.01390	0.52438	0.53828	—	2,151.68	2,151.68	0.11118	0.09188	0.12749	2,181.97
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Research & Development	0.23325	0.15424	1.51789	0.00388	0.00271	0.37468	0.37739	0.00254	0.09503	0.09757	—	358.714	358.714	0.01807	0.01505	0.35151	364.001
Enclosed Parking with Elevator	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Total	0.23325	0.15424	1.51789	0.00388	0.00271	0.37468	0.37739	0.00254	0.09503	0.09757	—	358.714	358.714	0.01807	0.01505	0.35151	364.001

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Research & Development	—	—	—	—	—	—	—	—	—	—	—	408.758	408.758	0.07952	0.00964	—	413.618
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	97.7900	97.7900	0.01902	0.00231	—	98.9527
Total	—	—	—	—	—	—	—	—	—	—	—	506.548	506.548	0.09854	0.01194	—	512.571
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Research & Development	—	—	—	—	—	—	—	—	—	—	—	408.758	408.758	0.07952	0.00964	—	413.618
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	97.7900	97.7900	0.01902	0.00231	—	98.9527

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Total	—	—	—	—	—	—	—	—	—	—	—	506.548	506.548	0.09854	0.01194	—	512.571
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Research & Development	—	—	—	—	—	—	—	—	—	—	—	67.6746	67.6746	0.01317	0.00160	—	68.4793
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	16.1902	16.1902	0.00315	0.00038	—	16.3828
Total	—	—	—	—	—	—	—	—	—	—	—	83.8648	83.8648	0.01631	0.00198	—	84.8620

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Research & Development	0.02507	0.45587	0.38293	0.00274	0.03465	—	0.03465	0.03465	—	0.03465	—	543.934	543.934	0.04814	0.00102	—	545.443
Enclosed Parking with Elevator	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	0.02507	0.45587	0.38293	0.00274	0.03465	—	0.03465	0.03465	—	0.03465	—	543.934	543.934	0.04814	0.00102	—	545.443
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Research & Development	0.02507	0.45587	0.38293	0.00274	0.03465	—	0.03465	0.03465	—	0.03465	—	543.934	543.934	0.04814	0.00102	—	545.443
Enclosed Parking with Elevator	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	0.02507	0.45587	0.38293	0.00274	0.03465	—	0.03465	0.03465	—	0.03465	—	543.934	543.934	0.04814	0.00102	—	545.443
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Research & Development	0.00458	0.08320	0.06989	0.00050	0.00632	—	0.00632	0.00632	—	0.00632	—	90.0545	90.0545	0.00797	0.00017	—	90.3043
Enclosed Parking with Elevator	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	0.00458	0.08320	0.06989	0.00050	0.00632	—	0.00632	0.00632	—	0.00632	—	90.0545	90.0545	0.00797	0.00017	—	90.3043

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Consumer Products	1.13540	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.06897	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.78613	0.04026	4.78418	0.00029	0.00850	—	0.00850	0.00642	—	0.00642	—	19.6731	19.6731	0.00083	0.00017	—	19.7441
Total	1.99050	0.04026	4.78418	0.00029	0.00850	—	0.00850	0.00642	—	0.00642	—	19.6731	19.6731	0.00083	0.00017	—	19.7441
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	1.13540	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.06897	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	1.20437	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.20721	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.01259	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.07075	0.00362	0.43058	0.00003	0.00076	—	0.00076	0.00058	—	0.00058	—	1.60625	1.60625	0.00007	0.00001	—	1.61204

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Total	0.29055	0.00362	0.43058	0.00003	0.00076	—	0.00076	0.00058	—	0.00058	—	1.60625	1.60625	0.00007	0.00001	—	1.61204

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Research & Development	—	—	—	—	—	—	—	—	—	—	49.9367	82.4465	132.383	5.13647	0.12360	—	297.629
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	—	—	—	—	—	—	—	—	—	—	49.9367	82.4465	132.383	5.13647	0.12360	—	297.629
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Research & Development	—	—	—	—	—	—	—	—	—	—	49.9367	82.4465	132.383	5.13647	0.12360	—	297.629
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Total	—	—	—	—	—	—	—	—	—	—	49.9367	82.4465	132.383	5.13647	0.12360	—	297.629
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Research & Development	—	—	—	—	—	—	—	—	—	—	8.26759	13.6500	21.9175	0.85040	0.02046	—	49.2759
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	—	—	—	—	—	—	—	—	—	—	8.26759	13.6500	21.9175	0.85040	0.02046	—	49.2759

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Research & Development	—	—	—	—	—	—	—	—	—	—	2.17065	0.00000	2.17065	0.21695	0.00000	—	7.59435
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	—	—	—	—	—	—	—	—	—	—	2.17065	0.00000	2.17065	0.21695	0.00000	—	7.59435

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Research & Development	—	—	—	—	—	—	—	—	—	—	2.17065	0.00000	2.17065	0.21695	0.00000	—	7.59435
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	—	—	—	—	—	—	—	—	—	—	2.17065	0.00000	2.17065	0.21695	0.00000	—	7.59435
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Research & Development	—	—	—	—	—	—	—	—	—	—	0.35938	0.00000	0.35938	0.03592	0.00000	—	1.25733
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	—	—	—	—	—	—	—	—	—	—	0.35938	0.00000	0.35938	0.03592	0.00000	—	1.25733

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Research & Development	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.35425	1.35425
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.35425	1.35425
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Research & Development	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.35425	1.35425
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.35425	1.35425
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Research & Development	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.22421	0.22421
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.22421	0.22421

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Species	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	1/4/2028	3/27/2028	5.00000	60.0000	—
Site Preparation	Site Preparation	3/28/2028	4/4/2028	5.00000	6.00000	—
Grading	Grading	4/5/2028	4/20/2028	5.00000	12.0000	—
Building Construction	Building Construction	4/21/2028	11/1/2029	5.00000	400.000	—
Paving	Paving	11/2/2029	12/13/2029	5.00000	30.0000	—
Architectural Coating	Architectural Coating	12/14/2029	1/24/2030	5.00000	30.0000	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	Diesel	Average	1.000000	8.00000	33.0000	0.73000
Demolition	Rubber Tired Dozers	Diesel	Average	1.000000	1.000000	367.000	0.40000
Demolition	Tractors/Loaders/ Backhoes	Diesel	Average	2.00000	6.00000	84.0000	0.37000
Site Preparation	Graders	Diesel	Average	1.000000	8.00000	148.000	0.41000
Site Preparation	Tractors/Loaders/ Backhoes	Diesel	Average	1.000000	8.00000	84.0000	0.37000
Grading	Graders	Diesel	Average	1.000000	6.00000	148.000	0.41000
Grading	Rubber Tired Dozers	Diesel	Average	1.000000	6.00000	367.000	0.40000
Grading	Tractors/Loaders/ Backhoes	Diesel	Average	1.000000	7.00000	84.0000	0.37000
Building Construction	Cranes	Diesel	Average	1.000000	4.00000	367.000	0.29000
Building Construction	Forklifts	Diesel	Average	2.00000	6.00000	82.0000	0.20000
Building Construction	Tractors/Loaders/ Backhoes	Diesel	Average	2.00000	8.00000	84.0000	0.37000
Paving	Cement and Mortar Mixers	Diesel	Average	4.00000	6.00000	10.00000	0.56000
Paving	Pavers	Diesel	Average	1.000000	7.00000	81.0000	0.42000
Paving	Rollers	Diesel	Average	1.000000	7.00000	36.0000	0.38000
Paving	Tractors/Loaders/ Backhoes	Diesel	Average	1.000000	7.00000	84.0000	0.37000

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Architectural Coating	Air Compressors	Diesel	Average	1.000000	6.00000	37.0000	0.48000

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	Worker	10.00000	11.9700	LDA,LDT1,LDT2
Demolition	Vendor	—	7.63000	HHDT,MHDT
Demolition	Hauling	5.10000	20.0000	HHDT
Demolition	Onsite truck	—	—	HHDT
Site Preparation	Worker	5.00000	11.9700	LDA,LDT1,LDT2
Site Preparation	Vendor	—	7.63000	HHDT,MHDT
Site Preparation	Hauling	0.00000	20.0000	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	Worker	7.50000	11.9700	LDA,LDT1,LDT2
Grading	Vendor	—	7.63000	HHDT,MHDT
Grading	Hauling	260.417	20.0000	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	Worker	40.9000	11.9700	LDA,LDT1,LDT2
Building Construction	Vendor	18.0290	7.63000	HHDT,MHDT
Building Construction	Hauling	0.00000	20.0000	HHDT

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Building Construction	Onsite truck	—	—	HHDT
Paving	Worker	17.5000	11.9700	LDA,LDT1,LDT2
Paving	Vendor	—	7.63000	HHDT,MHDT
Paving	Hauling	0.00000	20.0000	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	Worker	8.18000	11.9700	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	7.63000	HHDT,MHDT
Architectural Coating	Hauling	0.00000	20.0000	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Control Strategies Applied	PM10 Reduction	PM2.5 Reduction
Water unpaved roads twice daily	55%	55%
Limit vehicle speeds on unpaved roads to 25 mph	44%	44%

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	0.00000	0.00000	80,186.1	26,576.2	914.760

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (Building Square Footage)	Acres Paved (acres)
Demolition	0.00000	0.00000	0.00000	26,580.0	0.00000
Site Preparation	0.00000	0.00000	3.00000	0.00000	0.00000
Grading	0.00000	25,000.0	9.00000	0.00000	0.00000
Paving	0.00000	0.00000	0.00000	0.00000	0.69000

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%
Water Demolished Area	2	36%	36%

5.7. Construction Paving

Phase Name	Land Use	Area Paved (acres)	% Asphalt
Paving	Research & Development	0.00000	0%
Paving	Enclosed Parking with Elevator	0.69000	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2028	0.00000	45.0990	0.03300	0.00400
2029	0.00000	45.0990	0.03300	0.00400
2030	0.00000	169.636	0.03300	0.00400

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Research & Development	407.040	407.040	407.040	148,570	2,928.19	2,928.19	2,928.19	1,068,791
Enclosed Parking with Elevator	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

5.10. Operational Area Sources

5.10.1. Hearths

Land Use	Hearth Type	Unmitigated (number)	Mitigated (number)
Research & Development	Wood Fireplaces	0	0
Research & Development	Gas Fireplaces	0	0
Research & Development	Propane Fireplaces	0	0
Research & Development	Electric Fireplaces	0	0
Research & Development	No Fireplaces	0	0

Land Use	Hearth Type	Unmitigated (number)	Mitigated (number)
Research & Development	Conventional Wood Stoves	0	0
Research & Development	Catalytic Wood Stoves	0	0
Research & Development	Non-Catalytic Wood Stoves	0	0
Research & Development	Pellet Wood Stoves	0	0
Enclosed Parking with Elevator	Wood Fireplaces	0	0
Enclosed Parking with Elevator	Gas Fireplaces	0	0
Enclosed Parking with Elevator	Propane Fireplaces	0	0
Enclosed Parking with Elevator	Electric Fireplaces	0	0
Enclosed Parking with Elevator	No Fireplaces	0	0
Enclosed Parking with Elevator	Conventional Wood Stoves	0	0
Enclosed Parking with Elevator	Catalytic Wood Stoves	0	0
Enclosed Parking with Elevator	Non-Catalytic Wood Stoves	0	0
Enclosed Parking with Elevator	Pellet Wood Stoves	0	0

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
0.00000	0.00000	80,186.1	26,576.2	914.760

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00000

Season	Unit	Value
Summer Days	day/yr	180.000

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Research & Development	879,512	169.636	0.0330	0.0040	1,697,220
Enclosed Parking with Elevator	210,412	169.636	0.0330	0.0040	0.00000

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Research & Development	26,059,779	0.00000
Enclosed Parking with Elevator	0.00000	0.00000

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Research & Development	4.02763	0.00000
Enclosed Parking with Elevator	0.00000	0.00000

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Research & Development	Household refrigerators and/or freezers	R-134a	1,430.00	0.45455	0.60000	0.00000	1.000000
Research & Development	Other commercial A/C and heat pumps	R-410A	2,088.00	0.00230	4.00000	4.00000	18.0000

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

5.16.2. Process Boilers

5.17. User Defined

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	9.08000	annual days of extreme heat

Climate Hazard	Result for Project Location	Unit
Extreme Precipitation	2.85000	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	4.89000	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters

Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	0	0	N/A
Wildfire	1	0	0	N/A
Flooding	0	0	0	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	N/A	N/A	N/A	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	1	1	2
Wildfire	1	1	1	2
Flooding	1	1	1	2
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	N/A	N/A	N/A	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	37.5731
AQ-PM	47.7038
AQ-DPM	31.1263
Drinking Water	28.9871
Lead Risk Housing	35.6396
Pesticides	0.00000
Toxic Releases	37.9845
Traffic	47.7000
Effect Indicators	—
CleanUp Sites	9.59313
Groundwater	26.1664
Haz Waste Facilities/Generators	3.63997
Impaired Water Bodies	0.00000
Solid Waste	0.00000
Sensitive Population	—
Asthma	73.1181
Cardio-vascular	52.0065
Low Birth Weights	49.2815
Socioeconomic Factor Indicators	—

Indicator	Result for Project Census Tract
Education	68.4131
Housing	65.5513
Linguistic	72.7568
Poverty	58.3417
Unemployment	40.6039

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	29.61632234
Employed	84.28076479
Median HI	25.66405749
Education	—
Bachelor's or higher	63.00526113
High school enrollment	100
Preschool enrollment	95.7141024
Transportation	—
Auto Access	11.18952906
Active commuting	40.63903503
Social	—

Indicator	Result for Project Census Tract
2-parent households	51.37944309
Voting	52.80379828
Neighborhood	—
Alcohol availability	44.15501091
Park access	41.5629411
Retail density	42.74348775
Supermarket access	73.50186064
Tree canopy	48.97985371
Housing	—
Homeownership	19.97946875
Housing habitability	32.41370461
Low-inc homeowner severe housing cost burden	77.69793404
Low-inc renter severe housing cost burden	41.94790196
Uncrowded housing	55.74233286
Health Outcomes	—
Insured adults	43.71872193
Arthritis	32.0
Asthma ER Admissions	36.1
High Blood Pressure	46.3
Cancer (excluding skin)	32.7
Asthma	40.2

Indicator	Result for Project Census Tract
Coronary Heart Disease	31.2
Chronic Obstructive Pulmonary Disease	31.1
Diagnosed Diabetes	48.6
Life Expectancy at Birth	44.6
Cognitively Disabled	48.3
Physically Disabled	38.4
Heart Attack ER Admissions	69.8
Mental Health Not Good	45.5
Chronic Kidney Disease	45.1
Obesity	56.8
Pedestrian Injuries	82.9
Physical Health Not Good	49.9
Stroke	26.0
Health Risk Behaviors	—
Binge Drinking	40.3
Current Smoker	50.3
No Leisure Time for Physical Activity	48.0
Climate Change Exposures	—
Wildfire Risk	6.7
SLR Inundation Area	0.0
Children	33.8

Indicator	Result for Project Census Tract
Elderly	38.0
English Speaking	28.7
Foreign-born	38.7
Outdoor Workers	51.2
Climate Change Adaptive Capacity	—
Impervious Surface Cover	19.9
Traffic Density	58.9
Traffic Access	87.4
Other Indices	—
Hardship	48.3
Other Decision Support	—
2016 Voting	53.7

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	35.0000
Healthy Places Index Score for Project Location (b)	51.0000
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

8.1. Justifications

Screen	Justification
Land Use	Revised to fit 0.69 acre lot size
Construction: Construction Phases	Construction Anticipated to extend from Q1 2028 to Q1 2030.
Construction: Paving	Assume lot size for parking area paved area
Operations: Vehicle Data	Revised consistent with LMA trip generation

8.3. Land Use

Model Parameter	Units	Default Value	New Value
Lot Area	acre	1.21671	0.35000

Model Parameter	Units	Default Value	New Value
Landscape Area	sq. ft	—	0.00000
Special Landscape Area	sq. ft	—	0.00000
Lot Area	acre	1.30854	0.35000
Landscape Area	sq. ft	—	0.00000
Special Landscape Area	sq. ft	—	0.00000

8.4. Construction

8.4.1. Construction Phases

Phase Type	Phase Name	Model Parameter	Default Value	New Value
Demolition	Demolition	End Date	1/18/2028	3/27/2028
Demolition	Demolition	Work Days per Phase	10.00000	60.0000
Site Preparation	Site Preparation	Start Date	1/19/2028	3/28/2028
Site Preparation	Site Preparation	End Date	1/20/2028	4/4/2028
Site Preparation	Site Preparation	Work Days per Phase	1.000000	6.00000
Grading	Grading	Start Date	1/21/2028	4/5/2028
Grading	Grading	End Date	1/23/2028	4/20/2028
Grading	Grading	Work Days per Phase	2.00000	12.0000
Building Construction	Building Construction	Start Date	1/24/2028	4/21/2028
Building Construction	Building Construction	End Date	6/12/2028	11/1/2029
Building Construction	Building Construction	Work Days per Phase	100.0000	400.000

Phase Type	Phase Name	Model Parameter	Default Value	New Value
Paving	Paving	Start Date	6/13/2028	11/2/2029
Paving	Paving	End Date	6/20/2028	12/13/2029
Paving	Paving	Work Days per Phase	5.00000	30.0000
Architectural Coating	Architectural Coating	Start Date	6/21/2028	12/14/2029
Architectural Coating	Architectural Coating	End Date	6/28/2028	1/24/2030
Architectural Coating	Architectural Coating	Work Days per Phase	5.00000	30.0000

8.4.9. Paving

Phase Name	Land Use	Model Parameter	Units	Default Value	New Value
Paving	Enclosed Parking with Elevator	Area Paved	acres	0.35000	0.69000

8.5. Operations

8.5.1. Mobile Sources

8.5.1.1. Vehicle Data

Land Use	Model Parameter	Units	Default Value	New Value
Research & Development	Weekday Trip Rate	size/day	11.2600	7.68000
Research & Development	Saturday Trip Rate	size/day	1.90000	7.68000
Research & Development	Sunday Trip Rate	size/day	1.11000	7.68000

Appendix C1. Education Cultural Complex Biological Resources Constraints Memo

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Harris & Associates

August 15, 2025

Lance R. Lareau, District Architect
San Diego Community College District
3375 Camino del Rio South, Suite 310
San Diego, California 92108-3883

Subject: San Diego College of Continuing Education Facilities Master Plan – Educational Cultural Complex Biological Resources Constraints Analysis

Dear Mr. Lareau,

On June 9, 2025, Harris & Associates (Harris) conducted a biological resources constraints survey for the proposed San Diego College of Continuing Education (SDCCE) Facilities Master Plan Project (project) at the Educational Cultural Complex (ECC). The survey included the approximately 23.56-acre project site and a 100-foot buffer, together referred to as the survey area. The purpose of this survey was to identify existing vegetation and other sensitive resources to support early planning and to identify potential biological constraints for site development. In addition to the survey results, a review of biological databases is provided in this analysis to help evaluate the project's impact on its current immediate and surrounding environment.

Project Description and Location

Project Description

The project involves the revitalization and redevelopment of the existing 220,982-square-foot ECC on a 23.56-acre site in southeastern San Diego. The proposed development would include a modern reconfiguration of campus facilities to support educational, vocational, cultural, and community programs. Central to the redevelopment is the creation of a new "ring of activity," featuring a renovated historic ECC theater, a future community room, and an outdoor amphitheater. The upgraded campus would serve as a vibrant hub for adult education, technical training, performing arts, culinary arts, and student support services under the SDCCE.

The revitalized ECC would feature new and expanded buildings to accommodate general and specialized classrooms, administrative and student resource spaces, and enhanced program facilities for automotive technology, child development, and culinary arts. A new entry courtyard and campus gateway along Ocean View Boulevard would serve as a prominent front door, improving campus visibility and access for the community. The SDCCE Facilities Master Plan includes relocation and expansion of child development facilities, improvements to pedestrian circulation, and reorganization of program spaces to better engage with outdoor areas and strengthen institutional identity.

As part of the site improvements, the project would introduce accessible pedestrian promenades, shaded gathering areas, and reconfigured open space to support campus life and community engagement. Future phases envision expanded parking; integrated sustainability features, such as photovoltaic systems; and the potential for student or faculty housing off San Pasqual Street. Additionally, safety, wayfinding, and technological enhancements would be included to support hybrid learning and improve the overall student experience. Construction of the project is anticipated following completion of the California Environmental Quality Act (CEQA) process and applicable design approvals.

Project Location

The project site is in the southeastern community of Mountain View in the City of San Diego (City), California (Attachment 1, Figures; Figure 1, Regional Location, and Figure 2, Project Location). More specifically, the site is

situated east of Interstate 805, west of Euclid Avenue, and north of Logan Avenue. The project would be implemented by the San Diego Community College District on an approximately 23.56-acre developed parcel (Assessor's Parcel Number 551-011-05-00). The site is currently occupied by the SDCCE's ECC, which includes an existing one-story educational facility and associated site improvements.

Environmental Setting

Land Use

The project site is within a fully developed urban area in the Mountain View community of the City and is surrounded by a mix of residential, commercial, and institutional land uses. The approximately 23.56-acre parcel is currently developed and occupied by the SDCCE ECC, which consists of a one-story educational building and associated site infrastructure. The site has been used continuously for institutional and educational purposes for several decades. Historical aerial imagery confirms that the site was fully developed before the 1990s, with the existing building and paved improvements in place (Google Earth 2025). The site is entirely graded and improved, with no undeveloped or vacant areas. Existing on-site land uses include classrooms, administrative offices, support facilities, and outdoor gathering spaces.

Topography and Soils

The survey area is on a gently sloping landform within the urbanized southeastern portion of the City. The site occupies a relatively level surface with a slight downward gradient to the east, transitioning into lower elevations near Interstate 15. Elevations across the site range from approximately 46 to 75 feet above mean sea level (amsl) (Figure 3, USGS Topographic Map). A search of the U.S. Department of Agriculture Natural Resources Conservation Service soil series website classifies the survey area as Huerhuero-Urban Land Complex (Figure 4, Soils) (USDA 2019, 2020):

- The Huerhuero-Urban Land Complex consists of moderately well-drained soils formed in residuum derived from fine-grained sedimentary rocks, interspersed with areas that have been significantly altered by urban development. The Huerhuero component is typically found on uplands and terraces with slopes ranging from 5 to 15 percent and is characterized by a clay loam or silty clay loam surface layer and a clayey subsoil, which can restrict infiltration and root penetration. These soils exhibit moderate erosion potential, particularly where surface vegetation is sparse or disturbed.

Hydrology

The survey area is within the Pueblo Hydrologic Unit (Hydrologic Unit 909), specifically in the Chollas Hydrologic Subarea (909.11) of the San Diego Hydrologic Basin. This hydrologic unit encompasses approximately 60 square miles in the south-central portion of San Diego County (County) and includes urbanized areas such as Downtown San Diego, City Heights, and the southeastern San Diego neighborhoods. The Chollas Creek Watershed collects runoff from surrounding developed areas and conveys flows in a generally southwest direction toward San Diego Bay. Local stormwater is expected to enter the municipal separate storm sewer system, ultimately discharging to San Diego Bay via the Chollas Creek outfall (Project Clean Water 2025).

The U.S. Fish and Wildlife Service (USFWS) National Wetlands Inventory and the U.S. Geological Survey National Hydrography Dataset did not identify any jurisdictional aquatic resources in the survey area (USFWS 2025a; USGS 2025). One aquatic resource mapped in the National Hydrography Dataset occurs within 100 feet north of the survey area (Figure 5, Hydrology). A formal aquatic resources delineation was not conducted as part of the survey effort.

Climate

On a regional level, the County has a Mediterranean climate, which is characterized by wet winters and dry summers. This is largely because of a semi-permanent high-pressure zone that sits over the Pacific Ocean during much of the year and forms a fog belt (marine layer). Climate for the survey area can be characterized as dry, subhumid mesothermal, with a main growing season in the wet months of the year (late winter to early spring). The rainy

season in the County typically lasts from October through March. Summer months include June, July, August, and September. Vegetation often goes dormant during the later summer months until the first rain in the fall.

According to historical data from the Miramar weather station, located approximately 4 miles south of the survey area, the average maximum annual temperature for the area surrounding the project site is 71.2 degrees Fahrenheit (°F), and the average minimum temperature is 56.1°F. Average annual precipitation in the area is 8.9 inches spread across an average of 40 days. As of June 2025, the total precipitation for the rainy season was 4.3 inches (National Weather Service 2025).

Regulatory Setting

This section provides guidance on the potential regulatory requirements and limitations subject to projects that may impact sensitive environmental resources.

Federal

Bald and Golden Eagle Protection Act (16 USC 668–668[d])

This act prohibits the possession, sale, or hunting of bald or golden eagles. This includes living eagles and their feathers, nests, eggs, or body parts.

Clean Water Act, Section 404 (33 CFR 328.3[a])

These provisions regulate the discharge of dredged or fill material in waters of the United States, including wetlands. Activities that discharge dredge or fill material into waters of the United States can be authorized by the U.S. Army Corps of Engineers (USACE).

On August 29, 2023, the U.S. Environmental Protection Agency and USACE issued a final rule to amend the final "Revised Definition of Waters of the U.S." The 2023 final rule became effective on September 8, 2023. Under the 2023 final rule:

(a) Waters of the U.S. are defined as:

1. Waters which are:
    i. Currently used, or were used in the past, or may be susceptible to use in interstate or foreign commerce, including all waters which are subject to the ebb and flow of the tide;
    ii. The territorial seas; or
    iii. Interstate waters;
2. Impoundments of waters otherwise defined as waters of the United States under this definition, other than impoundments of waters identified under (a)(5) of this section;
3. Tributaries of waters identified in (a)(1) or (2) of this section that are relatively permanent, standing or continuously flowing bodies of water;
4. Wetlands adjacent to the following waters:
    i. Waters identified in (a)(1) of this section; or
    ii. Relatively permanent, standing or continuously flowing bodies of water identified in (a)(2) or (a)(3) of this section and with a continuous surface connection to those waters;
5. Intrastate lakes and ponds not identified in (a)(1) through (4) of this section that are relatively permanent, standing or continuously flowing bodies of water with a continuous surface connection to the waters identified in (a)(1) or (a)(3) of this section.

Federal Endangered Species Act, Sections 4(d), 7, or 10(a) (16 USC 1531 et seq.; 50 CFR Part 402)

This act prohibits the "take" (i.e., harming, harassing, or killing individuals or destroying associated habitat) of species federally listed as threatened or endangered. Take incidental to otherwise lawful activities can be authorized by the USFWS through a permit under the federal Endangered Species Act, Sections 4(d), 7, or 10(a).

Migratory Bird Treaty Act (16 USC 703–712; 50 CFR 10)

The Migratory Bird Treaty Act (MBTA) prohibits the direct or indirect take of migratory birds and their active nests unless permitted.

State

California Migratory Bird Protection Act (Assembly Bill 454)

The California Migratory Bird Protection Act prohibits the take or possession of any migratory non-game bird, as well as their nests and eggs, protected under the federal MBTA unless authorized by regulation.

Birds of Prey Protection Provision (California Fish and Game Code, Section 3503.5)

This provision prohibits the taking of birds of prey (orders Falconiformes and Strigiformes), including their nests and eggs.

California Endangered Species Act (California Fish and Game Code, Sections 2050 et seq.)

The California Endangered Species Act prohibits any activities that would jeopardize or take a species designated as threatened or endangered by the state.

California Fish and Game Code, Section 1602

Section 1602 regulates water resources in the State of California. Activities that divert or obstruct the natural flow of, or change or use material from, the bed, channel, or bank of any river, stream, or lake may be authorized by the California Department of Fish and Wildlife (CDFW). CDFW jurisdiction includes intermittent and perennial watercourses and extends to the top of the bank of a stream or lake if unvegetated or to the limit of the adjacent riparian vegetation, located contiguous to the watercourse, if the stream or lake is vegetated.

California Fish and Game Code, Section 3503

Section 3503 prohibits the take, possession, or needless destruction of the nests or eggs of any birds, except as otherwise provided by the code or any regulation made pursuant thereto.

California Environmental Quality Act, as Amended (California Public Resources Code, Section 21000 et seq.)

The goal of CEQA is to assist California public agencies in identifying potentially significant negative environmental impacts caused by their actions and avoiding or mitigating those impacts when feasible.

California Fully Protected Wildlife Species Provision (California Fish and Game Code, Sections 3511, 4700, 5050, and 5515)

These provisions prohibit the take of fully protected birds, mammals, amphibians, and fish.

California Native Plant Protection Act (California Fish and Game Code, Sections 1900–1913)

These provisions preserve, protect, and enhance endangered or rare native plants of the state.

Regional Water Quality Control Board

The Regional Water Quality Control Board (RWQCB) regulates impacts on water quality under Section 401 of the Clean Water Act (CWA). A project must comply with CWA Section 401 before the USACE can issue a Section 404 permit. The RWQCB will issue a Section 401 water quality certification or waiver of certification depending on the extent of impacts on waters of the United States. The RWQCB also regulates impacts on waters of the state (usually limited to “isolated” waters or swales that may not fall under USACE jurisdiction) under the Porter-Cologne Water Quality Control Act (Porter-Cologne Act).

Streambed Alteration Agreement (California Fish and Game Code, Section 1600)

The California Fish and Game Code requires any person who proposes a project that will substantially divert or obstruct the natural flow or substantially change the bed, channel, or bank of any river, stream, or lake, or their tributaries, or use materials from a streambed to submit a notification for a streambed alteration agreement to the CDFW.

Natural Community Conservation Planning Act, as Amended (California Fish and Game Code, Section 2800–2835)

The primary objective of the Natural Community Conservation Planning program is to conserve natural communities at the ecosystem level while accommodating compatible land use. The program seeks to anticipate and prevent the controversies and gridlock caused by species listing by focusing on the long-term suitability of wildlife and plant communities and including key interests in the process.

Porter-Cologne Water Quality Control Act

The Porter-Cologne Act is regulated by the RWQCB for impacts on waters of the state. The RWQCB is the regional agency responsible for protecting water quality in California. The jurisdiction of this agency includes waters of the state and waters of the United States as mandated by CWA Section 401 and the Porter-Cologne Act. Although water quality issues related to impacts on waterways are normally addressed during Section 401 water quality certification, should a water of the State of California be determined by the USACE to not have CWA jurisdiction, the Porter-Cologne Act would be addressed under a construction general permit, state general waste discharge order, or waste discharge requirements, depending on the level of impact and the properties of the waterway.

San Diego County Multiple Species Conservation Program

The City of San Diego (City) is a participant in the regional County Multiple Species Conservation Program (MSCP), a cooperative federal, state, and local environmental conservation program aimed at preserving the County's unique native plants and animals (covered species). The program's boundaries extend over multiple jurisdictions and environments, including regional watersheds and migratory wildlife corridors. The program also protects the region's diverse native plant and wildlife species, including those that are threatened and endangered. The MSCP also provides provisions and regulations that accommodate future growth and streamline building regulations while protecting natural resources in the region (County of San Diego 1998).

City of San Diego Multiple Species Conservation Program Subarea Plan

The MSCP Subarea Plan (SAP) was adopted in 1997 and encompasses 206,124 acres in the regional MSCP study area (City of San Diego 1997). The MSCP SAP delineates a multi-habitat planning area where preserve planning is focused and permanent conservation of habitat lands will be accomplished, and includes a process for the issuance of permits under the California Natural Community Conservation Planning Act, federal Endangered Species Act, and California Endangered Species Act. The MSCP SAP is characterized by predominantly urban land uses, including associated parks and open space. The MSCP SAP separates the City into several geographic subunits. The project is in the urban area, which encompasses the central coastal and central eastern portions of the City, including urban habitat areas. The urban habitat areas include existing designated open space such as Mission Bay; Tecolote Canyon; Marian Bear Memorial Park; Rose Canyon; San Diego River; the southern slopes along Mission Valley, Carroll Canyon, and Rattlesnake Canyon; Florida Canyon; Chollas Creek; and various smaller canyon systems. Most of these lands consist of canyons with native habitats within relative proximity to other areas providing habitat. These areas contribute to the multi-habitat planning area by providing habitat for native species to continue to reproduce and find new territories, or by providing necessary shelter and foraging areas for migrating species.

Methods

This analysis includes the results of a database review and survey that serve to document the existing biological conditions of the survey area. The results of the database review provide information on the permitting requirements and potential constraints to project construction due to the presence (or lack thereof) of sensitive biological resources.

Database Review

A review of the following online databases was conducted for the project site and a 1-mile radius of the survey area:

- CDFW California Natural Diversity Database (CDFW 2025a)
- CDFW Biogeographic Information and Observation System (CDFW 2025b)
- USFWS National Wetlands Inventory Wetlands Mapper (USFWS 2025a)
- USFWS Information for Planning and Consultation (USFWS 2025b)
- Consortium of California Herbaria database (CCH 2025)
- Calflora database (Calflora 2025)
- California Native Plant Society Inventory of Rare and Endangered Plants of California (CNPS 2025)

Field Reconnaissance Survey

Harris biologists conducted a biological resources reconnaissance survey on June 9, 2025. A 100-foot buffer (where feasible) was used for the survey. The survey was conducted by walking meandering transects throughout the survey area and mapping vegetation communities, documenting plant and wildlife species, noting suitable habitat, and evaluating the potential for occurrence of sensitive, rare, threatened, and endangered plant and wildlife species (Attachment 2, Observed Plant Species, and Attachment 3, Observed Wildlife Species). Vegetation mapping was recorded in the field using the ArcGIS Field Maps application with an aerial image of the survey area. Biologists used binoculars to visually identify wildlife species and listened for vocalizations. Table 2, Sensitive Plant and Wildlife Species with Potential to Occur in the Survey Area, presents the potential for sensitive plant and wildlife species to occur in the survey area.

The results of this analysis provide information on the potential constraints to project development due to the presence of special-status biological resources. No focused wildlife, plant, or other surveys were conducted as part of this analysis.

Survey Limitations

Plants and wildlife were identified by direct observation, vocalizations, or other observations, including tracks, scat, and other sign. Therefore, lists of observed species are not necessarily comprehensive because species can be nocturnal, secretive, or within the region and survey area seasonally (migration) and, therefore, may not have been observed.

Results

Vegetation Communities and Land Cover Types

The project site is within the southwestern California region of the California Floristic Province (Jepson Flora Project 2025). No vegetation communities were identified in the survey area. One land cover type was identified in the survey area: urban/developed land (Oberbauer et al. 2008) (Figure 6, Land Cover Types). Table 1, Land Cover Types in the Survey Area, presents the acreages of the land cover types that occur in the survey area.

Table 1. Land Cover Types in the Survey Area

Land Cover Type	Project Site (acres)	Survey Area (acres)
Disturbed/Developed		
Urban/Developed Land (12000)	23.56	35.20
Subtotal	*23.56*	*35.20*
Total	**23.56**	**35.20**

Notes: Acreages are approximate and based on ArcGIS Field Maps data. Values are rounded up to one-hundredth of an acre.

Land Cover Types

Urban/Developed Land (12000)

Urban/developed land includes areas that have been constructed on or otherwise physically altered to an extent that native vegetation is no longer supported. Urban/developed land is characterized by permanent or semi-permanent structures, pavement or hardscape, and landscaped areas that often require irrigation.

Urban/developed land makes up the entirety of the survey area. Approximately 35.20 acres of urban/developed land occur in the survey area, with 23.56 acres occurring directly on the project site (Figure 6). Urban/developed land on the project site consists of buildings, paved roads and parking lots, and ornamental landscaping.

Aquatic Resources

A formal aquatic resources delineation was not conducted during the survey. As discussed in the Hydrology section, queries of the USFWS National Wetlands Inventory and the U.S. Geological Survey National Hydrography Dataset did not identify aquatic features in the survey area (Figure 5).

The site is fully developed and consists of existing buildings, landscaped areas, hardscape, and associated infrastructure. Stormwater on site appears to be managed through existing underground municipal conveyance systems; no surface aquatic features were observed. However, it is important to note that no jurisdictional aquatic resources delineation was conducted by Harris, and only the USACE, RWQCB, and CDFW (under the California Fish and Game Code) can make final determinations on jurisdiction.

Plant Species

Attachment 2 lists the vascular plant species observed in the survey area during the survey. In total, 35 plant species were identified in the survey area, four (11 percent) of which were native and 31 (89 percent) of which were non-native. Typical of a developed and disturbed site, few native plant species remain or have re-established, and ornamental and non-native species are the dominant cover throughout the site. No sensitive plant species were observed during the survey; however, a focused rare plant survey was not conducted. Sensitive plant species with potential to occur in the survey area are discussed in the Sensitive Plant and Wildlife Species section.

Wildlife Species

Attachment 3 lists the wildlife species observed in the survey area during the survey. In total, seven wildlife species, all of which are native, were observed in the survey area. One of the seven species observed is sensitive. The site contains almost entirely ornamental plantings and, due to the developed nature of the site, provides few resources for wildlife to establish a large biodiversity. Sensitive wildlife species with potential to occur in the survey area are discussed in the Sensitive Plant and Wildlife Species section.

Sensitive Plant and Wildlife Species

This section includes sensitive plant and wildlife species, including nesting birds and critical habitat, as defined by the CDFW, California Native Plant Society (CNPS), and USFWS (CDFW 2025a, 2025c, 2025d; CNPS 2025; USFWS 2025b). Sensitive species are those recognized by federal or state agencies as being potentially vulnerable to impacts because of rarity, local or regional reductions in population numbers, isolation/restricted genetic flow, or other factors. Sensitive plants include those listed as threatened or endangered, proposed for listing, or candidates for listing by the USFWS and CDFW; those considered sensitive by the CDFW; and those species included in the California Rare Plant Rank inventory maintained by the CNPS. Sensitive wildlife species include those listed as threatened or endangered, proposed for listing, or candidates for listing by the USFWS and CDFW or those considered sensitive by the CDFW.

As described in the Database Review section, distributions of historical sensitive species observations within the project vicinity were reviewed in preparation for this analysis. For this biological constraints analysis, those species that either are known to occur or have some potential to occur within the vicinity of the project site are addressed in this section. Figure 7, Species with Potential to Occur, presents the California Natural Diversity Database results for sensitive species with potential to occur on the project site and within a 1-mile buffer around the survey area.

Table 2 provides the list of sensitive plant and wildlife species that may potentially occur, along with an assessment of their potential for occurrence on the project site. Table 2 also includes listing status, habitat requirements, and observation or potential for occurrence information.

Table 2. Sensitive Plant and Wildlife Species with Potential to Occur in the Survey Area

Scientific Name	Common Name	Status Federal/State/ CRPR/Regional	Habitat	Potential to Occur
Plants				
Acanthomintha ilicifolia	San Diego thorn-mint	FT/SE/1B.1/MSCP	Annual herb. Occurs on clay soils and openings in chaparral, coastal scrub, valley and foothill grassland, and vernal pools at elevations between 35 and 3,150 feet amsl. Blooms April–June.	*Not Expected*. No suitable chaparral, coastal scrub, valley and foothill grassland, or vernal pool habitats occur in the survey area. Historical locations exist within 1 mile southeast of the survey area but not within (Figure 7; CDFW 2025a, 2025b; CNPS 2025; USFWS 2025b).
Adolphia californica	California adolphia	None/None/2B.1/None	Perennial deciduous shrub. Occurs on clay soils in chaparral, coastal scrub, and valley and foothill grasslands at elevations between 35 and 2,430 feet amsl. Blooms December–May.	*Not Expected*. No suitable chaparral, coastal scrub, or valley and foothill grassland habitats occur in the survey area. Historical locations exist within 1 mile northwest of the survey area but not within (Figure 7; CDFW 2025a, 2025b; CNPS 2025).
Aphanisma blitoides	Aphanisma	None/None/1B.2/MSCP	Annual herb. Occurs in coastal bluff scrub, coastal dunes, and coastal scrub at elevations between 5 and 1,000 feet amsl. Blooms February–June.	*Not Expected*. No suitable coastal bluff scrub, coastal dunes, or coastal scrub habitats occur in the survey area. Historical locations exist within 1 mile north of the survey area but not within (Figure 7; CDFW 2025a, 2025b; CNPS 2025).
Ferocactus viridescens	San Diego barrel cactus	None/None/2B.1/MSCP	Perennial stem. Occurs in chaparral, coastal scrub, valley and foothill grasslands, and vernal pools at elevations between 10 and 1,475 feet amsl. Blooms June–August.	*Not Expected*. No suitable chaparral, coastal scrub, valley and foothill grassland, or vernal pool habitats occur in the survey area. Historical locations exist within 1 mile north and northwest of the survey area but not within (Figure 7; CDFW 2025a, 2025b; CNPS 2025).

Table 2. Sensitive Plant and Wildlife Species with Potential to Occur in the Survey Area

Scientific Name	Common Name	Status Federal/State/ CRPR/Regional	Habitat	Potential to Occur
Iva hayesiana	San Diego marsh-elder	None/None/2B.2/None	Perennial herb. Occurs in marshes, swamps, and playas at elevations between zero and 1,640 feet amsl. Blooms April–October.	*Not Expected*. No suitable marsh, swamp, or playa habitats occur in the survey area. Historical locations exist within 1 mile southwest of the survey area but not within (Figure 7; CDFW 2025a, 2025b; CNPS 2025).
Lasthenia glabrata ssp. *coulteri*	Coulter's goldfields	None/None/1B.2/None	Annual herb. Occurs in marshes, swamps, playas, and vernal pools at elevations between 5 and 4,005 feet amsl. Blooms February–June.	*Not Expected*. No suitable marsh, swamp, playa, or vernal pool habitats occur in the survey area. Historical locations exist within 1 mile south of the survey area but not within (Figure 7; CDFW 2025a, 2025b; CNPS 2025).
Navarretia prostrata	Prostrate vernal pool navarretia	None/None/1B.2/None	Annual herb. Occurs in coastal scrub, meadows and seeps, valley and foothill grassland (alkaline), and vernal pools at elevations between 10 and 3,970 feet amsl. Blooms February–June.	*Not Expected*. No suitable coastal scrub, meadow and seep, valley and foothill grassland (alkaline), and vernal pool habitats occur in the survey area. Historical locations exist within 1 mile south of the survey area but not within (Figure 7; CDFW 2025a, 2025b; CNPS 2025).
Wildlife				
Invertebrates				
Danaus plexippus plexippus	**Monarch butterfly – California overwintering population**	**FC/None/—/None**	**Inhabits coastal scrub, riparian woodland, and mixed evergreen forest along the California coast. Prefers microhabitats within protected groves of trees—commonly eucalyptus (*Eucalyptus* sp.), Monterey pine (*Pinus radiata*), and Monterey cypress (*Cupressus macrocarpa*)—with filtered sunlight, moderate humidity, and minimal wind. Overwintering sites are typically near the coast and provide suitable**	***Present*. Multiple monarchs were observed during the survey near eucalyptus trees in the southern portion of the survey area. Suitable eucalyptus habitat is present in the southern portion of the project site. Although the eucalyptus trees do not provide ideal structure to support large numbers of monarchs, there is potential for the species to overwinter on the site. No historical locations exist within 1**

Table 2. Sensitive Plant and Wildlife Species with Potential to Occur in the Survey Area

Scientific Name	Common Name	Status Federal/State/ CRPR/Regional	Habitat	Potential to Occur
			shelter and stable microclimatic conditions critical for roosting from late fall through early spring.	**mile of the survey area (Figure 7; Figure 8, Sensitive Species Observed; CDFW 2025a, 2025b; CNPS 2025).**
Euphydryas editha quino	Quino checkerspot butterfly	FE/None/—/None	Occurs in chaparral and coastal sage shrublands. Requires dot-seed plantain (*Plantago erecta*) or purple owl's clover (*Castilleja exserta*) as a host plant.	*Not Expected.* Suitable chaparral and coastal sage shrubland habitats are not present in the survey area. Historical locations from before 1950 exist on the project site; however, the species is considered extirpated from the area. (Figure 7; CDFW 2025a, 2025b; USFWS 2025b).
Amphibians				
Spea hammondii	Western spadefoot toad	FC/SSC/—/None	Inhabits grasslands, open scrub, vernal pools, and occasionally chaparral. Prefers microhabitats with friable, sandy, or loamy soils suitable for burrowing and is typically found in areas with seasonal aquatic features necessary for breeding.	*Not Expected*. Suitable grassland, open scrub, vernal pool, and chaparral habitats containing aquatic features and friable, sandy, or loamy soils are not present in or surrounding the survey area. Historical locations exist within 1 mile north of the survey area but not within (Figure 7; CDFW 2025a, 2025b).
Reptiles				
Anniella stebbinsi	Southern California legless lizard	None/SSC/—/None	Inhabits coastal dune, coastal scrub, chaparral, and sandy alluvial habitats, often in areas with leaf litter or loose, friable soils. Prefers microhabitats with partially shaded to open conditions and sandy or loamy substrates that facilitate burrowing. Frequently found under logs, leaf litter, and surface debris in areas with native vegetation and minimal soil compaction.	*Not Expected*. Suitable coastal dune, coastal scrub, chaparral, and sandy alluvial habitats are not present in or surrounding the survey area. Historical locations exist within 1 mile north of the survey area but not within (Figure 7; CDFW 2025a, 2025b).

Table 2. Sensitive Plant and Wildlife Species with Potential to Occur in the Survey Area

Scientific Name	Common Name	Status Federal/State/ CRPR/Regional	Habitat	Potential to Occur
Aspidoscelis hyperythra	Belding's orange-throated whiptail	None/WL/—/MSCP	Inhabits coastal scrub, chaparral, grassland, and woodland edge habitats. Prefers microhabitats of open, sunny areas with loose, sandy, or rocky soils and scattered low vegetation for foraging and cover. Often associated with washes, canyon bottoms, and other areas with abundant arthropod prey and minimal ground disturbance.	*Not Expected*. Suitable coastal scrub, chaparral, grassland, and woodland edge habitats are not present in or surrounding the survey area. Historical locations exist within 1 mile south of the survey area but not within (Figure 7; CDFW 2025a, 2025b).
Mammals				
Choeronycteris mexicana	Mexican long-tongued bat	None/SSC/—/None	Inhabits desert scrub, chaparral, riparian woodland, and dry oak woodland habitats. Prefers microhabitats with access to flowering agave, cacti, or other nectar-producing plants, and day roosts in rock crevices, caves, mines, and abandoned buildings. Typically found in warm, arid regions with nearby sources of water and foraging habitat during the flowering season.	*Not Expected*. Suitable desert scrub, chaparral, riparian woodland, and dry oak woodland habitats are not present in or surrounding the survey area. Furthermore, suitable rock crevices, caves, mines, and abandoned building roosts are not present. Historical locations exist within 1 mile northwest of the survey area but not within (Figure 7; CDFW 2025a, 2025b).
Eumops perotis californicus	Western mastiff bat	None/SSC/—/None	Inhabits desert scrub, chaparral, grassland, and open woodland habitats. Prefers microhabitats with rugged terrain and open foraging areas, often roosting in deep crevices in cliffs, rocky outcrops, and occasionally in tall human-made structures. Requires spacious flight corridors and is typically found in warm, arid environments with minimal vegetation clutter and access to insect prey.	*Not Expected*. Suitable desert scrub, chaparral, grassland, and open woodland habitats are not present in or surrounding the survey area. Furthermore, suitable cliffs, rocky outcrops, and tall human-made structure roosts are not present. Historical locations exist within 1 mile west of the survey area but not within (Figure 7; CDFW 2025a, 2025b).

Table 2. Sensitive Plant and Wildlife Species with Potential to Occur in the Survey Area

Scientific Name	Common Name	Status Federal/State/ CRPR/Regional	Habitat	Potential to Occur
		Birds		
Accipiter cooperi	Cooper's hawk	None/WL/—/MSCP	Inhabits oak woodland, riparian forest, mixed coniferous forest, and urban/suburban areas with mature trees. Prefers microhabitats with dense canopy cover for nesting and nearby open areas or forest edges for foraging. Often found in wooded habitats near water sources, with an abundant supply of small to medium-sized birds and mammals as prey.	*Moderate Nesting, High Foraging*. Suitable foraging and nesting habitats are present on the project site and in the survey area as eucalyptus trees and other mature ornamental tree species. Nesting habitat is exposed but is suitable to support nesting. Foraging habitat is abundant within ornamental vegetation throughout the survey area. Historical locations exist known from within the survey area (Figure 7; CDFW 2025a, 2025b).
Athene cunicularia hypugaea	Western burrowing owl	None/SC, SSC/—/MSCP	Inhabits open grassland, coastal scrub, agricultural fields, deserts, and disturbed areas with low-growing vegetation. Prefers microhabitats with dry, well-drained, and friable soils that support burrowing mammals, such as ground squirrels (*Otospermophilus* spp.), whose burrows are used for nesting and shelter. Often found in areas with sparse vegetation cover, flat terrain, and nearby perching sites for foraging on insects and small vertebrates.	*Not Expected Foraging or Nesting*. Suitable open grassland, coastal scrub, agricultural fields, deserts, and disturbed habitats with suitable burrows are not present in or surrounding the survey area. Historical locations exist within 1 mile south of the survey area but not within (Figure 7; CDFW 2025a, 2025b).
Polioptila californica californica	Coastal California gnatcatcher	FT/SSC/—/MSCP	Found in dense coastal sage scrub, occasionally baccharis scrub, and chaparral in Southern California to Baja Mexico below 2,500 feet amsl.	*Not Expected Foraging or Nesting.* Suitable dense coastal sage scrub or chaparral habitats are not present in the survey area. Historical locations exist within 1 mile northeast of the survey area but not within (Figure 7; CDFW 2025a, 2025b; USFWS 2025b).

Notes: amsl = above mean sea level; CDFW = California Department of Fish and Wildlife; USFWS = U.S. Fish and Wildlife Service; None = No status indicated for species; CRPR = California Rare Plant Rank
Bold = present on the project site
Federal Status
FC = Federal candidate
FE = Federally listed as endangered
FT = Federally listed as threatened
State Status
SE = State listed as endangered
SC = State candidate
SSC = State listed as special species of concern
CNPS Rare Plant Ranking
1B = Rare, threatened, or endangered in California and elsewhere. These species are eligible for state listing.
2B = Rare, threatened, or endangered in California but more common elsewhere. These species are eligible for state listing.
.1 = Seriously threatened in California (over 80 percent of occurrences threatened; high degree and immediacy of threat).
.2 = Moderately threatened in California (20–80 percent occurrences threatened; moderate degree and immediacy of threat).

Sensitive Plant Species

No sensitive plant species were observed during the survey. However, a focused rare plant survey was not conducted during the survey. No sensitive plant species are expected to occur in the survey area.

Sensitive Wildlife Species

One sensitive wildlife species, monarch butterfly (*Danaus plexippus plexippus*), was observed in the survey area during the survey. One sensitive wildlife species, Cooper's hawk (*Accipiter cooperi*), was determined to have a high potential for foraging and nesting within the survey area. Protocol sensitive wildlife surveys were not conducted during the survey. The species accounts are described in the following sections.

Monarch (Danaus plexippus plexippus), FC

On December 15, 2020, the USFWS found that adding the monarch butterfly to the list of threatened and endangered species is warranted but precluded by higher-priority species reviews and work (USFWS 2020). The monarch butterfly is one of the most recognizable butterfly species, with orange wings laced with black lines and bordered with white dots. Its wingspan is 3.7 to 4.1 inches. This species occurs in patches of milkweed (*Asclepias* sp.), which is the species' caterpillar host plant. Although larvae only eat milkweed, adult monarchs feed on a variety of nectar-bearing flowers. The monarch butterfly is found across North America where suitable feeding, breeding, and overwintering habitat exists. The species overwinters in groves of eucalyptus (*Eucalyptus* sp.), cypress (*Cupressus* sp.), and pine trees (*Pinus s*p.) along the California coast and high-elevation forests in Mexico. Threats to this species include habitat loss, climate change, and agriculture.

Two monarch butterflies were observed foraging in urban/developed land in the survey area during the survey (Figure 8, Sensitive Species Observed). Suitable foraging habitat occurs in ornamental vegetation within the developed areas throughout the survey area. No milkweed patches that would be suitable host plants for caterpillars were observed in the survey area. However, the survey was performed in late summer and winter, when most milkweed species are not apparent. Potential overwintering habitat for the monarch butterfly is present in the eucalyptus trees in the southern portion of the project site. However, the habitat lacks the optimal structural configuration typically associated with high-quality overwintering sites, such as densely grouped, multi-row tree stands that provide adequate shelter from wind and maintain stable microclimatic conditions. Although the existing tree structure is suboptimal, it may still support small or transient overwintering aggregations under favorable environmental conditions. The closest proximity overwintering population is documented approximately 2.7 miles northwest of the survey area (Xerces Society 2025). Historical records for this species do not exist within 1 mile of the survey area (CDFW 2025a).

Cooper's Hawk (Accipiter cooperi); WL, MSCP SAP Covered

Cooper's hawk is a CDFW WL and an MSCP SAP-covered species. It is a medium-sized hawk with rounded wings and a long tail with a rounded tip. Adults are blue-gray above with reddish bars on their underparts and a thickly banded tail. It inhabits most wooded parts of California year-round at elevations from sea level to over 9,000 feet amsl. Cooper's hawk once strictly preferred dense coast live oak (*Quercus agrifolia*) forests or riparian forests and

woodlands usually near water. Since the latter part of the 20th century, Cooper's hawk has adapted to urban settings and is now as ubiquitous in urban eucalyptus woodland settings as it is in natural habitats. In the County, Cooper's hawk still uses oak trees (*Quercus* sp.) for nesting, but documentation shows twice as many nests in eucalyptus trees than in oak trees. The species will also nest in willow (*Salix* sp.), pine, redwood (*Sequoioideae* species), and avocado trees (*Persea americana*) and, in all tree species, will construct nests high in the tree but below the canopy (Unitt 2004). Cooper's hawk pursues prey, especially birds, from perches but will also feed on small mammals, reptiles, or amphibians. This species is threatened by habitat fragmentation and loss, hunting, and pest control.

Cooper's hawk was not observed during the biological survey. However, suitable foraging habitat for Cooper's hawk occurs throughout the survey area in urban/developed land. Suitable nesting habitat occurs in the eucalyptus trees in the southern portion of the survey area. One historical record for this species exists in the survey area (Figure 7; CDFW 2025a).

Nesting Birds

Nesting birds are protected by the MBTA, the California Migratory Bird Protection Act, and similar provisions of the California Fish and Game Code. Ornamental plantings and sparse native plant species in the survey area have the potential to be used as nesting habitat by common species such as California scrub jay (*Aphelocoma californica*), bushtit (*Psaltriparus minimus*), and house finch (*Haemorhous mexicanus*). Pine trees are highly desirable for woodpeckers (*Picidae* sp.) and other cavity-nesting species. Other non-native tree species observed, including eucalyptus, are known to provide suitable nesting habitat for hummingbirds (*Trochilidae* species) and raptors (species in the families Accipitridae, Falconidae, and Strigidae). Therefore, the survey area has high potential to provide suitable nesting habitat for several species protected by federal and state regulations.

Bird Strikes

Construction of new buildings or the redevelopment of existing structures as part of the project has the potential to introduce conditions that may increase the risk of bird-building collisions. Bird strikes typically occur when birds perceive reflections of vegetation or sky in glass surfaces or attempt to fly through transparent building elements. This potential for bird strikes is generally higher in buildings with extensive untreated glass facades near vegetation. While the project site is in a fully developed, urbanized area with no current documented bird strike issue and is surrounded by other multi-story structures, the site features a considerable amount of ornamental vegetation, and inclusion of new vertical surfaces increases the potential for such interactions.

Roosting Bats

While no bats were observed using the survey area for roosting or foraging during the survey, a formal habitat assessment or nighttime focused acoustic or exit-count surveys were not conducted.

The survey area contains suitable bat roosting habitat, including eucalyptus trees and other mature ornamental tree species that may provide foliage, crevices, or exfoliating bark suitable for day or night roosting. While no large snags or trees with visible cavities were observed, the structural characteristics of existing trees are consistent with roosting habitat used by several bat species, including foliage-roosting species, such as hoary bat (*Lasiurus cinereus*), and crevice-roosting species, such as big brown bat (*Eptesicus fuscus*) and California myotis (*Myotis californicus*). Although no active roosts were detected during the survey, the presence of suitable habitat in the survey area indicates that roosting bats may occur in the survey area.

Critical Habitat

No critical habitat for sensitive plants or wildlife occurs in the survey area. The nearest critical habitat to the survey area is for western snowy plover (*Charadrius nivosus nivosus*), which is approximately 3.4 miles south of the survey area.

Wildlife Corridors and Linkages

Wildlife corridors provide routes for local movement and regional linkages, often following linear topographic, vegetation, or water features. These corridors can be continuous habitats, features, or "stepping-stone" areas, providing critical rest and foraging areas for, for example, birds traveling along migratory routes. Local routes of movement provide constant connections to resources that include sources of water, home/cover sites, and foraging areas. Regional linkages and movement corridors provide larger patches of open space to allow relatively free movement of wildlife species along multiple paths between important resources. These areas allow for not only long-term genetic flow between subpopulations but also critical pathways of seasonal and migratory movements. Larger predatory mammals often use regional corridors for hunting and reproduction needs. Potential wildlife corridors can include streams, riparian areas, and culverts under roadways. Habitat characteristics considered included topography, habitat quality, and adjacent land uses.

The survey area is entirely developed, with commercial and residential development surrounding the project site. The surrounding urban matrix, including high-intensity land uses and a large transportation corridor, severely restricts habitat connectivity and precludes the site from functioning as a wildlife movement corridor at a local or regional scale. Due to the absence of natural habitat linkages and the lack of continuous or functional open space, the survey area does not support wildlife corridor functionality. Furthermore, the survey area provides no viable linkage to designated core habitat areas or recognized movement routes that would facilitate gene flow or seasonal migration for native wildlife species. Although the survey area may receive occasional use by urban-adapted, non-sensitive species, such as raccoons (*Procyon lotor*), Virginia opossums (*Didelphis virginiana*), or common rodents, such use would be opportunistic and limited to isolated foraging or temporary refuge. The highly disturbed nature of the survey area, coupled with its complete encirclement by development, substantially limits its ecological function and value for wildlife movement beyond minimal transient use.

In addition, the availability of both native and non-native vegetative cover provides value for MBTA-protected migrating birds flying through to wintering or breeding grounds and those species that nest locally. The survey area is within the Pacific Flyway, along which millions of birds, especially waterfowl, migrate annually between Alaska and Canada, through California, to Mexico and South America. The survey area is within and adjacent to critical stopover points for a variety of birds during their annual migration.

The dataset for the California Essential Habitat Connectivity Project (CDFW 2025e) was reviewed to identify any essential habitats in the survey area. The survey area is not within a California essential habitat connectivity area. The nearest essential habitat connectivity area is 10 miles north of the survey area.

Recommendations

The following recommendations are suggested to avoid potential impacts to biological and aquatic resources on the project site:

BIO-1: Nesting Birds. No grubbing, trimming, or clearing of vegetation from the project site shall occur during the raptor and bird breeding season (January 15 through August 31). If grubbing, trimming, or clearing of vegetation cannot feasibly occur outside the general bird breeding season, a qualified biologist shall perform a pre-construction nesting bird survey no more than 72 hours before the start of vegetation grubbing, trimming, or clearing to determine if active bird nests are present in the affected areas. Should an active bird nest be located, the qualified biologist shall establish a buffer and direct vegetation clearing away from the nest until it has been determined that the young have fledged or the nest has failed. If no nesting birds (including nest building or other breeding or nesting behavior) are in the construction area, grubbing, trimming, or clearing shall proceed.

BIO-2: Pre-Construction Overwintering Monarch Butterfly Survey. If grubbing, trimming, or clearing of vegetation occurs during the winter (November 1 through February 28), a qualified monitoring biologist, as approved by the City of San Diego, shall perform a pre-construction overwintering monarch butterfly survey no more than 48 hours before the start of vegetation grubbing, trimming, or clearing to confirm that no overwintering monarch butterflies occupy vegetation on the project site. If overwintering

monarch butterflies are found during the pre-construction survey, a 50-foot buffer around the occupied vegetation shall be established, and no disturbance shall be allowed within the buffer until a qualified monitoring biologist determines that monarch butterflies are no longer occupying the vegetation. If no overwintering monarch butterflies are on the project site, grubbing, trimming, or clearing shall proceed.

BIO-3: Roosting Bat Habitat Assessment. If tree removal, vegetation clearing, or building demolition is proposed as part of the project, a qualified bat biologist shall conduct a roosting bat habitat assessment before the initiation of such activities to evaluate the presence and quality of potential day-roosting or maternity roost habitat within the project site. If the assessment identifies habitat features with a high potential to support active roosts, additional avoidance or minimization measures may be recommended. If the habitat assessment determines that suitable roosting habitat is absent, tree removal, vegetation clearing, or demolition may proceed without further bat-specific surveys.

BIO-4: Bird Strikes. The project shall incorporate bird-safe building design features to reduce the potential for bird-building collisions. During building, construction and final site design, facades shall include non-reflective materials and visual markers to reduce transparency and reflection. Treatments may include etched, fritted, or patterned glass; ultraviolet-patterned glass visible to birds; or architectural features such as awnings, shades, or shutters that break up reflective surfaces and reduce glare. Trees and large shrubs shall be located away from building facades to minimize reflected vegetation and reduce the likelihood of bird strikes. The site plan shall maintain open corridors between buildings to provide clear flight paths for birds traversing the project site. Non-glare finishes and integrated shading elements shall be used to minimize reflection and overheating of glass surfaces.

These measures shall be incorporated into the project's final design and verified during construction to ensure compliance.

Constraints Analysis Conclusion

The survey area is entirely developed and surrounded by residential and commercial development. Additionally, it is dominated by ornamental plantings and, as a result, does not support sensitive vegetation communities and provides minimal habitat value for wildlife. The absence of suitable habitat features, in combination with the surrounding urban development, further limits the survey area's ability to support wildlife beyond minimal use by common, urban-adapted species.

However, the survey area supports landscaped areas containing eucalyptus trees and ornamental vegetation capable of potentially supporting sensitive overwintering monarch butterflies. Ornamental vegetation associated with landscaped areas could also support roosting bats and nesting by common bird species protected under the MBTA, California Migratory Bird Protection Act, and California Fish and Game Code. As such, pre-construction surveys for nesting birds and overwintering monarchs are recommended if vegetation removal is scheduled to occur during the nesting bird or overwintering monarch seasons. Additionally, a habitat assessment for roosting bats is recommended to determine the potential for roosting bats to occupy the site. Furthermore, bird-safe building design elements are recommended to reduce the potential for bird strikes. Incorporating these avoidance measures would minimize the risk of incidental take and support regulatory compliance.

If you have any questions regarding this analysis, please contact me at (619) 980-2599 or Chris.Thomson@WeAreHarris.com.

Sincerely,



Chris Thomson
Senior Biologist

Attachments

1, Figures
2, Observed Plant Species
3, Observed Wildlife Species

References

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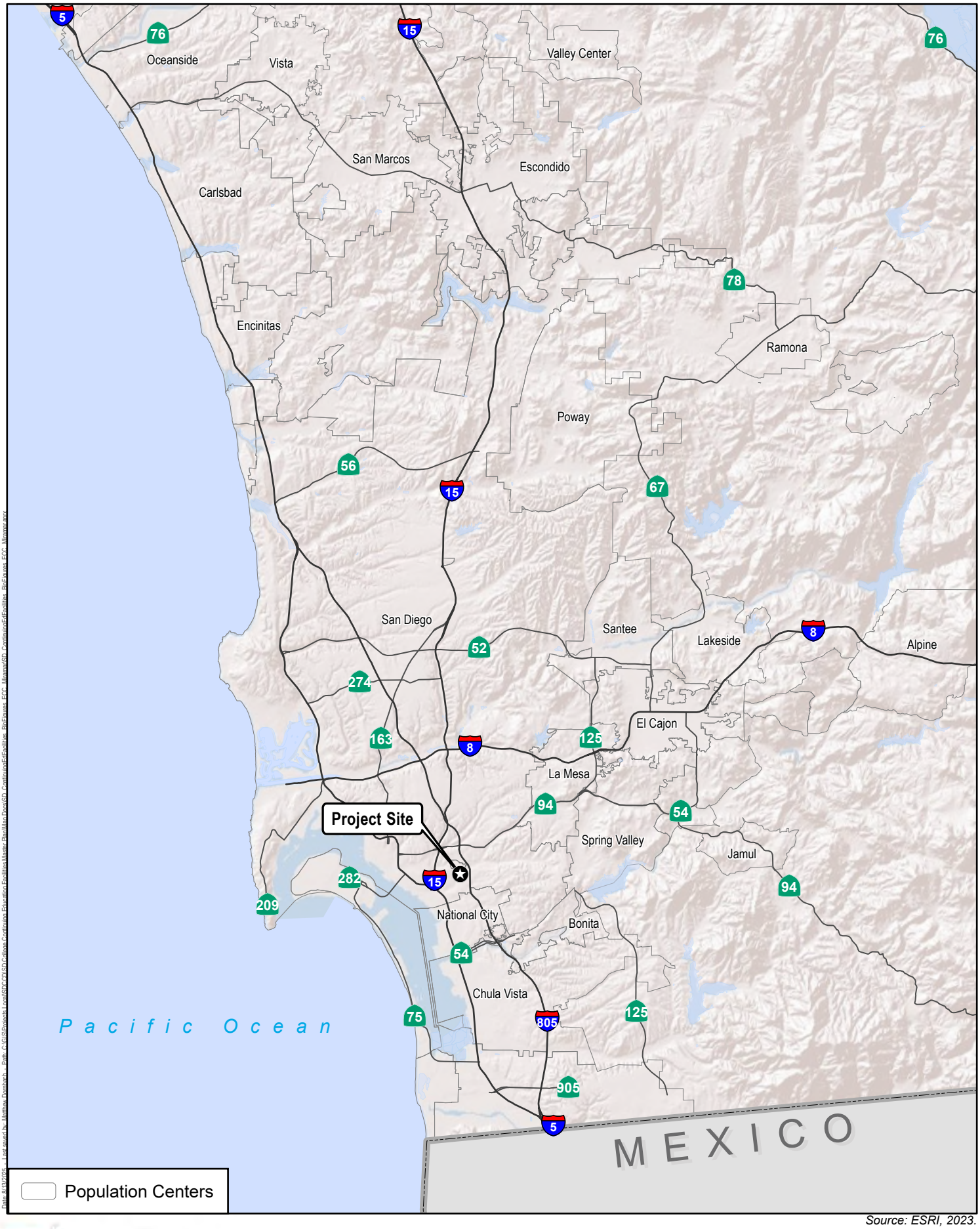
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Attachment 1. Figures

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Source: ESRI, 2023.

Harris & Associates

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Miles

Figure 1

Regional Location

San Diego College of Continuing Education Facilities Master Plan Project - Educational Cultural Complex



Source: Maxar Imagery, 2023.

Harris & Associates

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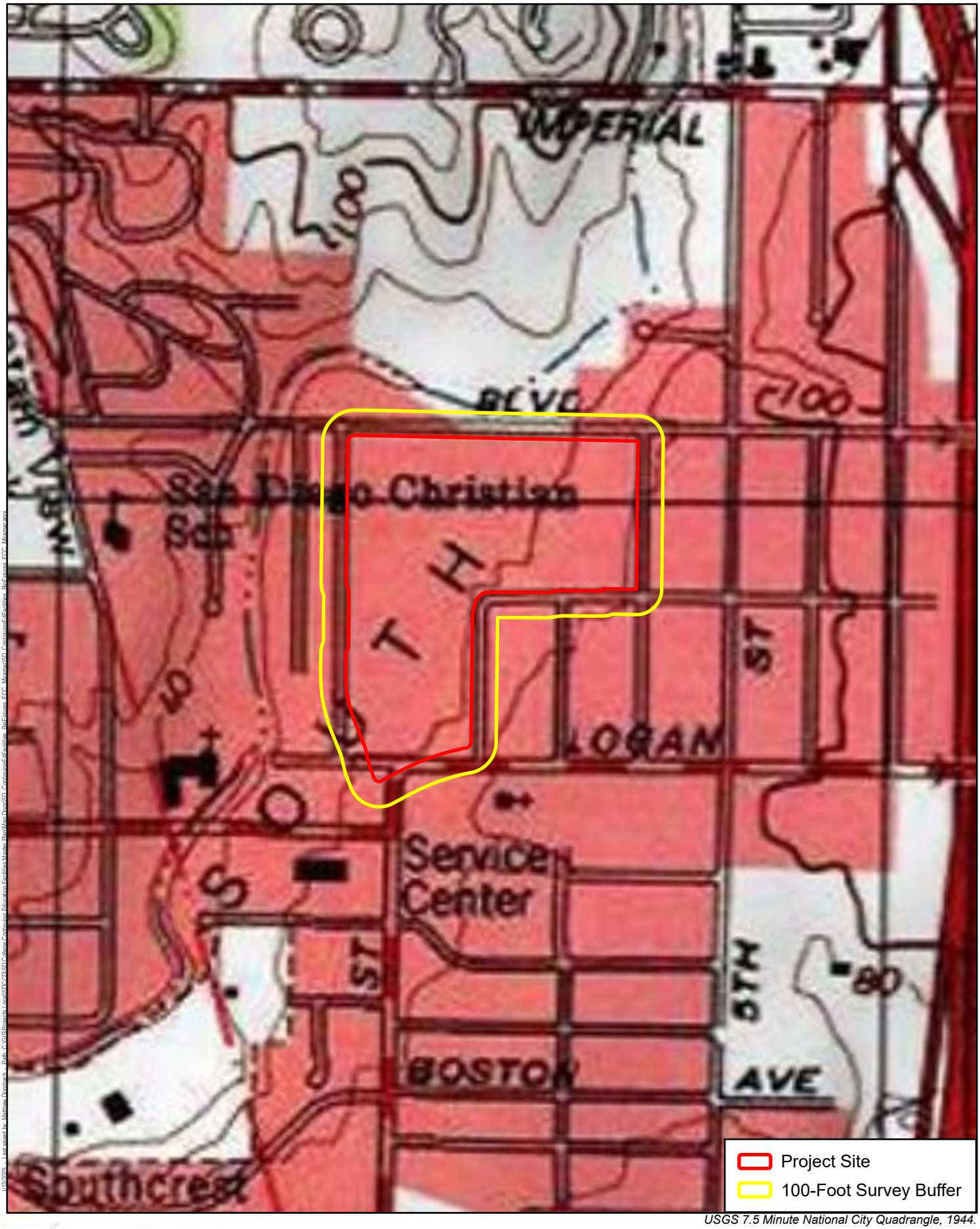
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Figure 2

Project Location

San Diego College of Continuing Education Facilities Master Plan Project - Educational Cultural Complex



USGS 7.5 Minute National City Quadrangle, 1944.

Harris & Associates

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Figure 3

USGS Topographic Map

San Diego College of Continuing Education Facilities Master Plan Project - Educational Cultural Complex



Source: USDA, 2000; Maxar Imagery, 2023.

Harris & Associates

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Figure 4

Soils

San Diego College of Continuing Education Facilities Master Plan Project - Educational Cultural Complex



Source: USFWS, 2000; Maxar Imagery, 2023.

Harris & Associates

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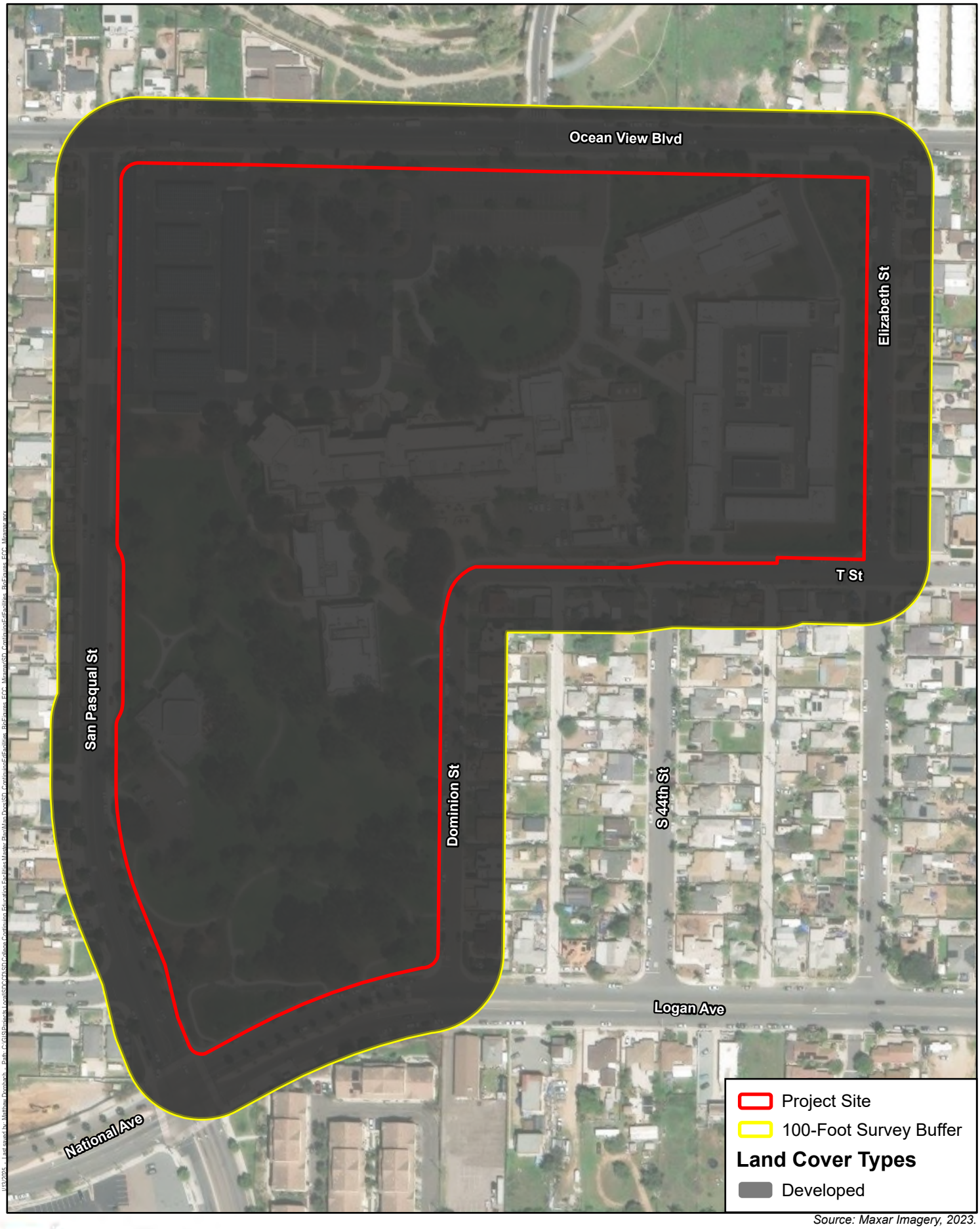
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Figure 5

Hydrology

San Diego College of Continuing Education Facilities Master Plan Project - Educational Cultural Complex



Source: Maxar Imagery, 2023.

Harris & Associates

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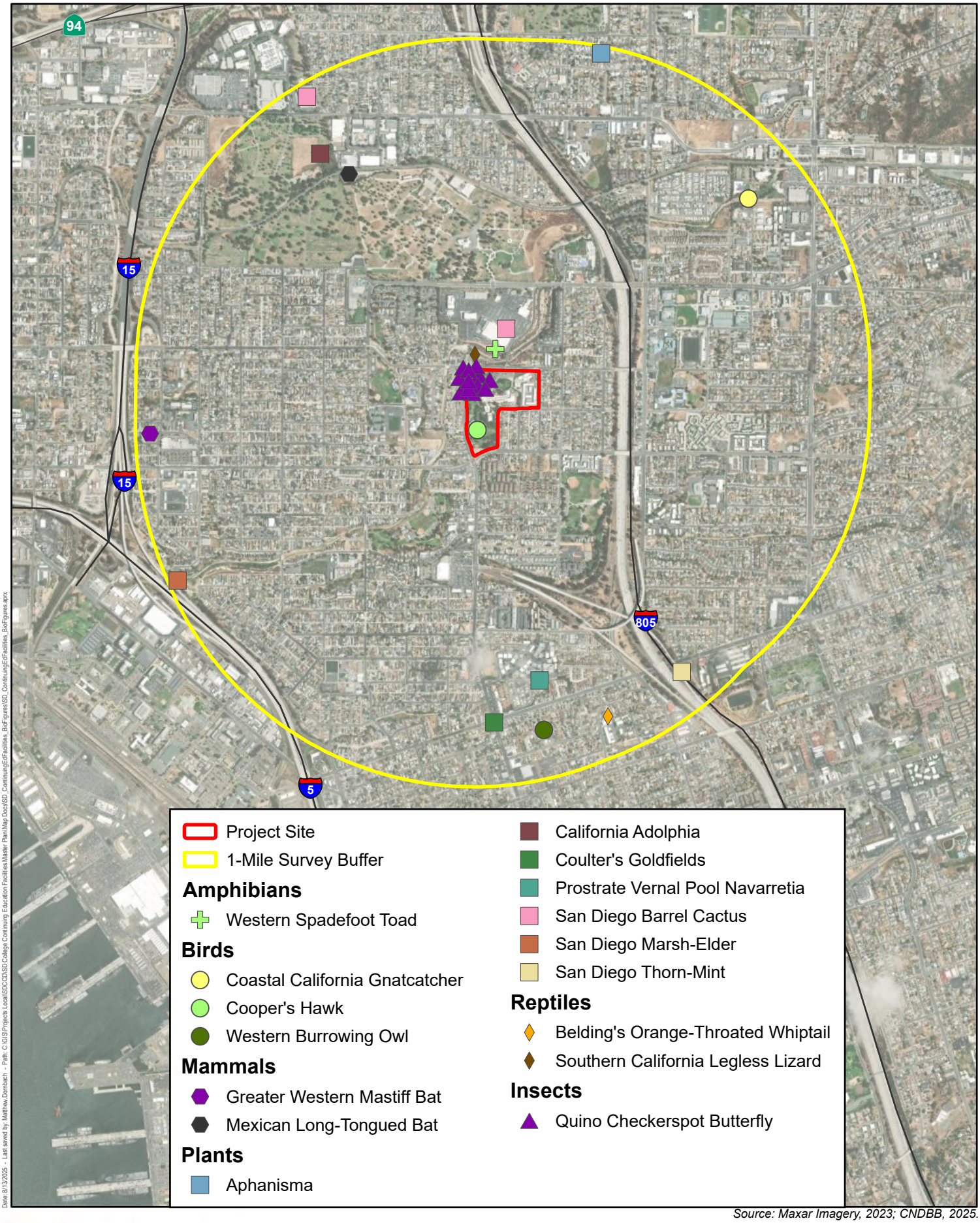
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Figure 6

Land Cover Types

San Diego College of Continuing Education Facilities Master Plan Project - Educational Cultural Complex



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Source: Maxar Imagery, 2023; CNDBB, 2025.

Harris & Associates

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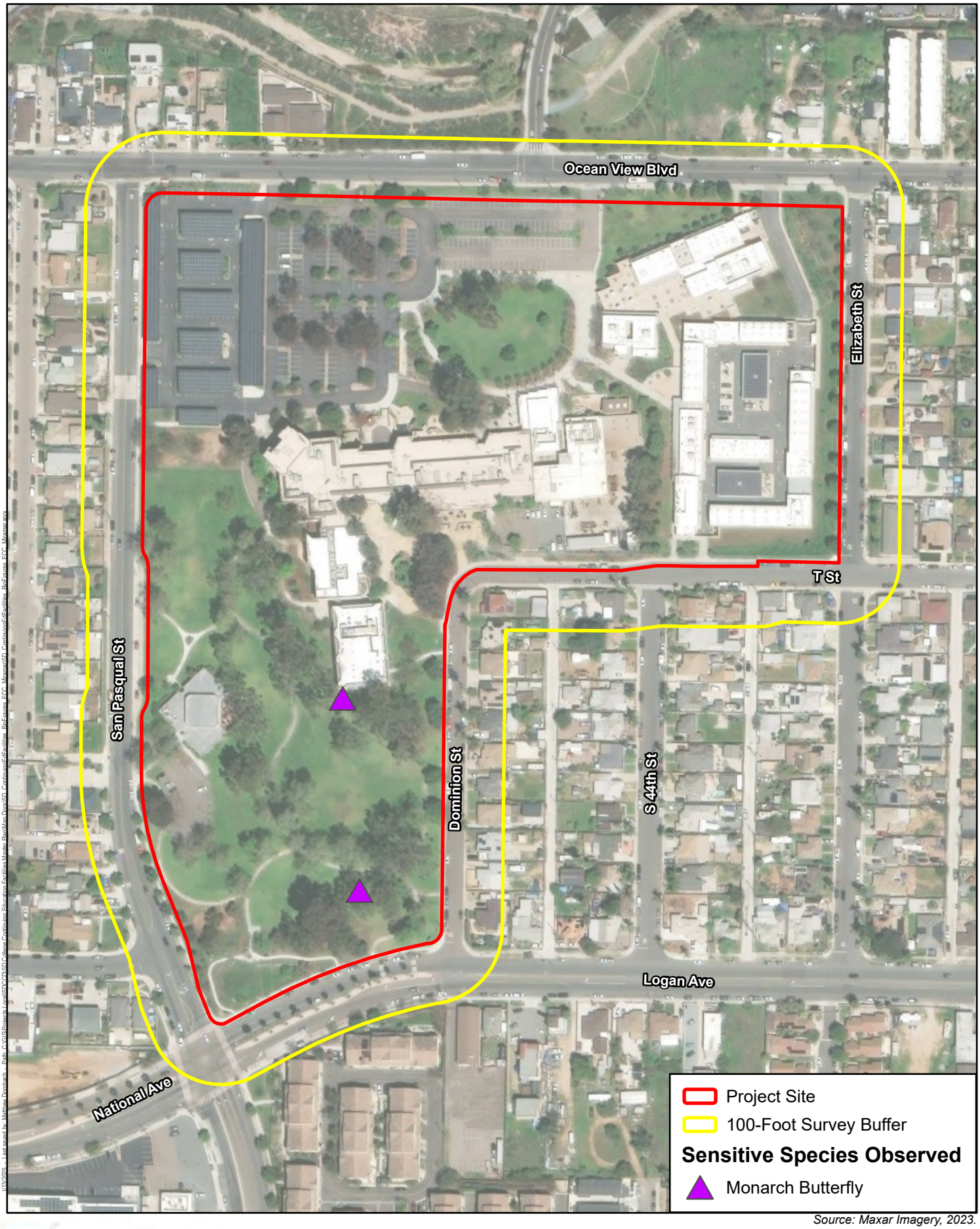
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Figure 7

Species with Potential to Occur

San Diego College of Continuing Education Facilities Master Plan Project - Educational Cultural Complex



Source: Maxar Imagery, 2023.

Harris & Associates

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Figure 8

Sensitive Species Observed

San Diego College of Continuing Education Facilities Master Plan Project - Educational Cultural Complex

Attachment 2. Observed Plant Species

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	Scientific Name	Common Name	Special Status
	Amaryllidaceae - Amaryllis family		
*	*Agapanthus praecox*	Blue lily	
	Asparagaceae - Asparagus family		
*	*Dracaena trifasciata*	Snake plant	
	Asphodelaceae - Asphodel family		
*	*Hemerocallis lilioasphodelus*	Lemon lily	
*	*Kniphofia uvaria*	Red-hot poker	
	Euphorbiaceae - Spurge family		
*	*Euphorbia milii*	Crown-of-thorns	
	Fabaceae - Legume family		
*	*Bauhinia variegata*	Orchid tree	
*	*Tipuana tipu*	Tipa	
	Iridaceae - Iris family		
*	*Dietes bicolor*	African iris	
	Lamiaceae - Mint family		
*	*Leonotis leonurus*	Lion's tail	
	Musaceae - Banana family		
*	*Musa ornata*	Flowering banana	
	Sapindaceae - Soapberry family		
*	*Cupaniopsis anacardioides*	Tuckeroo	
	GYMNOSPERMS		
	Cupressaceae - Cypress family		
	Juniperus chinensis	Chinese juniper	
	EUDICOTS		
	Araliaceae - Ginseng family		
*	*Hedera helix*	English ivy	
	Asteraceae - Sunflower family		
*	*Dimorphotheca fruticosa*	Trailing African Cape marigold	
	Erigeron canadensis	Horseweed	
*	*Gazania linearis*	Treasureflower	
	Bignoniaceae - Bignonia family		
*	*Jacaranda mimosifolia*	Blue jacaranda	
	Boraginaceae - Borage family		
*	*Echium candicans*	Pride of madeira	

	Scientific Name	Common Name	Special Status
	Crassulaceae - Stonecrop family		
*	*Aeonium arboreum var. arboreum*	Canary Island Aeonium	
	Ericaceae - Heath family		
*	*Arbutus unedo*	Strawberry tree	
	Fabaceae - Legume family		
*	*Calliandra californica*	Baja fairy-duster	
	Geraniaceae - Geranium family		
*	*Pelargonium peltatum*	Ivy zonal geranium	
	Myrtaceae - Myrtle family		
*	*Eucalyptus camaldulensis*	Red gum	
*	*Eucalyptus sideroxylon*	Red River gum	
	Oleaceae - Olive family		
*	*Ligustrum japonicum*	Japanese privet	
*	*Olea europaea*	Olive	
	Onagraceae - Evening Primrose f		
	Oenothera elata	Great marsh evening primrose	
	Platanaceae - Plane Tree, Sycam		
	Platanus racemosa	Western sycamore	
	Verbenaceae - Vervain family		
*	*Lantana camara*	Lantana	
	MONOCOTS		
	Agavaceae - Century Plant family		
	Agave attenuata	Fox tail agave	
	Arecaceae - Palm family		
*	*Syagrus romanzoffiana*	Queen palm	
*	*Washingtonia robusta*	Mexican fan palm	
	Asphodelaceae - Asphodel family		
*	*Aloe maculata*	Spotted Aloe	
	Commelinaceae - Spiderwort fam		
*	*Tradescantia fluminensis*	Small-leaf spiderwort	
	Poaceae - Grass family		
*	*Ehrharta erecta*	Panic veldt grass	

Scientific Name	Common Name	Special Status

Legend

*= Non-native or invasive species

Special Status:

Federal:
FE = Endangered
FT = Threatened

State:
SE = Endangered
ST =Threatened

CRPR – California Rare Plant Rank
1A. Presumed extinct in California and elsewhere
1B. Rare or Endangered in California and elsewhere
2A. Presumed extinct in California, more common elsewhere
2B. Rare or Endangered in California, more common elsewhere
3. Plants for which we need more information - Review list
4. Plants of limited distribution - Watch list

Threat Ranks
.1 - Seriously endangered in California
.2 – Fairly endangered in California
.3 – Not very endangered in California

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Attachment 3. Observed Wildlife Species

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Scientific Name	Common Name	Special Status
INVERTEBRATES		
Moths, Skippers and Butterflies		
Nymphalidae - Brush-footed Butterfly Family		
Danaus plexippus	Monarch	Federal Candidate
VERTEBRATES		
Birds		
Tyrannidae - Tyrant Flycatcher Family		
Sayornis nigricans	Black Phoebe	
Corvidae - Jay and Crow Family		
Corvus brachyrhynchos	American Crow	
Aegithalidae - Bushtit Family		
Psaltriparus minimus	Bushtit	
Parulidae - Wood-Warbler Family		
Oreothypis celata	Orange-crowned Warbler	
Fringillidae - Finch Family		
Haemorhous mexicanus	House Finch	
Carduelis psaltria	Lesser Goldfinch	

Legend

*= Non-native or invasive species

Special Status:

Federal:
FE = Endangered
FT = Threatened

State:
SE = Endangered
ST =Threatened
CSC = California Species of Special Concern
CFP = California Fully Protected Species

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Appendix C2. CE Mesa Biological Resources Email Memo

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Date August 14, 2025

Subject: San Diego College of Continuing Education Facilities Master Plan – CE Mesa Biological Resources Constraints Email Summary

This email memo provides a summary of the biological resources constraints survey Harris & Associates conducted for the proposed San Diego College of Continuing Education (SDCCE) Facilities Master Plan Project (project) on the CE Mesa campus on June 9, 2025. The purpose of this survey was to assess the existing biological conditions, identify potential constraints to development, and offer preliminary recommendations to avoid or minimize impacts on sensitive resources as project planning moves forward.

Project Overview

The approximately 1.07-acre project site is in the Clairemont Mesa community of the City of San Diego (City), bordered by Armstrong Place to the south and Mesa College Circle to the west. The proposed development would include the modernization of an existing two-story, 40,000-square-foot educational facility on the 0.98-acre CE Mesa campus. The project would retain and enhance classroom, office, and student support spaces and upgrade circulation and program functionality throughout the educational facility. Additionally, a new three-story campus expansion and two-story parking garage are proposed. The development is part of the SDCCE Facilities Master Plan and would continue to serve educational programs under SDCCE administration.

Environmental Setting

The project site is an entirely developed educational campus that supports a two-story educational facility and associated parking. The site is within an urbanized area of the City and is immediately surrounded by institutional, commercial, and transportation infrastructure. One natural area, Tecolote Canyon, occurs approximately 700 feet southwest of the project site. Historical construction and grading activities have fully altered the native topography, with no remaining natural vegetation communities present. The site is predominantly paved and developed with buildings, with landscaping limited to ornamental plantings.

Elevation on site ranges between 358 and 361 feet above mean sea level. Soils on site are mapped as Chesterton-urban land complex, characterized by urban fill or previously graded material associated with regional development. Hydrologically, the site is within the Mission Bay Watershed. Stormwater on site appears to be managed through existing underground municipal conveyance systems; no surface aquatic features were observed. However, it is important to note that no jurisdictional aquatic resources delineation was conducted by Harris, and only the U.S. Army Corps of Engineers, Regional Water Quality Control Board, and California Department of Fish and Wildlife (under the California Fish and Game Code) can make final determinations on jurisdiction.

Methods

Harris & Associates biologists conducted a biological resources reconnaissance survey on June 9, 2025, to document existing biological resources within the approximately 1.07-acre project site and a 100-foot buffer (together referred to as the survey area), where accessible. Survey methods included walking meandering transects throughout the survey area to map vegetation communities, document plant and wildlife species, assess habitat conditions, and evaluate the potential for occurrence of sensitive, rare, threatened, and endangered species. Vegetation was mapped using the ArcGIS Field Maps application, and wildlife species were identified through visual observation, vocalizations, and indirect sign (e.g., tracks, scat). The survey results are intended to provide information on the potential biological constraints on project development. No protocol or focused surveys for special-status species were conducted, and observations were limited by seasonal activity patterns and species detectability at the time of the survey.

Biological Resources

One land cover type, urban/developed, was documented in the survey area. Nine plant species and three wildlife species were observed, with most plant species (eight out of nine) being non-native and one out of three wildlife species being non-native. No special-status plant or wildlife species were observed during the survey.

Although the survey area is fully developed and lacks native vegetation communities, some sensitive wildlife species are known to use non-native ornamental vegetation for foraging, nesting, or roosting. However, the non-native vegetation present in the survey area does not provide the structural complexity or other habitat features (e.g., appropriate habitat size, vegetation, canopy cover, hydrologic conditions) typically required to support sensitive species on a regular or sustained basis. No critical habitat for any federally or state-listed species is present in the survey area. The highly urbanized surroundings, absence of ecological connectivity, and limited availability of suitable habitat features substantially reduce the capacity of the survey area to support sensitive biological resources.

Despite the developed nature of the survey area, the presence of sparse, small ornamental trees and landscaped vegetation provides limited structural features that may be suitable for nesting by common bird species protected under the Migratory Bird Treaty Act (MBTA), the California Migratory Bird Protection Act (Assembly Bill 454), and California Fish and Game Code, such as Anna's hummingbird (*Calypte anna*), northern mockingbird (*Mimus polyglottos*), and house finch (*Haemorhous mexicanus*). These features, including branch crotches and shrubs, create localized habitat features that could support avian nesting activity. However, the site lacks vegetation or structural attributes—such as large trees with exfoliating bark, substantial cavities, or suitable overhangs—typically required to support roosting bats, including species known to occur locally, such as western red bat (*Lasiurus blossevillii*) and Yuma myotis (*Myotis yumanensis*). Although overall habitat quality is low due to the lack of native vegetation and ecological connectivity, the structural characteristics of the existing ornamental landscape provide localized features that could support nesting by common bird species within survey area.

The project site is in a fully developed portion of San Diego and is surrounded primarily by residential and institutional development, as well as paved roadways. Although Tecolote Canyon, a regionally significant open space and wildlife movement area, is approximately 700 feet southeast of the site, the intervening landscape is fully urbanized and lacks contiguous natural habitat. This developed separation limits functional connectivity between the site and the canyon, and no direct habitat linkages or wildlife corridors occur within or adjacent to the site. As a result, the site does not contribute to regional habitat connectivity or function as an integral component of wildlife movement associated with Tecolote Canyon.

Construction of new buildings or the redevelopment of existing structures as part of the project has the potential to introduce conditions that may increase the risk of bird-building collisions. Bird strikes typically occur when birds perceive reflections of vegetation or sky in glass surfaces or attempt to fly through transparent building elements. This potential for bird strikes is generally higher in buildings with extensive untreated glass facades located near vegetation. While the project site is in a fully developed, urbanized area with no current documented bird strike issue, and is surrounded by other multi-story structures, the inclusion of new vertical surfaces increases the potential for such interactions.

Regulatory Considerations

The survey area's biological features may trigger regulatory review under several state and federal statutes, including the MBTA, the California Migratory Bird Protection Act (Assembly Bill 454), and California Fish and Game Code, Sections 3503 and 3503.5, which provide protections for nesting birds.

Recommendations

To avoid or minimize impacts to nesting birds and bird strikes, we recommend that the following measures be implemented:

BIO-1: Nesting Birds. No grubbing, trimming, or clearing of vegetation from the project site shall occur during the raptor and bird breeding season (January 15 through August 31). If grubbing, trimming, or clearing of vegetation

cannot feasibly occur outside the general bird breeding season, a qualified biologist shall perform a pre-construction nesting bird survey no more than 72 hours before the start of vegetation grubbing, trimming, or clearing to determine if active bird nests are present in the affected areas. Should an active bird nest be located, the qualified biologist shall establish a buffer and direct vegetation clearing away from the nest until it has been determined that the young have fledged or the nest has failed. If no nesting birds (including nest building or other breeding or nesting behavior) are in the construction area, grubbing, trimming, or clearing shall proceed.

BIO-2: Bird Strikes. The project shall incorporate bird-safe building design features to reduce the potential for bird-building collisions. During building, construction, and final site design, facades shall include non-reflective materials and visual markers to reduce transparency and reflection. Treatments may include etched, fritted, or patterned glass; ultraviolet-patterned glass visible to birds; or architectural features such as awnings, shades, or shutters that break up reflective surfaces and reduce glare. Trees and large shrubs shall be located away from building facades to minimize reflected vegetation and reduce the likelihood of bird strikes. The site plan shall maintain open corridors between buildings to provide clear flight paths for birds traversing the project area. Non-glare finishes and integrated shading elements shall be used to minimize reflection and overheating of glass surfaces. These measures shall be incorporated into the project's final design and verified during construction to ensure compliance.

Conclusion

The project site is an entirely developed educational facility in a highly urbanized area and consists solely of urban/developed land with ornamental landscaping and built infrastructure. The results of the biological resources constraints survey indicate that no native vegetation communities or critical habitats are present in the survey area. The site supports only a small amount of marginally suitable wildlife habitat within ornamental vegetation; however, such habitat is limited in extent and structural complexity. Given the highly developed surroundings and the absence of key habitat features, the likelihood of occurrence for sensitive species is negligible, and wildlife use is expected to be limited to common, urban-adapted species. As such, sensitive plant or wildlife species are not expected to occur. Due to the lack of biological resources on the project site, the project is not expected to result in significant impacts to sensitive species or habitats. However, to ensure compliance with applicable regulations, including the MBTA, the California Migratory Bird Protection Act (Assembly Bill 454) and California Fish and Game Code, Sections 3503 and 3503.5, a pre-construction nesting bird survey is recommended if vegetation removal is scheduled during the nesting season. Additionally, bird-safe building design elements are recommended to reduce the potential for bird strikes. Incorporating these avoidance measures would minimize the risk of incidental take and support regulatory compliance.

Please let us know if you have any questions regarding this results summary.

Table for Report 3

	Scientific Name	Common Name	Special Status
	Asteraceae - Sunflower family		
*	*Curio talinoides*	Blue finger	
	Fabaceae - Legume family		
*	*Cassia leptophylla*	Gold medallion tree	
	Lamiaceae - Mint family		
*	*Salvia rosmarinus*	Rosemary	
	Poaceae - Grass family		
*	*Nassella tenuissima*	Mexican feathergrass	
	Rosaceae - Rose family		
*	*Pyrus calleryana*	Callery pear	
	EUDICOTS		
	Anacardiaceae - Sumac Or Cashe		
*	*Searsia lancea*	African sumac	
	Asteraceae - Sunflower family		
	Erigeron canadensis	Horseweed	
*	*Sonchus asper ssp. asper*	Prickly sow thistle	
	Myrtaceae - Myrtle family		
*	*Melaleuca citrina*	Crimson bottlebrush	

Legend

*= Non-native or invasive species

Special Status:

Federal:
FE = Endangered
FT = Threatened

State:
SE = Endangered
ST =Threatened

CRPR – California Rare Plant Rank
1A. Presumed extinct in California and elsewhere
1B. Rare or Endangered in California and elsewhere
2A. Presumed extinct in California, more common elsewhere
2B. Rare or Endangered in California, more common elsewhere
3. Plants for which we need more information - Review list
4. Plants of limited distribution - Watch list

Threat Ranks
.1 - Seriously endangered in California
.2 – Fairly endangered in California
.3 – Not very endangered in California

Table X. Wildlife Species Detected

Scientific Name	Common Name	Special Status
VERTEBRATES		
Birds		
Corvidae - Jay and Crow Family		
Corvus brachyrhynchos	American Crow	
Fringillidae - Finch Family		
Carduelis psaltria	Lesser Goldfinch	
Passeridae - Old World Sparrow Family		
Passer domesticus	House Sparrow	

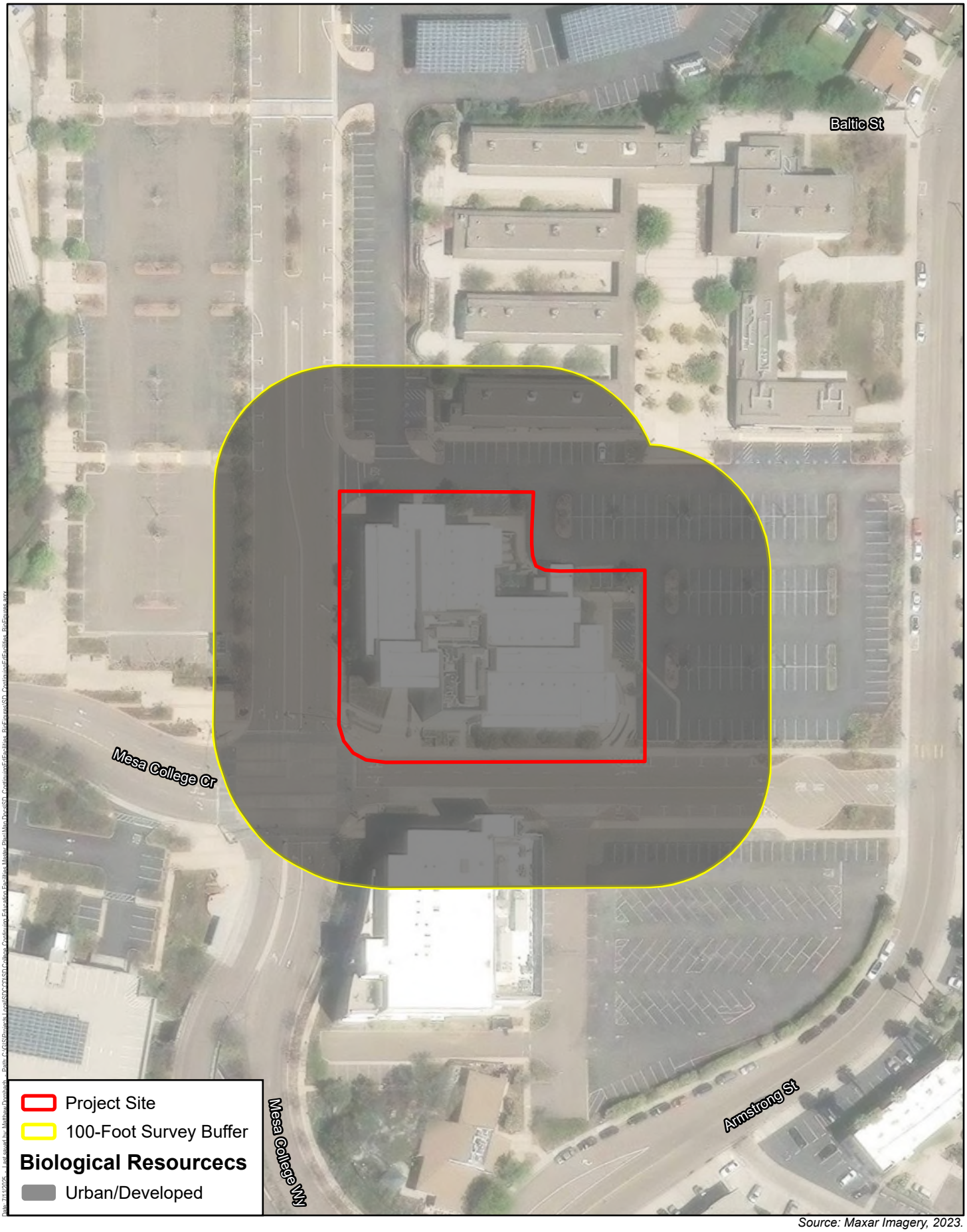
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*= Non-native or invasive species

Special Status:

Federal:
FE = Endangered
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State:
SE = Endangered
ST =Threatened
CSC = California Species of Special Concern
CFP = California Fully Protected Species



Source: Maxar Imagery, 2023.

Harris & Associates

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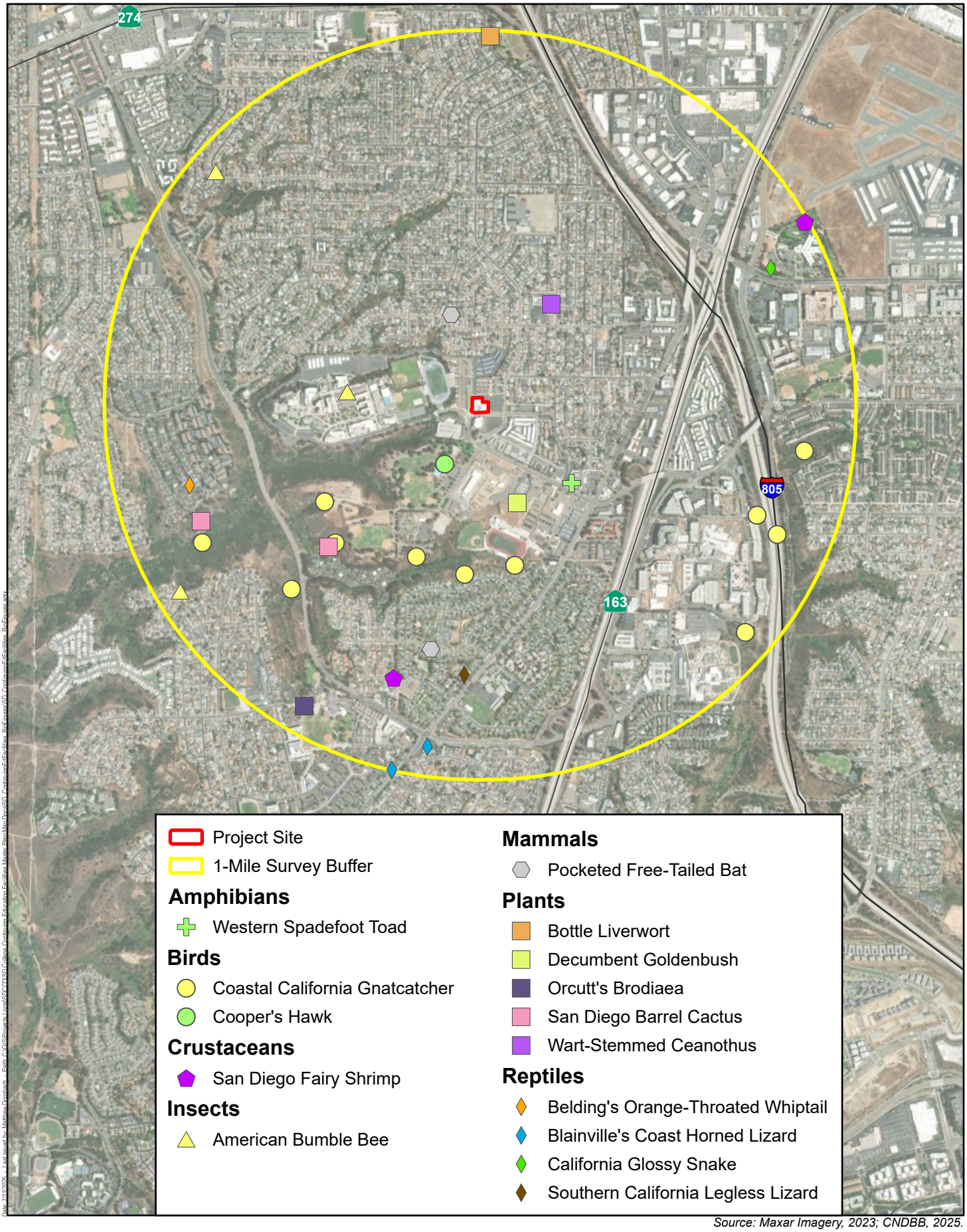
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Figure 1

Land Cover Types

San Diego College of Continuing Education Facilities Master Plan - CE MCC



Source: Maxar Imagery, 2023; CNDBB, 2025.

Harris & Associates

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Figure 2

Species with Potential to Occur

San Diego College of Continuing Education Facilities Master Plan - CE MCC

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Appendix C3. CE Miramar Biological Resources Constraints Memo

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Harris & Associates

August 15, 2025

Lance R. Lareau, District Architect
San Diego Community College District
3375 Camino del Rio South, Suite 310
San Diego, California 92108-3883

Subject: San Diego College of Continuing Education Facilities Master Plan – CE Miramar Biological Resources Constraints Analysis

Dear Mr. Lareau,

On June 9, 2025, Harris & Associates (Harris) conducted a biological resources constraints survey for the proposed San Diego College of Continuing Education (SDCCE) Facilities Master Plan Project (project) on the CE Miramar campus. The survey included the approximately 1.47-acre project site and a 100-foot buffer, together referred to as the survey area. The purpose of this survey was to identify existing vegetation and other sensitive resources to support early planning and to identify potential biological constraints for site development. In addition to the survey results, a review of biological databases is provided in this analysis to help evaluate the project's impact on its current immediate and surrounding environment.

Project Description and Location

Project Description

The project involves the redevelopment of the existing 17,588-square-foot CE Miramar campus on a 1.47-acre site in northern City of San Diego (City). The proposed development would include the construction of a new, multi-functional educational facility that would serve as a campus activity hub for adult education, vocational training, and student services under the SDCCE. The facility would include a mix of general and specialized classrooms, technology-integrated learning spaces, administrative offices, and student resource areas designed to support programs such as English as a second language and workforce development.

As part of the campus transformation, the project would introduce a two-story educational building with indoor-outdoor connectivity that frames an accessible, central activity plaza. The design concept—referred to in the SDCCE Facilities Master Plan as the "campus activity hub"—emphasizes a welcoming, flexible environment for students and staff, with improved circulation and institutional identity. The new layout would integrate informal gathering spaces, hybrid-learning classrooms, and open-air transitional zones to enhance student engagement and accessibility.

Additional project components would include improved site circulation through enhanced pedestrian pathways, signage, and Americans with Disabilities Act (ADA)-compliant access routes. Landscaped areas would be upgraded with shade structures and sustainable design features, creating a more inviting and resilient outdoor environment. On-site parking would be reorganized to better accommodate faculty, staff, and students and to separate service access from daily campus activity where feasible.

This state-of-the-art campus would support SDCCE's goals of expanding access to equitable education, addressing regional workforce needs, and fostering student success through inclusive, technology-rich learning environments. Construction of the project is anticipated following completion of the California Environmental Quality Act (CEQA) process and applicable design and permitting approvals.

Project Location

The project site is in the suburban community of Mira Mesa in northern San Diego, California (Attachment 1, Figures; Figure 1, Regional Location, and Figure 2, Project Location). More specifically, the site is west of Black Mountain Road and east of Interstate 15 (I-15). The project would be implemented by the San Diego Community College District on an approximately 1.47-acre developed parcel (Assessor's Parcel Number 341-210-22-00). The site is currently occupied by the CE Miramar campus, which includes an existing one-story educational building and surrounding improvements. The project site is within a developed urban setting surrounded by institutional, commercial, and residential land uses.

Environmental Setting

Land Use

The project site is within a developed urban setting and is surrounded by institutional, commercial, and residential land uses. The approximately 1.47-acre parcel is currently developed and occupied by the CE Miramar campus, which includes a one-story educational building and associated site infrastructure. The site has been in continuous institutional use for educational purposes for several decades. Review of historical aerial imagery indicates that the site was fully developed before the 1990s, with the existing building and surrounding paved improvements in place (Google Earth 2025). The site is fully graded and improved, with no undeveloped or vacant areas. Existing land uses on the site include an educational building and an outdoor courtyard area.

Topography and Soils

The survey area is on a relatively flat surface over a low-relief geomorphic rise within the larger Mira Mesa landform. The eastern portion of the survey area exhibits a gradual downslope to the east, transitioning into lower elevation areas approaching I-15. Elevation in the survey area ranges from approximately 499 to 516 feet above mean sea level (amsl) (Figure 3, USGS Topographic Map). A search of the U.S. Department of Agriculture Natural Resources Conservation Service soil series website returned two results, Redding cobbly loam and Redding gravelly loam (Figure 4, Soils) (USDA 2018, 2019):

- Redding cobbly loam is derived from residuum weathered from basic igneous rocks such as basalt. It typically occurs on undulating to gently rolling old terraces and foothills with slopes ranging from 2 to 30 percent. Elevations are generally between 200 and 2,000 feet amsl. Redding soils are well-drained with moderate to slow permeability. Surface runoff is medium to rapid, depending on slope and moisture content. The cobbly loam surface texture and underlying hardpan restrict deep rooting, influencing vegetation composition and water retention characteristics.
- Redding gravelly loam forms in residuum derived from basic igneous rocks and is typically found on gently to moderately sloping old terrace surfaces, with slopes ranging from 2 to 15 percent. Elevations range from approximately 100 to 2,000 feet amsl. These soils are well-drained and exhibit moderate to slow permeability due to the presence of a cemented hardpan at moderate depth. Surface runoff is medium when dry and can be rapid when soils are saturated. The gravelly surface and shallow rooting depth limit water-holding capacity and affect plant rooting behavior.

Hydrology

The survey area is within the Peñasquitos Hydrologic Unit (Hydrologic Unit 906), specifically in the Miramar Reservoir Hydrologic Area (906.1) of the Los Peñasquitos Watershed. This watershed encompasses approximately 94 square miles in northwestern San Diego County (County) and includes several sub-watersheds such as Carroll Canyon Creek, Los Peñasquitos Creek, and Carmel Creek. The Los Peñasquitos Watershed lies south of the San Dieguito River Watershed and north of the San Diego River Watershed. Rainfall in the region generally drains west through Los Peñasquitos Creek, which ultimately discharges into the Pacific Ocean via Los Peñasquitos Lagoon near Torrey Pines State Beach (Project Clean Water 2025).

The U.S. Fish and Wildlife Service (USFWS) National Wetlands Inventory and the U.S. Geological Survey National Hydrography Dataset did not identify any jurisdictional aquatic resources in the survey area (USFWS 2025a; USGS 2025). One aquatic resource mapped in the National Hydrography Dataset occurs approximately 150 feet south of the survey area (Figure 5, Hydrology). A formal aquatic resources delineation was not conducted as part of the survey effort.

Climate

On a regional level, the County has a Mediterranean climate, which is characterized by wet winters and dry summers. This is largely because of a semi-permanent high-pressure zone that sits over the Pacific Ocean during much of the year and forms a fog belt (marine layer). Climate for the survey area can be characterized as dry, subhumid mesothermal, with a main growing season in the wet months of the year (late winter to early spring). The rainy season in the County typically lasts from October through March. Summer months include June, July, August, and September. Vegetation often goes dormant during the later summer months until the first rain in the fall.

According to historical data from the Miramar weather station, located approximately 3.1 miles south of the survey area, the average maximum annual temperature for the area surrounding the project site is 75.3 degrees Fahrenheit (°F), and the average minimum temperature is 54.3°F. Average annual precipitation in the area is 9.6 inches spread across an average of 43 days. As of June 2025, the total precipitation for the rainy season was 5.1 inches (National Weather Service 2025).

Regulatory Setting

This section provides guidance on the potential regulatory requirements and limitations subject to projects that may impact sensitive environmental resources.

Federal

Bald and Golden Eagle Protection Act (16 USC 668–668[d])

This act prohibits the possession, sale, or hunting of bald or golden eagles. This includes living eagles and their feathers, nests, eggs, or body parts.

Clean Water Act, Section 404 (33 CFR 328.3[a])

These provisions regulate the discharge of dredged or fill material in waters of the United States, including wetlands. Activities that discharge dredge or fill material into waters of the United States can be authorized by the U.S. Army Corps of Engineers (USACE).

On August 29, 2023, the U.S. Environmental Protection Agency and USACE issued a final rule to amend the final "Revised Definition of Waters of the U.S." The 2023 final rule became effective on September 8, 2023. Under the 2023 final rule:

(a) Waters of the U.S. are defined as:

1. Waters which are:
    i. Currently used, or were used in the past, or may be susceptible to use in interstate or foreign commerce, including all waters which are subject to the ebb and flow of the tide;
    ii. The territorial seas; or
    iii. Interstate waters;
2. Impoundments of waters otherwise defined as waters of the United States under this definition, other than impoundments of waters identified under (a)(5) of this section;
3. Tributaries of waters identified in (a)(1) or (2) of this section that are relatively permanent, standing or continuously flowing bodies of water;

4. Wetlands adjacent to the following waters:
    i. Waters identified in (a)(1) of this section; or
    ii. Relatively permanent, standing or continuously flowing bodies of water identified in (a)(2) or (a)(3) of this section and with a continuous surface connection to those waters;
5. Intrastate lakes and ponds not identified in (a)(1) through (4) of this section that are relatively permanent, standing or continuously flowing bodies of water with a continuous surface connection to the waters identified in (a)(1) or (a)(3) of this section.

Federal Endangered Species Act, Sections 4(d), 7, or 10(a) (16 USC 1531 et seq.; 50 CFR Part 402)

This act prohibits the "take" (i.e., harming, harassing, or killing individuals or destroying associated habitat) of species federally listed as threatened or endangered. Take incidental to otherwise lawful activities can be authorized by the USFWS through a permit under the federal Endangered Species Act, Sections 4(d), 7, or 10(a).

Migratory Bird Treaty Act (16 USC 703–712; 50 CFR 10)

The Migratory Bird Treaty Act (MBTA) prohibits the direct or indirect take of migratory birds and their active nests unless permitted.

State

California Migratory Bird Protection Act (Assembly Bill 454)

The California Migratory Bird Protection Act prohibits the take or possession of any migratory non-game bird, as well as their nests and eggs, protected under the federal MBTA unless authorized by regulation.

Birds of Prey Protection Provision (California Fish and Game Code, Section 3503.5)

This provision prohibits the taking of birds of prey (orders Falconiformes and Strigiformes), including their nests and eggs.

California Endangered Species Act (California Fish and Game Code, Sections 2050 et seq.)

The California Endangered Species Act prohibits any activities that would jeopardize or take a species designated as threatened or endangered by the state.

California Fish and Game Code, Section 1602

Section 1602 regulates water resources in the State of California. Activities that divert or obstruct the natural flow of, or change or use material from, the bed, channel, or bank of any river, stream, or lake may be authorized by the California Department of Fish and Wildlife (CDFW). CDFW jurisdiction includes intermittent and perennial watercourses and extends to the top of the bank of a stream or lake if unvegetated or to the limit of the adjacent riparian vegetation, located contiguous to the watercourse, if the stream or lake is vegetated.

California Fish and Game Code, Section 3503

Section 3503 prohibits the take, possession, or needless destruction of the nests or eggs of any birds, except as otherwise provided by the code or any regulation made pursuant thereto.

California Environmental Quality Act, as Amended (California Public Resources Code, Section 21000 et seq.)

The goal of CEQA is to assist California public agencies in identifying potentially significant negative environmental impacts caused by their actions and avoiding or mitigating those impacts when feasible.

California Fully Protected Wildlife Species Provision (California Fish and Game Code, Sections 3511, 4700, 5050, and 5515)

These provisions prohibit the take of fully protected birds, mammals, amphibians, and fish.

California Native Plant Protection Act (California Fish and Game Code, Sections 1900–1913)

These provisions preserve, protect, and enhance endangered or rare native plants of the state.

Regional Water Quality Control Board

The Regional Water Quality Control Board (RWQCB) regulates impacts on water quality under Section 401 of the Clean Water Act (CWA). A project must comply with CWA Section 401 before the USACE can issue a Section 404 permit. The RWQCB will issue a Section 401 water quality certification or waiver of certification depending on the extent of impacts on waters of the United States. The RWQCB also regulates impacts on waters of the state (usually limited to "isolated" waters or swales that may not fall under USACE jurisdiction) under the Porter-Cologne Water Quality Control Act (Porter-Cologne Act).

Streambed Alteration Agreement (California Fish and Game Code, Section 1600)

The California Fish and Game Code requires any person who proposes a project that will substantially divert or obstruct the natural flow or substantially change the bed, channel, or bank of any river, stream, or lake, or their tributaries, or use materials from a streambed to submit a notification for a streambed alteration agreement to the CDFW.

Natural Community Conservation Planning Act, as Amended (California Fish and Game Code, Section 2800–2835)

The primary objective of the Natural Community Conservation Planning program is to conserve natural communities at the ecosystem level while accommodating compatible land use. The program seeks to anticipate and prevent the controversies and gridlock caused by species listing by focusing on the long-term suitability of wildlife and plant communities and including key interests in the process.

Porter-Cologne Water Quality Control Act

The Porter-Cologne Act is regulated by the RWQCB for impacts on waters of the state. The RWQCB is the regional agency responsible for protecting water quality in California. The jurisdiction of this agency includes waters of the state and waters of the United States as mandated by CWA Section 401 and the Porter-Cologne Act. Although water quality issues related to impacts on waterways are normally addressed during Section 401 water quality certification, should a water of the State of California be determined by the USACE to not have CWA jurisdiction, the Porter-Cologne Act would be addressed under a construction general permit, state general waste discharge order, or waste discharge requirements, depending on the level of impact and the properties of the waterway.

San Diego County Multiple Species Conservation Program

The City is a participant in the regional County Multiple Species Conservation Program (MSCP), a cooperative federal, state, and local environmental conservation program aimed at preserving the County's unique native plants and animals (covered species). The program's boundaries extend over multiple jurisdictions and environments, including regional watersheds and migratory wildlife corridors. The program also protects the region's diverse native plant and wildlife species, including those that are threatened and endangered. The MSCP also provides provisions and regulations that accommodate future growth and streamline building regulations while protecting natural resources in the region (County of San Diego 1998).

City of San Diego Multiple Species Conservation Program Subarea Plan

The MSCP Subarea Plan (SAP) was adopted in 1997 and encompasses 206,124 acres in the regional MSCP study area (City of San Diego 1997). The MSCP SAP delineates a multi-habitat planning area where preserve planning is focused and permanent conservation of habitat lands will be accomplished, and includes a process for the issuance of permits under the California Natural Community Conservation Planning Act, federal Endangered Species Act, and California Endangered Species Act. The MSCP SAP is characterized by predominantly urban land uses, including associated parks and open space. The MSCP SAP separates the City into several geographic subunits. The project site is in the urban area, which encompasses the central coastal and central eastern portions of the City, including urban habitat areas. The urban habitat areas include existing designated open space such as Mission Bay; Tecolote Canyon; Marian Bear Memorial Park; Rose Canyon; San Diego River; the southern slopes along Mission Valley, Carroll Canyon, and Rattlesnake Canyon; Florida Canyon; Chollas Creek; and various smaller canyon systems. Most of these lands consist of canyons with native habitats within relative proximity to other

areas providing habitat. These areas contribute to the multi-habitat planning area by providing habitat for native species to continue to reproduce and find new territories, or by providing necessary shelter and foraging areas for migrating species.

Methods

This analysis includes the results of a database review and biological resources survey that serve to document the existing biological conditions of the survey area. The results of the database review provide information on the permitting requirements and potential constraints to project construction due to the presence (or lack thereof) of sensitive biological resources.

Database Review

A review of the following online databases was conducted for the project site and a 1-mile radius of the survey area:

- CDFW California Natural Diversity Database (CDFW 2025a)
- CDFW Biogeographic Information and Observation System (CDFW 2025b)
- USFWS National Wetlands Inventory Wetlands Mapper (USFWS 2025a)
- USFWS Information for Planning and Consultation (USFWS 2025b)
- Consortium of California Herbaria database (CCH 2025)
- Calflora database (Calflora 2025)
- California Native Plant Society Inventory of Rare and Endangered Plants of California (CNPS 2025)

Field Reconnaissance Survey

Harris biologists conducted a biological resources reconnaissance survey on June 9, 2025. A 100-foot buffer (where feasible) was used for the survey. The survey was conducted by walking meandering transects throughout the survey area and mapping vegetation communities, documenting plant and wildlife species, noting suitable habitat, and evaluating the potential for occurrence of sensitive, rare, threatened, and endangered plant and wildlife species (Attachment 2, Observed Plant Species, and Attachment 3, Observed Wildlife Species). Vegetation mapping was recorded in the field using the ArcGIS Field Maps application with an aerial image of the survey area. Biologists used binoculars to visually identify wildlife species and listened for vocalizations. Table 2, Sensitive Plant and Wildlife Species with Potential to Occur in the Survey Area, presents the potential for sensitive plant and wildlife species to occur in the survey area.

The results of this analysis provide information on the potential constraints to project development due to the presence of special-status biological resources. No focused wildlife, plant, or other surveys were conducted as part of this analysis.

Survey Limitations

Plants and wildlife were identified by direct observation, vocalizations, or other observations, including tracks, scat, and other sign. Therefore, lists of observed species are not necessarily comprehensive because species can be nocturnal, secretive, or within the region and survey area seasonally (migration) and, therefore, may not have been observed.

Results

Vegetation Communities and Land Cover Types

The project site is within the southwestern California region of the California Floristic Province (Jepson Flora Project 2025). No vegetation communities were identified in the survey area. Two land cover types were identified in the survey area: disturbed habitat and urban/developed land (Oberbauer et al. 2008) (Figure 6, Vegetation Communities and Land Cover Types). Table 1, Land Cover Types in the Survey Area, presents the acreages of the land cover types that occur in the survey area.

Table 1. Land Cover Types in the Survey Area

Land Cover Type	Project Site (acres)	Survey Area (acres)
Disturbed/Developed		
Disturbed Habitat (11300)	0	0.65
Urban/Developed Land (12000)	1.47	3.96
Subtotal	*1.47*	*4.61*
Total	**1.47**	**4.61**

Notes: Acreages are approximate and based on ArcGIS Field Maps data. Values are rounded up to one-hundredth of an acre.

Land Cover Types

Disturbed Habitat (11300)

Disturbed (ruderal) habitat consists of previously disturbed areas that either are devoid of vegetation (dirt roads/trails) or support scattered non-native plant species, such as escaped ornamentals or ruderal exotic species that take advantage of disturbance, such as wattles (*Acacia* spp.) and other weedy grass species. These species are opportunistic and typically found in recently or repeatedly disturbed habitats, particularly in areas that have been graded, have been cleared for fuel management, or experience ongoing use that prevents natural revegetation.

Disturbed habitat occupies approximately 0.65 acre along the eastern edge of the survey area, situated on a slope between two developed areas (Figure 6). This habitat is characterized by exposed soil interspersed with wattles, non-native blue gum (*Eucalyptus globulus*), and remnant individuals of native thickleaf yerba santa (*Eriodictyon crassifolium*).

Urban/Developed Land (12000)

Urban/developed land includes areas that have been constructed on or otherwise physically altered to an extent that native vegetation is no longer supported. Urban/developed land is characterized by permanent or semi-permanent structures, pavement or hardscape, and landscaped areas that often require irrigation.

Approximately 3.96 acres of urban/developed land occurs in the survey area, with 1.47 acres occurring directly on the project site (Figure 6). Urban/developed land occurs in the northern, southern, central, and western portions of the survey area, consisting of a paved road, commercial buildings, a paved parking lot, ornamental landscaping, I-15 to the east, South Campus Drive to the south and east, and a commercial building to the north.

Aquatic Resources

A formal aquatic resources delineation was not conducted during the biological resources survey. As discussed in the Hydrology section, queries of the USFWS National Wetlands Inventory and the U.S. Geological Survey National Hydrography Dataset did not identify aquatic features in the survey area (Figure 5).

The site is fully developed and consists of existing buildings, hardscape, and associated infrastructure. Stormwater on site appears to be managed through existing underground municipal conveyance systems; no surface aquatic features were observed. However, it is important to note that no jurisdictional aquatic resources delineation was conducted by Harris, and only the USACE, RWQCB, and CDFW (under the California Fish and Game Code) can make final determinations on jurisdiction.

Plant Species

Attachment 2 lists the vascular plant species observed in the survey area during the survey. In total, 41 plant species were identified in the survey area, four (10 percent) of which were native and 37 (90 percent) of which were non-native. Typical of a developed and disturbed site, few native plant species remain, and ornamental and non-native species have become established throughout the site. No sensitive plant species were observed during the survey. However, a focused rare plant survey was not conducted. Sensitive plant species with potential to occur in the survey area are discussed in the Sensitive Plant and Wildlife Species section.

Wildlife Species

Attachment 3 lists the wildlife species observed in the survey area during the 2025 biological resources survey. In total, five wildlife species, all of which are native bird species, were observed in the survey area. The site contains mostly ornamental plantings and, due to the developed nature of the site, provides few resources for wildlife to establish a large biodiversity. Sensitive wildlife species with potential to occur in the survey area are discussed in the Sensitive Plant and Wildlife Species section.

Sensitive Plant and Wildlife Species

This section includes sensitive plant and wildlife species, including nesting birds and critical habitat, as defined by the CDFW, California Native Plant Society (CNPS), and USFWS (CDFW 2025a, 2025c, 2025d; CNPS 2025; USFWS 2025b). Sensitive species are those recognized by federal or state agencies as being potentially vulnerable to impacts because of rarity, local or regional reductions in population numbers, isolation/restricted genetic flow, or other factors. Sensitive plants include those listed as threatened or endangered, proposed for listing, or candidates for listing by the USFWS and CDFW; those considered sensitive by the CDFW; and those species included in the California Rare Plant Rank inventory maintained by the CNPS. Sensitive wildlife species include those listed as threatened or endangered, proposed for listing, or candidates for listing by the USFWS and CDFW or those considered sensitive by the CDFW.

As described in the Database Review section, distributions of historical sensitive species observations within the project vicinity were reviewed in preparation for this analysis. For this biological constraints analysis, those species that either are known to occur or have some potential to occur within the vicinity of the project site are addressed in this section. Figure 7, Species with Potential to Occur, presents the California Natural Diversity Database results for sensitive species with potential to occur on the project site and within a 1-mile buffer around the survey area. Table 2 provides the list of sensitive plant and wildlife species that may potentially occur, along with an assessment of their potential for occurrence on the project site. Table 2 also includes listing status, habitat requirements, and observation or potential for occurrence information.

Table 2. Sensitive Plant and Wildlife Species with Potential to Occur in the Survey Area

Scientific Name	Common Name	Status Federal/State/ CRPR/Regional	Habitat	Potential to Occur
Plants				
Baccharis vanessae	Encinitas baccharis	FT/SE/1B.1/MSCP	Perennial deciduous shrub. Occurs in chaparral (maritime) and cismontane woodland, often on sandstone soils at elevations between 195 and 2,360 feet amsl. Blooms August–November.	*Not Expected.* No suitable chaparral (maritime) and cismontane woodland habitats or sandstone soils occur in the survey area. Historical locations exist within 1 mile north of the survey area but not within (Figure 7; CDFW 2025a, 2025b; CNPS 2025; USFWS 2025b).

Table 2. Sensitive Plant and Wildlife Species with Potential to Occur in the Survey Area

Scientific Name	Common Name	Status Federal/State/ CRPR/Regional	Habitat	Potential to Occur
Brodiaea orcuttii	Orcutt's brodiaea	None/None/1B.1/MSCP	Perennial bulbiferous herb. Occurs on clay and mesic soils in closed-cone coniferous forest, chaparral, cismontane woodland, meadows and seeps, valley and foothill grassland, and vernal pools at elevations between 100 and 5,550 feet amsl. Blooms May–July.	*Not Expected.* No suitable closed-cone coniferous forest, chaparral, cismontane woodland, meadows and seeps, valley and foothill grassland, vernal pool habitats, or clay or mesic soils occur in the survey area. Historical locations exist within 1 mile west of the survey area but not within (Figure 7; CDFW 2025a; CDFW 2025b; CNPS 2025).
Iva hayesiana	San Diego marsh-elder	None/None/2B.2/None	Perennial herb. Occurs in marshes, swamps, and playas at elevations between zero and 1,640 feet amsl. Blooms April–October.	*Not Expected.* No suitable marsh, swamp, or playa habitats occur in the survey area. Historical locations exist within 1 mile northeast of the survey area but not within (Figure 7; CDFW 2025a, 2025b; CNPS 2025).
Monardella viminea	Willowy monardella	FE/SE/1B.1/MSCP	Perennial herb. Occurs on alluvial terraces and washes in chaparral, coastal scrub, riparian forest, riparian scrub, and riparian woodland at elevations between 165 and 740 feet amsl. Blooms June–August.	*Not Expected.* No suitable chaparral, coastal scrub, riparian forest, riparian scrub, and riparian woodland habitats or alluvial terraces or washes occur in the survey area. Historical locations exist within 1 mile south of the survey area but not within (Figure 7; CDFW 2025a, 2025b; CNPS 2025; USFWS 2025b).

Table 2. Sensitive Plant and Wildlife Species with Potential to Occur in the Survey Area

Scientific Name	Common Name	Status Federal/State/ CRPR/Regional	Habitat	Potential to Occur
Wildlife				
Invertebrates				
Branchinecta sandiegonensis	San Diego fairy shrimp	FE/None/—/MSCP	Generally restricted to shallow freshwater vernal pools and includes swales, tire ruts, and other depressions that are filled seasonally by rainfall.	*Not Expected.* Suitable shallow freshwater vernal pool habitats are not present in the survey area. Historical locations exist within 1 mile north of the survey area but not within (Figure 7; CDFW 2025a, 2025b; USFWS 2025b).
Euphydryas editha quino	Quino checkerspot butterfly	FE/None/—/None	Occurs in chaparral and coastal sage shrublands. Requires dot-seed plantain (*Plantago erecta*) or purple owl's clover (*Castilleja exserta*) as a host plant.	*Not Expected.* Suitable chaparral and coastal sage shrubland habitats are not present in the survey area. Historical locations exist within 1 mile south of the project site from the 1960s, but the location is not accurate (Figure 7; CDFW 2025a, 2025b; USFWS 2025b).
Streptocephalus woottoni	Riverside fairy shrimp	FE/None/—/MSCP	Generally restricted to shallow freshwater vernal pools and ephemeral wetlands, including seasonal swales, tire ruts, road depressions, and restored or artificial basins. Prefers micro-habitats where water persists for at least 2–3 months and where turbidity, conductivity, and temperature conditions support maturation, reproduction, and cyst dormancy.	*Not Expected.* Suitable freshwater vernal pool and ephemeral wetland habitats are not present in the survey area. Historical locations exist within 1 mile south of the survey area but not within (Figure 7; CDFW 2025a, 2025b; USFWS 2025b).

Table 2. Sensitive Plant and Wildlife Species with Potential to Occur in the Survey Area

Scientific Name	Common Name	Status Federal/State/ CRPR/Regional	Habitat	Potential to Occur
		Amphibians		
Spea hammondii	Western spadefoot toad	FC/SSC/—/None	Inhabits grasslands, open scrub, vernal pools, and occasionally chaparral. Prefers micro-habitats with friable, sandy, or loamy soils suitable for burrowing and is typically found in areas with seasonal aquatic features necessary for breeding.	*Not Expected.* Suitable grassland, open scrub, vernal pool, and chaparral habitats containing aquatic features and friable, sandy, or loamy soils are not present in or surrounding the survey area. Historical locations exist within 1 mile south of the survey area but not within (Figure 7; CDFW 2025a, 2025b; USFWS 2025b).
		Reptiles		
Phrynosoma blainvillii	Blainville's coast horned lizard	None/SSC/—/MSCP	Inhabits coastal scrub, chaparral, grassland, and oak woodland habitats. Prefers micro-habitats of open, sunny areas with loose, sandy or friable soils for burrowing and an abundant supply of native ants for foraging.	*Not Expected.* Suitable coastal scrub, chaparral, grassland, and oak woodland habitats are not present in or surrounding the survey area. Historical locations exist within 1 mile south of the survey area but not within (Figure 7; CDFW 2025a, 2025b).
		Mammals		
Odocoileus hemionus fuliginata	Southern mule deer	None/None/—/MSCP	Inhabits desert valleys, foothill woodlands, oak savanna grasslands, coastal scrub, chaparral, and riparian habitats. Prefers microhabitats with open, sunny conditions, sparse understory, loose friable soils, and gently sloping terrain that facilitates bedding and predator detection.	*Not Expected.* Suitable desert valleys, foothill woodlands, oak savanna grasslands, coastal scrub, chaparral, and riparian habitats are not present in or surrounding the survey area. Historical locations exist within 1 mile south of the survey area but not within (Figure 7; CDFW 2025a, 2025b).

Table 2. Sensitive Plant and Wildlife Species with Potential to Occur in the Survey Area

Scientific Name	Common Name	Status Federal/State/ CRPR/Regional	Habitat	Potential to Occur
		Birds		
Aimophila ruficeps canescens	Southern California rufous-crowned sparrow	None/WL/—/MSCP	Occurs in coastal sage scrub and open chaparral habitats on arid hillsides, slopes, and mesas, typically from near sea level up to approximately 3,000 feet. Prefers areas with a mix of open ground and shrub cover to support its ground-foraging and territorial behaviors.	*Not Expected Foraging or Nesting.* Suitable coastal sage scrub and open chaparral habitats are not present in or surrounding the survey area. Historical locations exist within 1 mile northeast of the survey area but not within (Figure 7; CDFW 2025a, 2025b).
Ixobrychus exilis	Least bittern	None/SSC/—/None	Occurs in freshwater and brackish marshes with dense emergent vegetation such as cattails, bulrushes, and reeds, typically from sea level to low elevations. Prefers areas with a mix of open water and vegetative cover to support foraging, nesting, and concealment.	*Not Expected Foraging or Nesting.* Suitable freshwater and brackish marsh habitats are not present in or surrounding the survey area. Historical locations exist within 1 mile northeast of the survey area but not within (Figure 7; CDFW 2025a, 2025b).
Polioptila californica californica	Coastal California gnatcatcher	FT/SSC/—/MSCP	Found in dense coastal sage scrub, occasionally baccharis scrub, and chaparral in Southern California to Baja Mexico below 2,500 feet amsl.	*Not Expected Foraging or Nesting.* Suitable dense coastal sage scrub or chaparral habitats are not present in the survey area. Historical locations exist within 1 mile northeast of the survey area but not within (Figure 7; CDFW 2025a, 2025b; USFWS 2025b).

Table 2. Sensitive Plant and Wildlife Species with Potential to Occur in the Survey Area

Scientific Name	Common Name	Status Federal/State/ CRPR/Regional	Habitat	Potential to Occur
Pandion haliaetus	Osprey	None/WL/—/None	Occurs near rivers, lakes, reservoirs, estuaries, and coastal habitats, typically from sea level to moderate elevations. Prefers areas with open water that support abundant fish populations and nearby elevated structures, such as snags, cliffs, or human-made platforms, for nesting.	*Not Expected Foraging or Nesting.* Suitable rivers, lakes, reservoirs, estuaries, and coastal habitats are not present in or surrounding the survey area. Historical locations exist within 1 mile east of the survey area but not within (Figure 7; CDFW 2025a, 2025b).

Notes: — = no status; amsl = above mean sea level; CRPR = California Rare Plant Rank; MSCP = San Diego Multiple Species Conservation Program listed; None = No status indicated for species

Federal Status
FC = Federal candidate
FE = Federally listed as endangered
FT = Federally listed as threatened

State Status
SE = State listed as endangered
SSC = State listed as special species of concern
WL = Watch list

CRPR
1B = Rare, threatened, or endangered in California and elsewhere. These species are eligible for state listing.
2B = Rare, threatened, or endangered in California but more common elsewhere. These species are eligible for state listing.
.1 = Seriously threatened in California (over 80 percent of occurrences threatened; high degree and immediacy of threat).
.2 = Moderately threatened in California (20–80 percent occurrences threatened; moderate degree and immediacy of threat).

Sensitive Plant Species

No sensitive plant species were observed during the survey. However, a focused rare plant survey was not conducted during the survey. No sensitive plant species are expected to occur in the survey area.

Sensitive Wildlife Species

No sensitive wildlife species were observed during the survey. However, protocol sensitive wildlife surveys were not conducted during the survey. No sensitive wildlife species are expected to occur in the survey area.

Nesting Birds

Nesting birds are protected by the MBTA, the California Migratory Bird Protection Act, and similar provisions of the California Fish and Game Code. Ornamental plantings and sparse native plant species in the survey area have the potential to be used as nesting habitat by common species such as California scrub jay (*Aphelocoma californica*), bushtit (*Psaltriparus minimus*), and house finch (*Haemorhous mexicanus*). Pine trees (*Pinus* sp.) are highly desirable for woodpeckers (*Picidae* sp.) and other cavity-nesting species. Other non-native tree species observed, including eucalyptus, are known to provide suitable nesting habitat for hummingbirds (*Trochilidae* spp.) and raptors (*Accipitridae* spp., *Falconidae* spp., *Strigidae* spp.). Therefore, the survey area has high potential to provide suitable nesting habitat for several species protected by federal and state regulations.

Bird Strikes

Construction of new buildings or the redevelopment of existing structures as part of the project has the potential to introduce conditions that may increase the risk of bird-building collisions. Bird strikes typically occur when birds perceive reflections of vegetation or sky in glass surfaces or attempt to fly through transparent building elements. This potential for bird strikes is generally higher in buildings with extensive untreated glass facades near vegetation. While the project site is in a fully developed, urbanized area with no current documented bird strike issue and is surrounded by other multi-story structures, the site features a considerable amount of ornamental vegetation, and inclusion of new vertical surfaces increases the potential for such interactions.

Roosting Bats

While no bats were observed using the survey area for roosting or foraging during the survey, a formal habitat assessment, or nighttime focused acoustic or exit-count surveys were not conducted.

The survey area contains suitable bat roosting habitat, including eucalyptus trees and other mature ornamental tree species that may provide foliage, crevices, or exfoliating bark suitable for day or night roosting. While no large snags or trees with visible cavities were observed, the structural characteristics of existing trees are consistent with roosting habitat used by several bat species, including foliage-roosting species, such as hoary bat (*Lasiurus cinereus*), and crevice-roosting species, such as big brown bat (*Eptesicus fuscus*) and California myotis (*Myotis californicus*). Although no active roosts were detected during the survey, the presence of suitable habitat in the survey area indicates that roosting bats may occur in the survey area.

Critical Habitat

No critical habitat for sensitive plants or wildlife occurs in the survey area. The nearest critical habitat to the survey area is for San Diego fairy shrimp (*Branchinecta sandiegonensis*) and spreading navarretia (*Navarretia fossalis*), approximately 2.2 miles west of the survey area.

Wildlife Corridors and Linkages

Wildlife corridors provide routes for local movement and regional linkages, often following linear topographic, vegetation, or water features. These corridors can be continuous habitats, features, or “stepping-stone” areas, providing critical rest and foraging areas for, for example, birds traveling along migratory routes. Local routes of movement provide constant connections to resources that include sources of water, home/cover sites, and foraging areas. Regional linkages and movement corridors provide larger patches of open space to allow relatively free movement of wildlife species along multiple paths between important resources. These areas allow for not only long-term genetic flow between subpopulations but also critical pathways of seasonal and migratory movements. Larger predatory mammals often use regional corridors for hunting and reproduction needs. Potential wildlife corridors can include streams, riparian areas, and culverts under roadways. Habitat characteristics considered included topography, habitat quality, and adjacent land uses.

The survey area is entirely developed or disturbed and is surrounded by urban infrastructure, with commercial development to the north, south, and west, and I-15 to the east. The surrounding urban matrix, including high-intensity land uses and a major transportation corridor, severely restricts habitat connectivity and precludes the site from functioning as a wildlife movement corridor at either a local or regional scale. Due to the absence of natural habitat linkages and the lack of continuous or functional open space, the survey area does not support wildlife corridor functionality. Furthermore, the survey area provides no viable linkage to designated core habitat areas or recognized movement routes that would facilitate gene flow or seasonal migration for native wildlife species. Although the survey area may receive occasional use by urban-adapted, non-sensitive species, such as raccoons (*Procyon lotor*), Virginia opossums (*Didelphis virginiana*), or common rodents, such use would be opportunistic and limited to isolated foraging or temporary refuge. The highly disturbed nature of the survey area, coupled with its complete encirclement by development, substantially limits its ecological function and value for wildlife movement beyond minimal transient use.

In addition, the availability of both native and non-native vegetative cover provides value for MBTA-protected migrating birds flying through to wintering or breeding grounds and those species that nest locally. The survey area is within the Pacific Flyway, along which millions of birds, especially waterfowl, migrate annually between Alaska and Canada, through California, to Mexico and South America. The survey area is within and adjacent to critical stopover points for a variety of birds during their annual migration.

The dataset for the California Essential Habitat Connectivity Project (CDFW 2025e) was reviewed to identify any essential habitats in the survey area. The survey area is not within a California essential habitat connectivity area. The nearest essential habitat connectivity area is 3 miles southeast of the survey area.

Recommendations

The following measures are suggested to avoid potential impacts to biological and aquatic resources on the project site:

BIO-1: Nesting Birds. No grubbing, trimming, or clearing of vegetation from the project site shall occur during the raptor and bird breeding season (January 15 through August 31). If grubbing, trimming, or clearing of vegetation cannot feasibly occur outside the general bird breeding season, a qualified biologist shall perform a pre-construction nesting bird survey no more than 72 hours before the start of vegetation grubbing, trimming, or clearing to determine if active bird nests are present in the affected areas. Should an active bird nest be located, the qualified biologist shall establish a buffer and direct vegetation clearing away from the nest until it has been determined that the young have fledged or the nest has failed. If no nesting birds (including nest building or other breeding or nesting behavior) are in the construction area, grubbing, trimming, or clearing shall proceed.

BIO-2: Roosting Bat Habitat Assessment. If tree removal, vegetation clearing, or building demolition is proposed as part of the project, a qualified bat biologist shall conduct a roosting bat habitat assessment before the initiation of such activities to evaluate the presence and quality of potential day-roosting or maternity roost habitat on the project site. If the assessment identifies habitat features with a high potential to support active roosts, additional avoidance or minimization measures may be recommended. If the habitat assessment determines that suitable roosting habitat is absent, tree removal, vegetation clearing, or demolition may proceed without further bat-specific surveys.

BIO-3: Bird Strikes. The project shall incorporate bird-safe building design features to reduce the potential for bird-building collisions. During building, construction and final site design, facades shall include non-reflective materials and visual markers to reduce transparency and reflection. Treatments may include etched, fritted, or patterned glass; ultraviolet-patterned glass visible to birds; or architectural features such as awnings, shades, or shutters that break up reflective surfaces and reduce glare. Trees and large shrubs shall be located away from building facades to minimize reflected vegetation and reduce the likelihood of bird strikes. The site plan shall maintain open corridors between buildings to provide clear flight paths for birds traversing the project site. Non-glare finishes and integrated shading elements shall be used to minimize reflection and overheating of glass surfaces.

These measures shall be incorporated into the project's final design and verified during construction to ensure compliance.

Constraints Analysis Conclusion

The survey area is entirely developed and surrounded by residential and commercial development. Additionally, it is dominated by ornamental plantings and, as a result, does not support sensitive vegetation communities and provides minimal habitat value for wildlife. The absence of suitable habitat features, in combination with the surrounding urban development, further limits the survey area's ability to support wildlife beyond minimal use by common, urban-adapted species.

However, the survey area supports landscaped areas containing eucalyptus trees and other ornamental vegetation that could potentially support roosting bats and nesting by common bird species protected under the MBTA, California Migratory Bird Protection Act, and California Fish and Game Code. As such, a pre-construction

survey for nesting birds is recommended if vegetation removal is scheduled to occur during the nesting season. Additionally, a habitat assessment for roosting bats is recommended to determine the potential for roosting bats to occupy the site. Furthermore, bird-safe building design elements are recommended to reduce the potential for bird strikes. Incorporating these avoidance measures would minimize the risk of incidental take and support regulatory compliance.

If you have any questions regarding this analysis, please contact me at (619) 980-2599 or Chris.Thomson@WeAreHarris.com.

Sincerely,



Chris Thomson
Senior Biologist

Attachments

1, Figures
2, Observed Plant Species
3, Observed Wildlife Species

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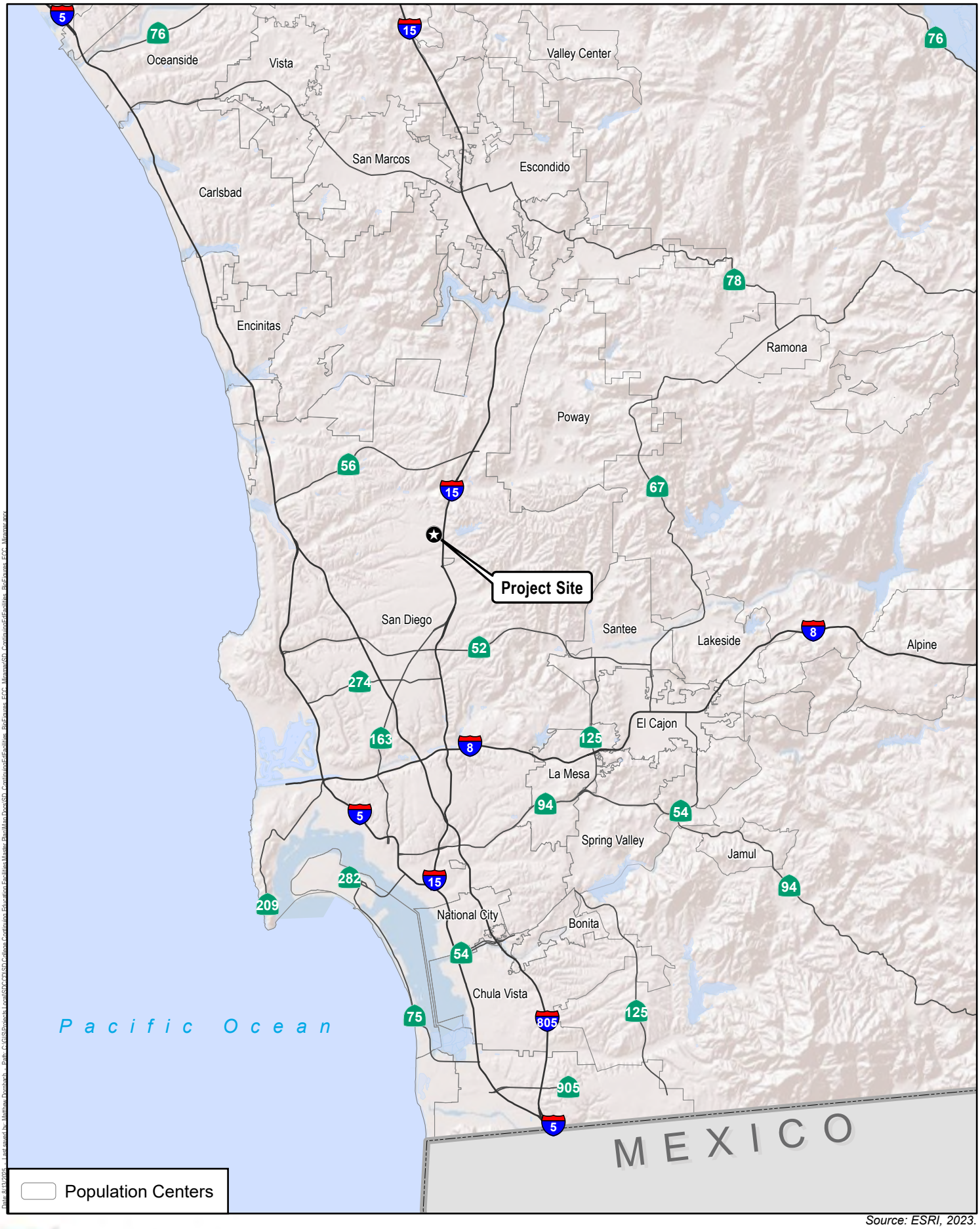
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Attachment 1. Figures

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Source: ESRI, 2023.

Harris & Associates

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Miles

Figure 1

Regional Location

San Diego College of Continuing Education Facilities Master Plan Project - Miramar



Source: Maxar Imagery, 2023.

Harris & Associates

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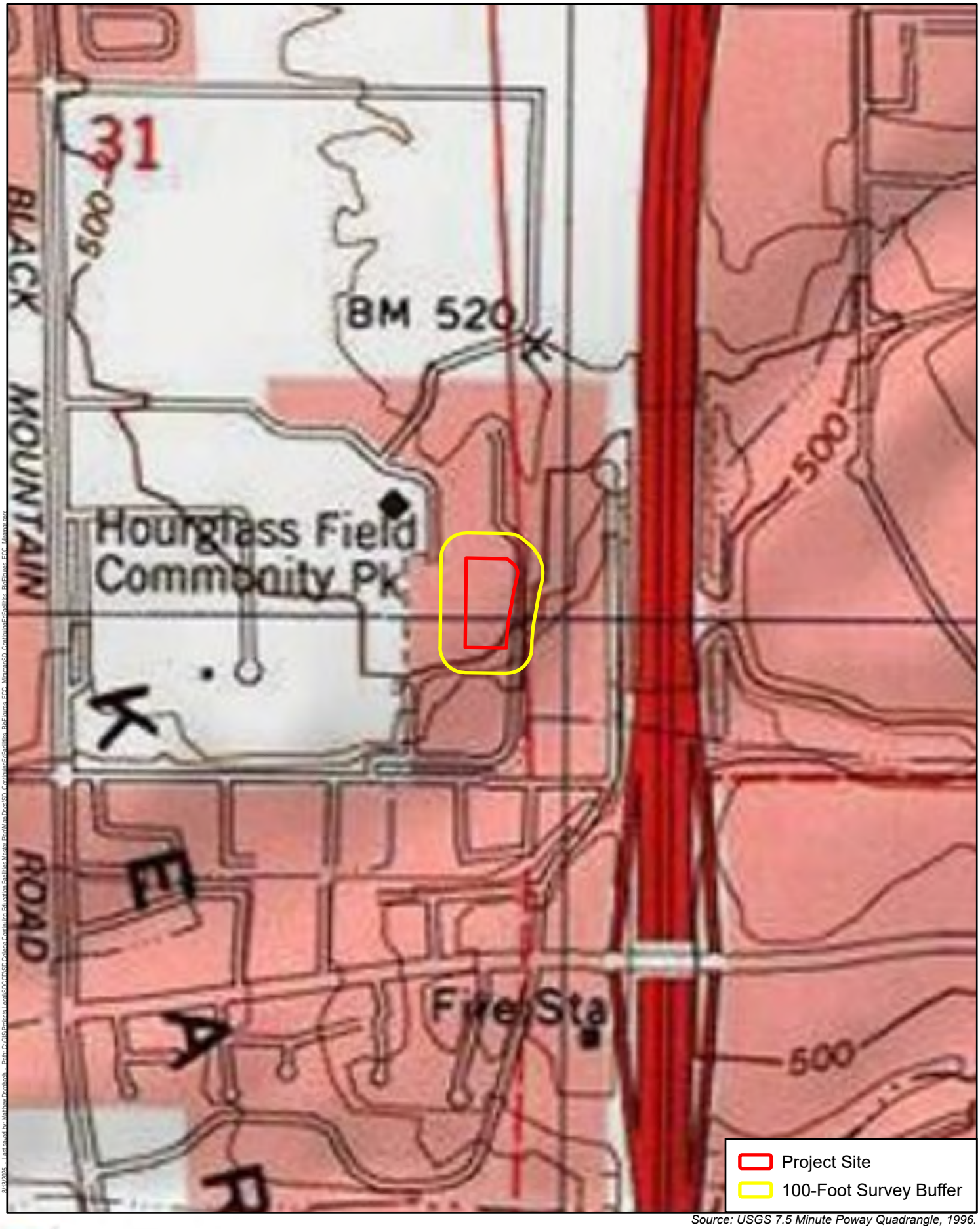
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Figure 2

Project Location

San Diego College of Continuing Education Facilities Master Plan Project - Miramar



Source: USGS 7.5 Minute Poway Quadrangle, 1996.

Harris & Associates

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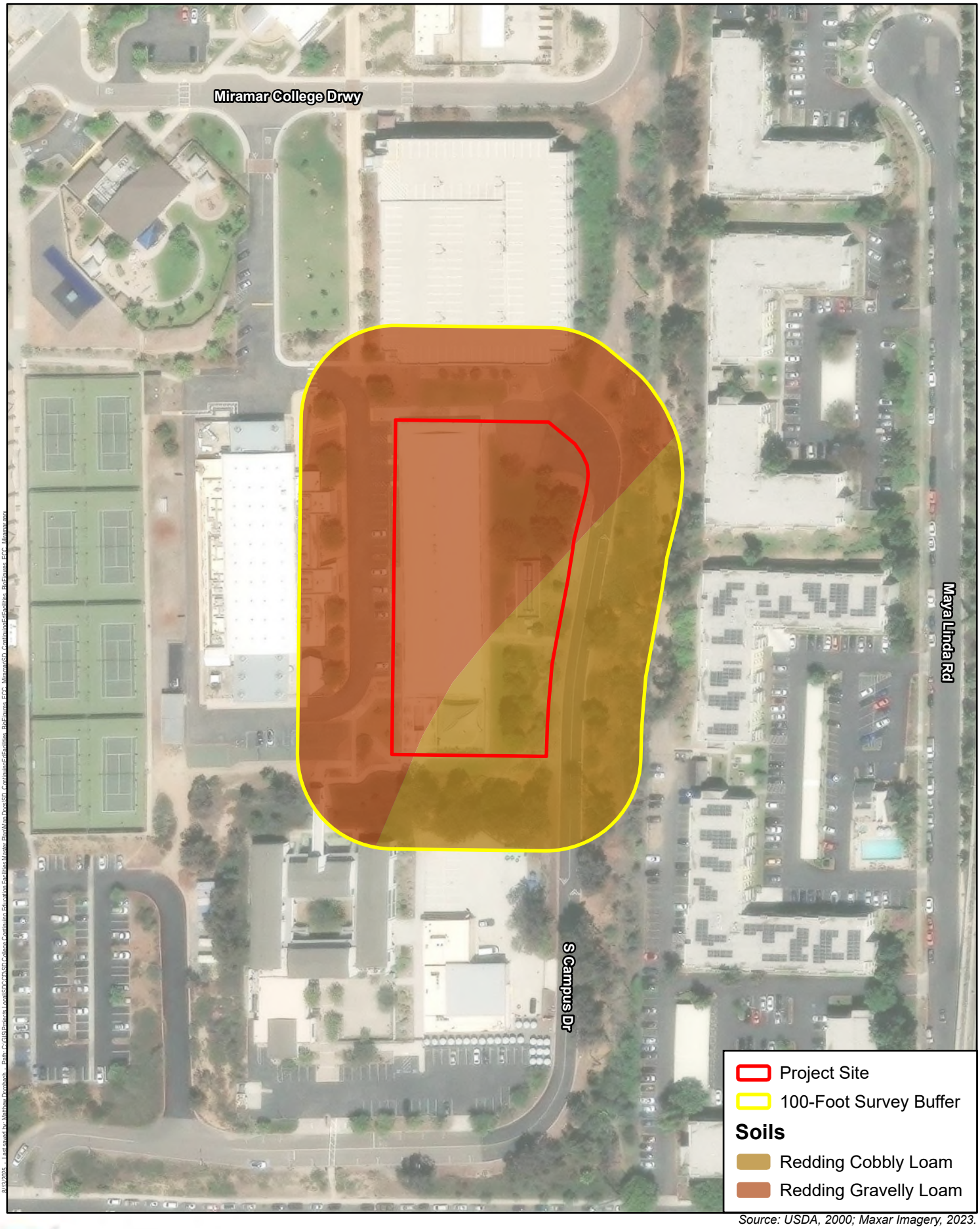
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Figure 3

USGS Topographic Map

San Diego College of Continuing Education Facilities Master Plan Project - Miramar



Source: USDA, 2000; Maxar Imagery, 2023.

Harris & Associates

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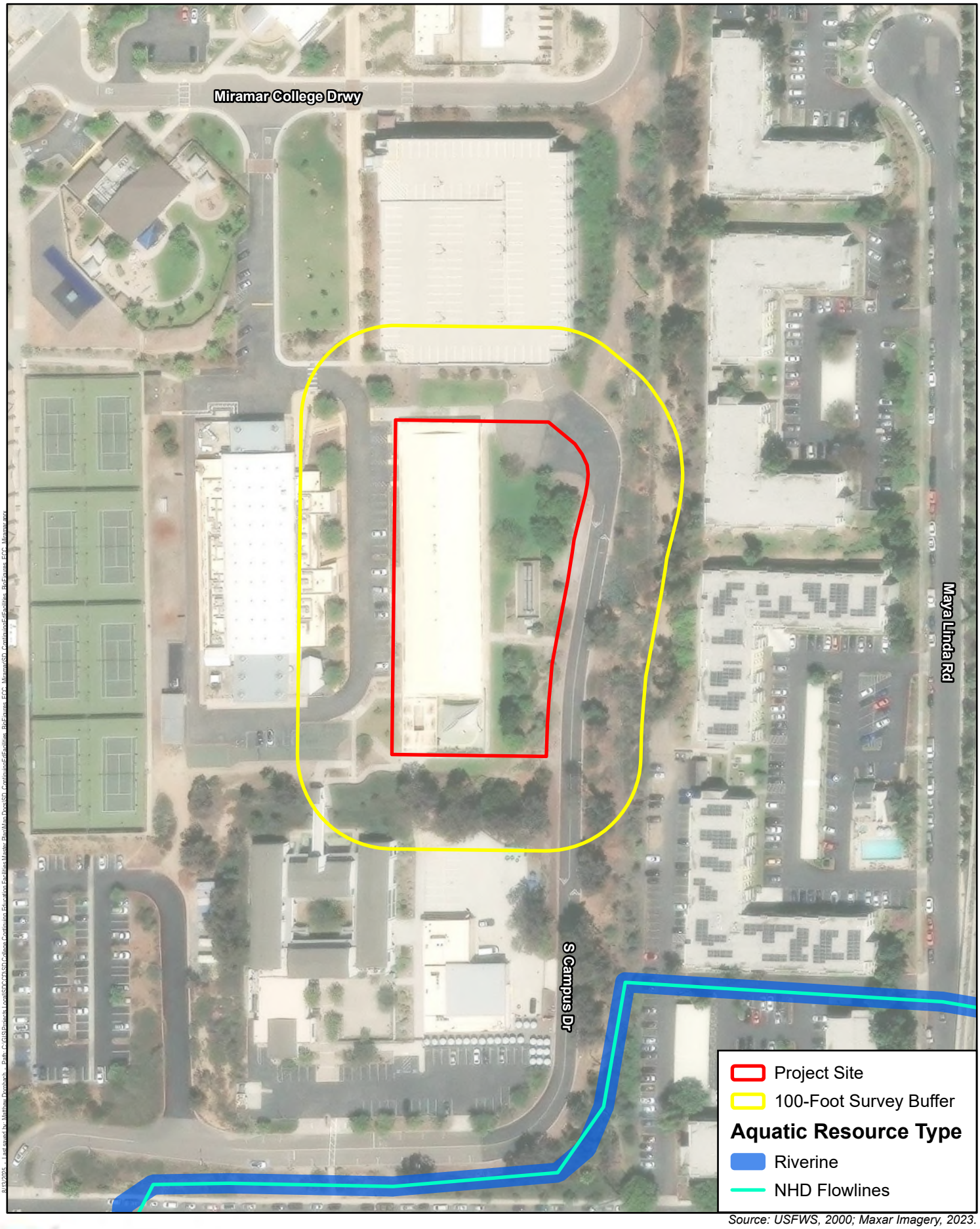
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Figure 4

Soils

San Diego College of Continuing Education Facilities Master Plan Project - Miramar



Source: USFWS, 2000; Maxar Imagery, 2023.

Harris & Associates

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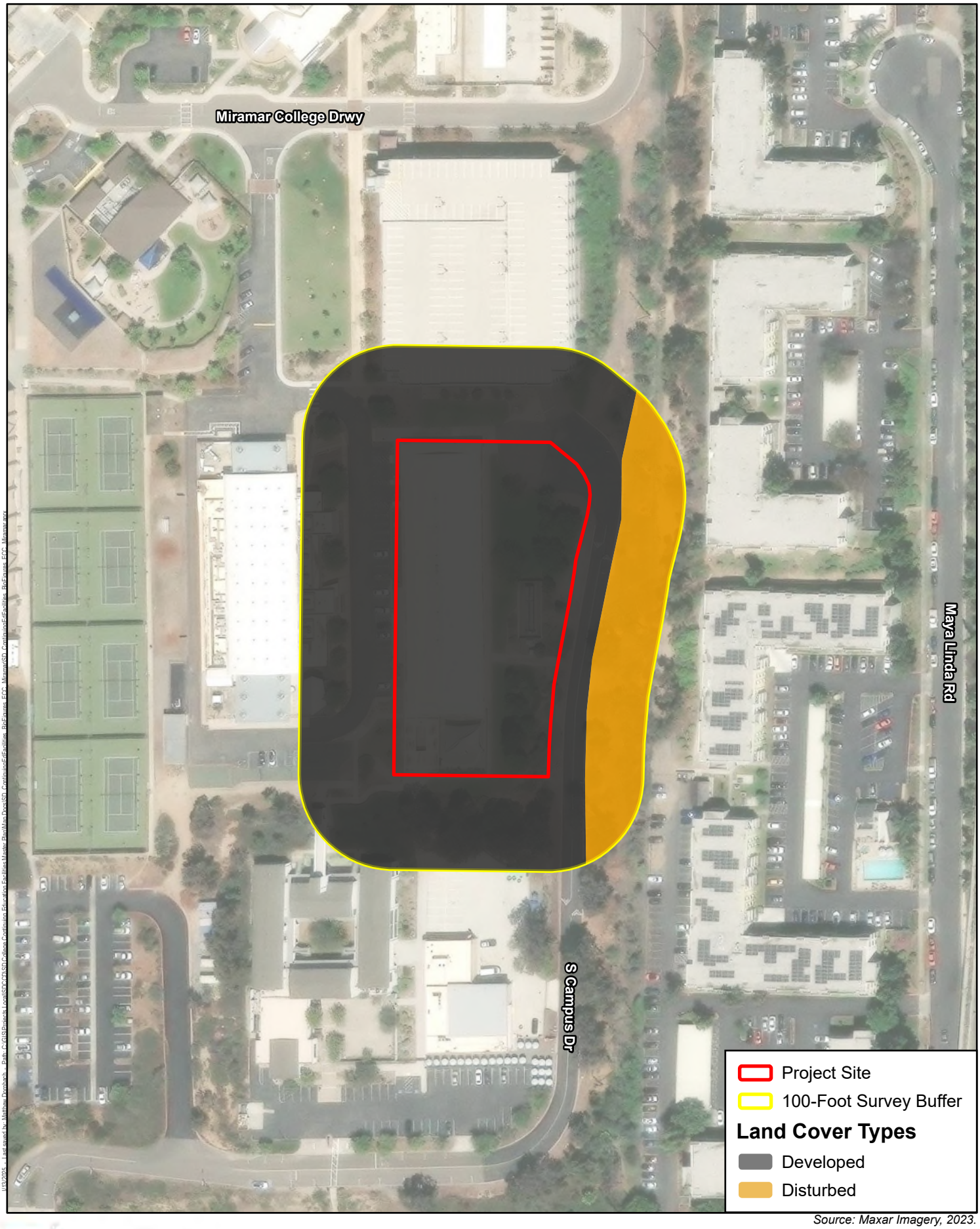
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Figure 5

Hydrology

San Diego College of Continuing Education Facilities Master Plan Project - Miramar



Source: Maxar Imagery, 2023.

Harris & Associates

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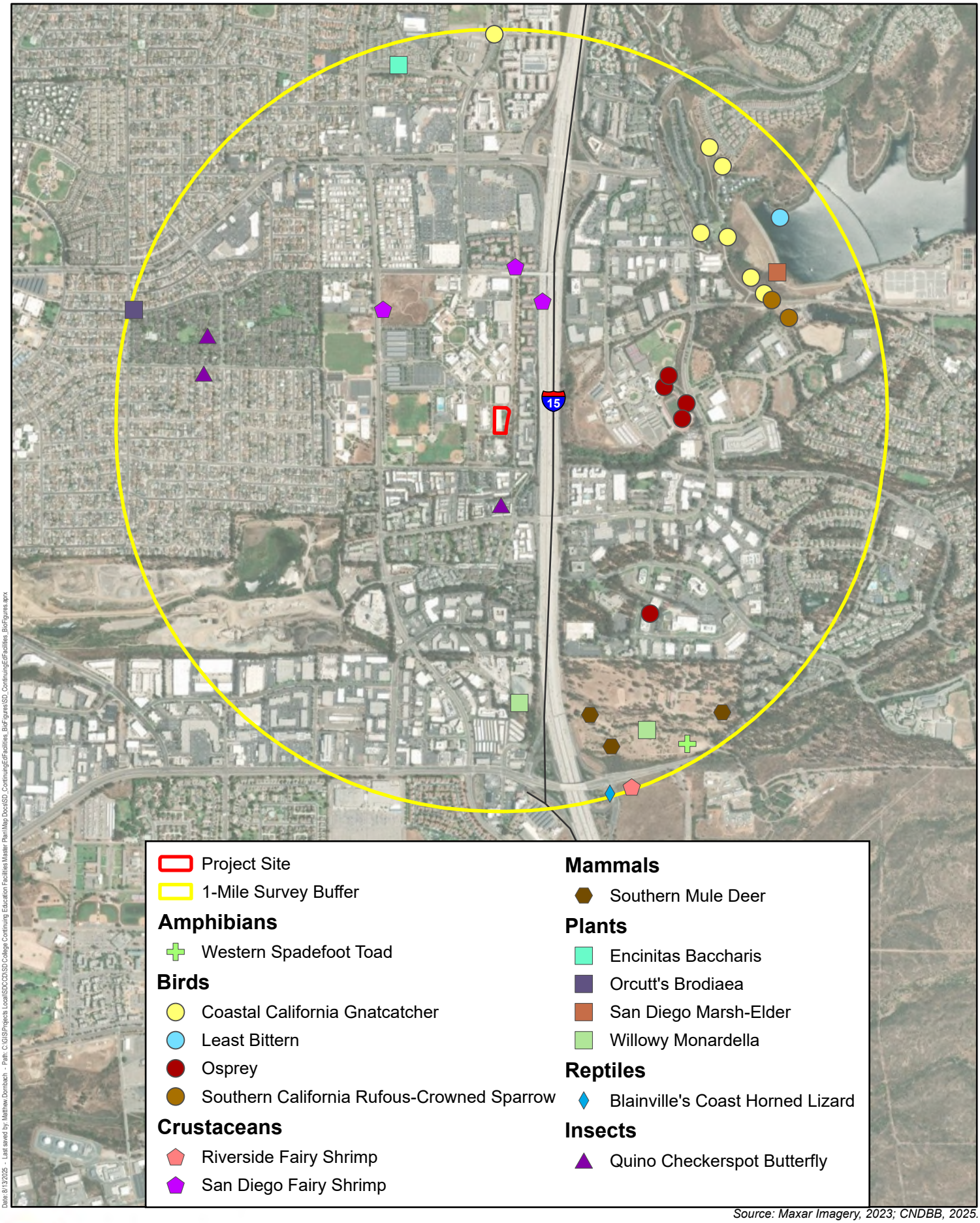
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Figure 6

Land Cover Types

San Diego College of Continuing Education Facilities Master Plan Project - Miramar



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Source: Maxar Imagery, 2023; CNDBB, 2025.

Harris & Associates

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Figure 7

Species with Potential to Occur

San Diego College of Continuing Education Facilities Master Plan Project - Miramar

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Attachment 2. Observed Plant Species

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	Scientific Name	Common Name	Special Status
	Asteraceae - Sunflower family		
*	*Curio talinoides*	Blue finger	
	Cactaceae - Cactus family		
*	*Kroenleinia grusonii*	Golden barrel cactus	
	Iridaceae - Iris family		
*	*Dietes grandiflora*	Fortnight lily	
	Oleaceae - Olive family		
*	*Chionanthus retusus*	Chinese fringetree	
	Proteaceae - Conebush family		
*	*Leucadendron salignum*	Common sunshine conebush	
	Restionaceae - Restiads and resti		
*	*Elegia tectorum*	Cape thatching reed	
	Rosaceae - Rose family		
*	*Rhaphiolepis indica*	Indian hawthorn	
	GYMNOSPERMS		
	Cupressaceae - Cypress family		
	Calocedrus decurrens	Incense cedar	
*	*Juniperus horizontalis*	Creeping juniper	
	Pinaceae - Pine family		
*	*Pinus pinea*	Italian stone pine	
	MAGNOLIIDS		
	Lauraceae - Laurel family		
*	*Persea americana*	Avocado	
	EUDICOTS		
	Aizoaceae - Fig-marigold family		
*	*Delosperma litorale*	Seaside delosperma	
	Anacardiaceae - Sumac Or Cashe		
	Malosma laurina	Laurel sumac	
	Asteraceae - Sunflower family		
*	*Sonchus asper ssp. asper*	Prickly sow thistle	
	Boraginaceae - Borage family		
	Eriodictyon crassifolium	Thickleaf yerba santa	
	Cactaceae - Cactus family		
*	*Opuntia ficus-indica*	Mission prickly pear	

	Scientific Name	Common Name	Special Status
	Crassulaceae - Stonecrop family		
*	*Aeonium arboreum var. arboreum*	Canary Island Aeonium	
*	*Crassula ovata*	Jade plant	
	Euphorbiaceae - Spurge family		
*	*Euphorbia candelabrum*	Candelabra tree	
*	*Euphorbia milii*	Crown-of-thorns	
*	*Euphorbia trigona*	African milk plant	
	Fabaceae - Legume family		
*	*Acacia cultriformis*	Knife-leaf wattle	
*	*Acacia cyclops*	Western coastal wattle	
*	*Acacia redolens*	Vanilla-scented wattle	
*	*Senna artemisioides*	Silver senna	
	Moraceae - Mulberry family		
*	*Ficus benjamina*	Weeping fig	
	Myrtaceae - Myrtle family		
*	*Eucalyptus globulus*	Blue gum	
*	*Melaleuca citrina*	Crimson bottlebrush	
*	*Melaleuca nesophila*	Showy honey-myrtle	
	Oleaceae - Olive family		
*	*Olea europaea*	Olive	
	Onagraceae - Evening Primrose f		
*	*Oenothera speciosa*	Beautiful evening primrose	
	Pittosporaceae - Pittosporum fa		
*	*Pittosporum tobira*	Japanese mock orange	
	Plumbaginaceae - Leadwort famil		
*	*Limonium perezii*	Perez's marsh rosemary	
	Proteaceae - Protea family		
*	*Grevillea banksii*	Red silky oak	
	Simaroubaceae - Quassia Or Sim		
*	*Ailanthus altissima*	Tree of heaven	
	Verbenaceae - Vervain family		
*	*Lantana camara*	Lantana	
	Phyla nodiflora	Turkey tangle fogfruit	
	MONOCOTS		
	Agavaceae - Century Plant family		
*	*Agave parryi*	Parry's agave	

	Scientific Name	Common Name	Special Status
	Asphodelaceae - Asphodel family		
*	*Aloe maculata*	Spotted Aloe	
	Poaceae - Grass family		
*	*Cynodon dactylon*	Bermuda grass	
*	*Stenotaphrum secundatum*	Saint augustine grass	

Legend

*= Non-native or invasive species

Special Status:

Federal:
FE = Endangered
FT = Threatened

State:
SE = Endangered
ST =Threatened

CRPR – California Rare Plant Rank
1A. Presumed extinct in California and elsewhere
1B. Rare or Endangered in California and elsewhere
2A. Presumed extinct in California, more common elsewhere
2B. Rare or Endangered in California, more common elsewhere
3. Plants for which we need more information - Review list
4. Plants of limited distribution - Watch list

Threat Ranks
.1 - Seriously endangered in California
.2 – Fairly endangered in California
.3 – Not very endangered in California

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Attachment 3. Observed Wildlife Species

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Scientific Name	Common Name	Special Status
VERTEBRATES		
Birds		
Aegithalidae - Bushtit Family		
Psaltriparus minimus	Bushtit	
Troglodytidae - Wren Family		
Thryomanes bewickii	Bewick's Wren	
Emberizidae - Sparrow Family		
Melospiza melodia	Song Sparrow	
Fringillidae - Finch Family		
Haemorhous mexicanus	House Finch	
Carduelis psaltria	Lesser Goldfinch	

Legend

*= Non-native or invasive species

Special Status:

Federal:
FE = Endangered
FT = Threatened

State:
SE = Endangered
ST =Threatened
CSC = California Species of Special Concern
CFP = California Fully Protected Species

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Appendix C4. West City Campus Biological Resources Email Memo

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August 15, 2025

Subject: San Diego College of Continuing Education Facilities Master Plan – West City Biological Resources Constraints Email Summary

This email memo provides a summary of the biological resources constraints survey Harris & Associates conducted for the proposed San Diego College of Continuing Education (SDCCE) Facilities Master Plan Project (project) on the West City campus on June 9, 2025. The purpose of this survey was to assess existing biological conditions, identify potential constraints to development, and offer preliminary recommendations to avoid or minimize impacts on sensitive resources as project planning moves forward.

Project Overview

The approximately 3.52-acre project site is in the Midway neighborhood of the City of San Diego (City). The proposed development would include the revitalization of an existing two-story, 42,000-square-foot educational facility on the West City campus. The project would retain and enhance classroom, office, and student support spaces; maintain existing on-site parking; and improve internal circulation and program layout in the educational facility. Additionally, a new two-story campus extension building, two-story parking structure, and courtyard are proposed to be constructed. The development is part of the SDCCE Facilities Master Plan and would continue to support educational and workforce training programs under SDCCE administration.

Environmental Setting

The project site is an entirely developed educational campus in a highly urbanized portion of the City. It is bordered by a mix of institutional and commercial uses and is fully built out with buildings, paved areas, and ornamental landscaping. Historical development and grading have removed any native topography or vegetation. No native vegetation communities are present on or surrounding the project site.

Elevation on site ranges from approximately 7 to 9 feet above mean sea level, with urban land complex soils mapped in the area, indicating urban fill and disturbed soils. Hydrologically, the site is within the Pueblo San Diego Watershed. Stormwater on site appears to be managed through existing underground municipal conveyance systems; no surface aquatic features were observed. However, it is important to note that no jurisdictional aquatic resources delineation was conducted by Harris, and only the U.S. Army Corps of Engineers, Regional Water Quality Control Board, and California Department of Fish and Wildlife (under the California Fish and Game Code) can make final determinations on jurisdiction.

Methods

Harris & Associates biologists conducted a biological resources reconnaissance survey on June 9, 2025, to document existing biological resources within the approximately 3.52-acre project site and a 100-foot buffer (together referred to as the survey area), where accessible. Survey methods included walking meandering transects throughout the survey area to map vegetation communities, document plant and wildlife species, assess habitat conditions, and evaluate the potential for occurrence of sensitive, rare, threatened, and endangered species. Vegetation was mapped using the ArcGIS Field Maps application, and wildlife species were identified through visual observation, vocalizations, and indirect sign (e.g., tracks, scat). The survey results are intended to provide information on the potential biological constraints on project development. No protocol or focused surveys for special-status species were conducted, and observations were limited by seasonal activity patterns and species detectability at the time of the survey.

Biological Resources

One land cover type, urban/developed, was documented in the survey area. Thirty plant species and 10 wildlife species were observed, with most plant species (27 out of 30) being non-native and most wildlife species (nine out of 10) being native. No special-status plant or wildlife species were observed during the survey. No focused surveys or formal roosting bat habitat assessment was conducted during the survey.

Although the survey area is fully developed and lacks native vegetation communities, some sensitive wildlife species are known to use non-native ornamental vegetation for foraging, nesting, or roosting. However, the non-native vegetation present in the survey area does not provide the structural complexity or other habitat features (e.g., appropriate habitat size, vegetation, canopy cover, hydrologic conditions) typically required to support sensitive species on a regular or sustained basis. No critical habitat for any federally or state-listed species is present in the survey area. The highly urbanized surroundings, absence of ecological connectivity, and limited availability of suitable habitat features substantially reduce the capacity of the survey area to support sensitive biological resources.

Despite the developed nature of the survey area, the presence of mature ornamental trees and landscaped vegetation—including eucalyptus and other planted tree species—provides structural features that may be suitable for use by native wildlife. These features create localized habitat elements, such as dense foliage, branch crotches, exfoliating bark, and cavities, which could support nesting by common bird species protected under the Migratory Bird Treaty Act (MBTA), the California Migratory Bird Protection Act (Assembly Bill 454), and California Fish and Game Code. Additionally, these trees and associated vegetation may offer suitable microhabitats for day or night roosting by non-special-status bat species, particularly foliage-or crevice-roosting taxa such as hoary bat (*Lasiurus cinereus*), big brown bat (*Eptesicus fuscus*), and California myotis (*Myotis californicus*). While overall habitat quality is low due to the lack of native vegetation and connectivity, the structural characteristics of the existing ornamental landscape create potential for nesting birds and roosting bats to occupy the survey area.

The project site is in a fully developed portion of San Diego and is surrounded on all sides by existing urban infrastructure, including commercial and institutional buildings, as well as paved roadways. No natural habitat linkages, wildlife corridors, or regionally significant movement areas intersect or occur adjacent to the site. The highly urbanized context, combined with the absence of contiguous native vegetation or open space, precludes meaningful wildlife movement through the area beyond routine use by urban-adapted species. As a result, the site does not contribute to regional habitat connectivity or function as part of any recognized wildlife movement corridor.

Construction of new buildings or the redevelopment of existing structures as part of the project has the potential to introduce conditions that may increase the risk of bird-building collisions. Bird strikes typically occur when birds perceive reflections of vegetation or sky in glass surfaces or attempt to fly through transparent building elements. This potential for bird strikes is generally higher in buildings with extensive untreated glass facades located near vegetation. While the project site is in a fully developed, urbanized area with no current documented bird strike issue and is surrounded by other multi-story structures, the inclusion of new vertical surfaces increases the potential for such interactions.

Regulatory Considerations

The survey area's biological features may be subject to state and federal statutes, including the MBTA, the California Migratory Bird Protection Act (Assembly Bill 454), and California Fish and Game Code, Sections 3503 and 3503.5, which provide protections for nesting birds.

Recommendations

To avoid or minimize impacts to nesting birds, roosting bats, and bird strikes, we recommend the following measures be implemented:

BIO-1: Nesting Birds. No grubbing, trimming, or clearing of vegetation from the project site shall occur during the raptor and bird breeding season (January 15 through August 31). If grubbing, trimming, or clearing of vegetation cannot feasibly occur outside the general bird breeding season, a qualified biologist shall perform a pre-construction nesting bird survey no more than 72 hours before the start of vegetation grubbing, trimming, or clearing to determine if active bird nests are present in the affected areas. Should an active bird nest be located, the qualified biologist shall establish a buffer and direct vegetation clearing away from the nest until it has been determined that the young have fledged or the nest has failed. If no nesting birds (including nest building or other breeding or nesting behavior) are in the construction area, grubbing, trimming, or clearing shall proceed.

BIO-2: Roosting Bat Habitat Assessment. If tree removal, vegetation clearing, or building demolition is proposed as part of the project, a qualified bat biologist shall conduct a roosting bat habitat assessment before the initiation of such activities to evaluate the presence and quality of potential day-roosting or maternity roost habitat within the project site. If the assessment identifies habitat features with a high potential to support active roosts, additional avoidance or minimization measures may be recommended. If the habitat assessment determines that suitable roosting habitat is absent, tree removal, vegetation clearing, or demolition may proceed without further bat-specific surveys.

BIO-3: Bird Strikes. The project shall incorporate bird-safe building design features to reduce the potential for bird-building collisions. During building, construction and final site design, facades shall include non-reflective materials and visual markers to reduce transparency and reflection. Treatments may include etched, fritted, or patterned glass; ultraviolet-patterned glass visible to birds; or architectural features such as awnings, shades, or shutters that break up reflective surfaces and reduce glare. Trees and large shrubs shall be located away from building facades to minimize reflected vegetation and reduce the likelihood of bird strikes. The site plan shall maintain open corridors between buildings to provide clear flight paths for birds traversing the project area. Non-glare finishes and integrated shading elements shall be used to minimize reflection and overheating of glass surfaces. These measures shall be incorporated into the project's final design and verified during construction to ensure compliance.

Conclusion

The project site is an entirely developed educational facility in a highly urbanized area and consists solely of urban/developed land with ornamental landscaping and built infrastructure. The results of the biological resources constraints survey indicate that no native vegetation communities or critical habitats are present in the survey area. The site supports only a small amount of marginally suitable wildlife habitat within ornamental vegetation; however, such habitat is limited in extent and structural complexity. Given the highly developed surroundings and the absence of key habitat features, the likelihood of occurrence for sensitive species is negligible, and wildlife use is expected to be limited to common, urban-adapted species. As such, sensitive plant or wildlife species are not expected to occur. Due to the lack of biological resources on the project site, the project is not expected to result in significant impacts to sensitive species or habitats. However, to ensure compliance with applicable regulations, including the MBTA, the California Migratory Bird Protection Act (Assembly Bill 454) and California Fish and Game Code, Sections 3503 and 3503.5, a pre-construction nesting bird survey is recommended if vegetation removal is scheduled during the nesting season. Additionally, bird-safe building design elements are recommended to reduce the potential for bird strikes. Furthermore, a roosting bat habitat is recommended to determine the potential for the presence of roosting bats. Incorporating these avoidance measures would minimize the risk of incidental take and support regulatory compliance.

Please let us know if you have any questions regarding this results summary.

Table for Report 3

	Scientific Name	Common Name	Special Status
	Acanthaceae - Acanthus family		
*	*Thunbergia alata*	Black-eyed Susan vine	
	Asparagaceae - Asparagus family		
*	*Hesperaloe parviflora*	Red yucca	
	Fabaceae - Legume family		
*	*Tamarindus indica*	Tamarind	
	Myrtaceae - Myrtle family		
*	*Lophostemon confertus*	Brisbane box	
	Rutaceae - Citrus family		
*	*Geijera parviflora*	Wilga	
	Scrophulariaceae - Figwort family		
*	*Leucophyllum frutescens*	Texas sage	
	GYMNOSPERMS		
	Pinaceae - Pine family		
*	*Pinus pinea*	Italian stone pine	
	EUDICOTS		
	Asteraceae - Sunflower family		
	Erigeron canadensis	Horseweed	
*	*Gazania linearis*	Treasureflower	
*	*Leucanthemum maximum*	Shasta daisy	
*	*Sonchus asper ssp. asper*	Prickly sow thistle	
	Cactaceae - Cactus family		
*	*Opuntia ficus-indica*	Mission prickly pear	
	Cistaceae - Rock-rose family		
*	*Cistus purpureus*	Orchid rockrose	
	Crassulaceae - Stonecrop family		
*	*Aeonium arboreum var. arboreum*	Canary Island Aeonium	
	Euphorbiaceae - Spurge family		
*	*Euphorbia candelabrum*	Candelabra tree	
	Fabaceae - Legume family		
*	*Calliandra californica*	Baja fairy-duster	
	Cercis occidentalis	Western redbud	
*	*Erythrostemon mexicanus*	Mexican holdback	

	Scientific Name	Common Name	Special Status
	Lamiaceae - Mint family		
*	*Salvia guaranitica*	Anise-scented sage	
*	*Salvia leucantha*	Mexican bush sage	
	Myrtaceae - Myrtle family		
*	*Eucalyptus camaldulensis*	Red gum	
	Platanaceae - Plane Tree, Sycamore family		
	Platanus racemosa	Western sycamore	
	Plumbaginaceae - Leadwort family		
*	*Limonium perezii*	Perez's marsh rosemary	
	Simaroubaceae - Quassia Or Sim		
*	*Ailanthus altissima*	Tree of heaven	
	Verbenaceae - Vervain family		
*	*Lantana camara*	Lantana	
	MONOCOTS		
	Agavaceae - Century Plant family		
*	*Agave attenuata*	Fox tail agave	
	Arecaceae - Palm family		
*	*Syagrus romanzoffiana*	Queen palm	
*	*Washingtonia robusta*	Mexican fan palm	
	Commelinaceae - Spiderwort family		
*	*Commelina benghalensis*	Tropical spiderwort	
	Poaceae - Grass family		
*	*Cynodon dactylon*	Bermuda grass	

Scientific Name	Common Name	Special Status

Legend

*= Non-native or invasive species

Special Status:

Federal:
FE = Endangered
FT = Threatened

State:
SE = Endangered
ST =Threatened

CRPR – California Rare Plant Rank
1A. Presumed extinct in California and elsewhere
1B. Rare or Endangered in California and elsewhere
2A. Presumed extinct in California, more common elsewhere
2B. Rare or Endangered in California, more common elsewhere
3. Plants for which we need more information - Review list
4. Plants of limited distribution - Watch list

Threat Ranks
.1 - Seriously endangered in California
.2 – Fairly endangered in California
.3 – Not very endangered in California

Table X. Wildlife Species Detected

Scientific Name	Common Name	Special Status
VERTEBRATES		
Birds		
Accipitridae - Hawk Family		
Buteo lineatus	Red-shouldered Hawk	
Laridae - Gull and Tern Family		
Larus occidentalis	Western Gull	
Trochilidae - Hummingbird Family		
Calypte anna	Anna's Hummingbird	
Psittacidae - Parrot Family		
**Amazona viridigenalis*	Red-crowned Parrot	
Tyrannidae - Tyrant Flycatcher Family		
Sayornis nigricans	Black Phoebe	
Myiarchus cinerascens	Ash-throated Flycatcher	
Corvidae - Jay and Crow Family		
Corvus brachyrhynchos	American Crow	
Aegithalidae - Bushtit Family		
Psaltriparus minimus	Bushtit	
Emberizidae - Sparrow Family		
Junco hyemalis	Dark-eyed Junco	
Fringillidae - Finch Family		
Haemorhous mexicanus	House Finch	

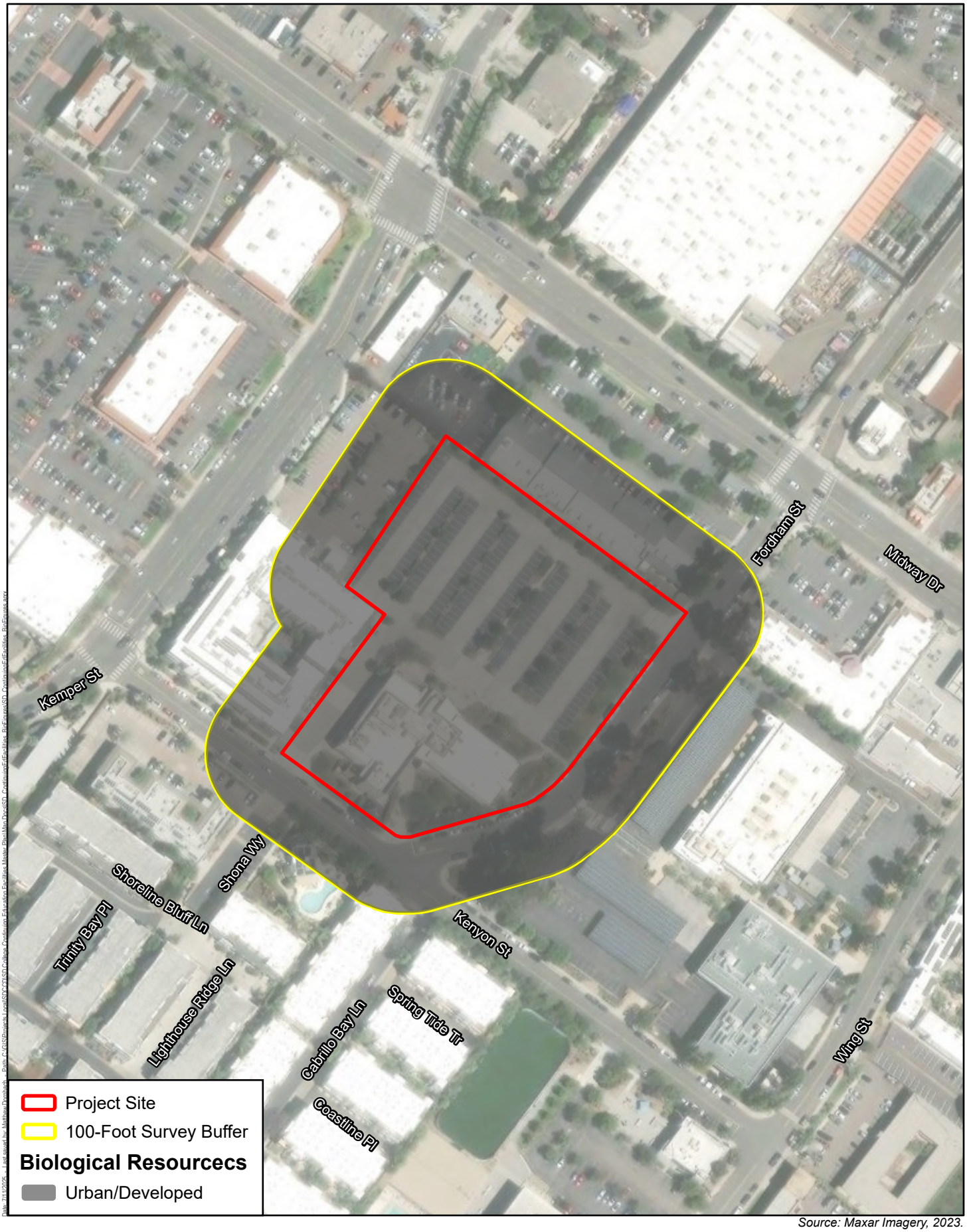
Legend

*= Non-native or invasive species

Special Status:

Federal:
FE = Endangered
FT = Threatened

State:
SE = Endangered
ST =Threatened
CSC = California Species of Special Concern
CFP = California Fully Protected Species



Source: Maxar Imagery, 2023.

Harris & Associates

N

0 75 150

Feet

Figure 1

Land Cover Types

San Diego College of Continuing Education Facilities Master Plan - WCC



Source: Maxar Imagery, 2023; CNDBB, 2025.

Harris & Associates

N

0 1,000 2,000

Feet

Figure 2

Species with Potential to Occur

San Diego College of Continuing Education Facilities Master Plan - WCC

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Appendix C5. Mid-City Expansion Site Biological Resources Email Memo

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May 8, 2026

Subject: San Diego College of Continuing Education Facilities Master Plan – CE Mid-City Expansion Site Biological Resources Constraints Email Summary

This email memo provide a summary of the biological resources constraints survey Harris & Associates conducted for the proposed San Diego College of Continuing Education (SDCCE) Facilities Master Plan Project (project) on the CE Mid-City Expansion Site on May 4, 2026. The purpose of this survey was to assess the existing biological conditions, identify potential constraints to development, and offer preliminary recommendations to avoid or minimize impacts on sensitive resources as project planning moves forward.

Project Overview

The approximately 0.69-acre project site is located at 5322 El Cajon Boulevard in the Talmadge community of the City of San Diego (City), bordered by El Cajon Boulevard to the south and Marcella Road to the east. The proposed project would include development of an educational facility. Currently the project site is comprised of a vacant building and parking lot.

Environmental Setting

The project site entirely developed and consists of a vacant building and associated parking lot. The site is within an urbanized area of the City and is immediately surrounded by residential, commercial, and transportation infrastructure. Historical construction and grading activities have fully altered the native topography, with no remaining natural vegetation communities present. The site is predominantly paved and developed with vegetative cover limited to ornamental plantings in landscaped areas.

Elevation on site is 400 feet above mean sea level. Soils on site are mapped as urban land and Olivenhain-urban land complex, characterized by urban fill or previously graded material associated with regional development. Hydrologically, the site is partially within the Pueblo Watershed and partially within the San Diego River Watershed. Stormwater on site appears to be managed through existing underground municipal conveyance systems; no surface aquatic features were observed. However, it is important to note that no jurisdictional aquatic resources delineation was conducted by Harris, and only the U.S. Army Corps of Engineers, Regional Water Quality Control Board, and California Department of Fish and Wildlife (under the California Fish and Game Code) can make final determinations on jurisdiction.

Methods

Harris & Associates biologists conducted a biological resources reconnaissance survey on May 4, 2026, to document existing biological resources within the approximately 0.69-acre project site and a 100-foot buffer (together referred to as the survey area), where accessible. Survey methods included walking meandering transects throughout the survey area to map vegetation communities, document plant and wildlife species, assess habitat conditions, and evaluate the potential for occurrence of sensitive, rare, threatened, and endangered species. Vegetation was mapped using the ArcGIS Field Maps application, and wildlife species were identified through visual observation, vocalizations, and indirect sign (e.g., tracks, scat). The survey results are intended to provide information on the potential biological constraints on project development. No protocol or focused surveys for special-status species were conducted, and observations were limited by seasonal activity patterns and species detectability at the time of the survey.

Biological Resources

One land cover type, urban/developed, was documented in the survey area. In total, 11 plant species and eight wildlife species were observed, with all plant species being non-native and two out of eight wildlife species being non-native. An individual monarch butterfly (*Danaus plexippus*) was observed foraging in a yellow lantana (*Lantana camara*). No larval host plants for monarch occur in the survey area. The work area supports very few nectaring plant species and no over-wintering habitat for the monarch butterfly.

Although the survey area is fully developed and lacks native vegetation communities, some migratory bird species are known to use non-native ornamental vegetation for foraging, nesting, or roosting. A pair of American crows (*Corvus brachyrhynchos*) was observed nesting in a Mexican fan palm (*Washingtonia robusta*) within the survey buffer immediately north of the project site. No critical habitat for any federally or state-listed species is present in the survey area. The highly urbanized surroundings, absence of ecological connectivity, and limited availability of suitable habitat features substantially reduce the capacity of the survey area to support sensitive biological resources.

Despite the developed nature of the survey area, the presence of sparse, small ornamental trees and landscaped vegetation provides limited structural features that may be suitable for nesting by common bird species protected under the Migratory Bird Treaty Act (MBTA), the California Migratory Bird Protection Act (Assembly Bill 454), and California Fish and Game Code, such as American crow, lesser goldfinch (*Spinus psaltria*), and house finch (*Haemorhous mexicanus*). These features, including branch crotches and shrubs, create localized habitat features that could support avian nesting activity. However, the site lacks vegetation or structural attributes—such as large trees with exfoliating bark, substantial cavities, or suitable overhangs—typically required to support roosting bats, including species known to occur locally, such as western red bat (*Lasiurus blossevillii*) and Yuma myotis (*Myotis yumanensis*). Although overall habitat quality is low due to the lack of native vegetation and ecological connectivity, the structural characteristics of the existing ornamental landscape provide localized features that could support nesting by common bird species within survey area.

The project site is in a fully developed portion of the City and is surrounded primarily by residential and commercial development, as well as paved roadways, thus no connectivity with natural open space exists.

Construction of new buildings or the redevelopment of existing structures as part of the project has the potential to introduce conditions that may increase the risk of bird-building collisions. Bird strikes typically occur when birds perceive reflections of vegetation or sky in glass surfaces or attempt to fly through transparent building elements. This potential for bird strikes is generally higher in buildings with extensive untreated glass facades located near vegetation. While the project site is in a fully developed, urbanized area with no current documented bird strike issue, and is surrounded by other multi-story structures, the inclusion of new vertical surfaces increases the potential for such interactions.

Regulatory Considerations

The survey area's biological features may trigger regulatory review under several state and federal statutes, including the MBTA, the California Migratory Bird Protection Act (Assembly Bill 454), and California Fish and Game Code, Sections 3503 and 3503.5, which provide protections for nesting birds.

Recommendations

To avoid or minimize impacts to nesting birds and bird strikes, we recommend that the following measures be implemented:

BIO-1: Nesting Birds. No grubbing, trimming, or clearing of vegetation from the project site shall occur during the raptor and bird breeding season (January 15 through August 31). If grubbing, trimming, or clearing of vegetation cannot feasibly occur outside the general bird breeding season, a qualified biologist shall perform a pre-construction nesting bird survey no more than 72 hours before the start of vegetation grubbing, trimming, or clearing to determine if active bird nests are present in the affected areas. Should an active bird nest be located, the qualified biologist shall establish a buffer and direct vegetation clearing away from the nest until it has been determined that the young have fledged or the nest has failed. If no nesting birds (including nest building or other breeding or nesting behavior) are in the construction area, grubbing, trimming, or clearing shall proceed.

BIO-2: Bird Strikes. The project shall incorporate bird-safe building design features to reduce the potential for bird-building collisions. During building, construction, and final site design, facades shall include non-reflective materials and visual markers to reduce transparency and reflection. Treatments may include etched, fritted, or patterned glass; ultraviolet-patterned glass visible to birds; or architectural features such as awnings, shades, or

shutters that break up reflective surfaces and reduce glare. Trees and large shrubs shall be located away from building facades to minimize reflected vegetation and reduce the likelihood of bird strikes. The site plan shall maintain open corridors between buildings to provide clear flight paths for birds traversing the project area. Non-glare finishes and integrated shading elements shall be used to minimize reflection and overheating of glass surfaces. These measures shall be incorporated into the project's final design and verified during construction to ensure compliance.

Conclusion

The project site includes an entirely developed vacant building in a highly urbanized area and consists solely of urban/developed land with ornamental landscaping and built infrastructure. The results of the biological resources constraints survey indicate that no native vegetation communities or critical habitats are present in the survey area. The site supports only a small amount of marginally suitable wildlife habitat within ornamental vegetation; however, such habitat is limited in extent and structural complexity. Given the highly developed surroundings and the absence of key habitat features, the likelihood of occurrence for sensitive species is negligible, and wildlife use is expected to be limited to common, urban-adapted species. As such, sensitive plant or wildlife species are not expected to occur. Due to the lack of biological resources on the project site, the project is not expected to result in significant impacts to sensitive species or habitats. However, to ensure compliance with applicable regulations, including the MBTA, the California Migratory Bird Protection Act (Assembly Bill 454) and California Fish and Game Code, Sections 3503 and 3503.5, a pre-construction nesting bird survey is recommended if vegetation removal is scheduled during the nesting season. Additionally, bird-safe building design elements are recommended to reduce the potential for bird strikes. Incorporating these avoidance measures would minimize the risk of incidental take and support regulatory compliance.

Please let us know if you have any questions regarding this results summary.

Attachment A. Plant Species List

	Scientific Name	Common Name	Wetland Indicator Status
	GYMNOSPERMS		
	Podocarpaceae - Podocarp family		
*	*Afrocarpus gracilior*	Weeping podocarpus	
	MAGNOLIIDS		
	Magnoliacea - Magnolia family		
*	*Magnolia grandiflora*	Southern magnolia	N/A
	EUDICOTS		
	Anacardiaceae - Sumac Or Cashe		
*	*Schinus molle*	Peruvian pepper tree	FACU
	Asteraceae - Sunflower family		
*	*Lactuca serriola*	Prickly lettuce	
*	*Sonchus sp.*	Sowthistle	
	Fabaceae - Legume family		
*	*Caesalpinia gilliesii*	Bird-of-paradise	
	Myrtaceae - Myrtle family		
*	*Melaleuca quinquenervia*	Broad-leaved paperbark	
*	*Melaluca sp.*	Bottlebrush	
	Sapindaceae - Soapberry family		
*	*Cupaniopsis anacardiodes*	Carrotwood tree	
	Pittosporaceae - Pittosporum fam		
*	*Pittosporum sp.*	Mock orange	
	Verbenaceae - Vervain family		
*	*Lantana sp.*	Lantana	
	MONOCOTS		
	Arecaceae - Palm family		
*	*Washingtonia robusta*	Mexican fan palm	
	Poaceae - Grass family		
*	*Pennisetum setaceum*	African fountain grass	

Scientific Name	Common Name	Wetland Indicator Status

Legend

*= Non-native or invasive species

Special Status:

Federal:
FE = Endangered
FT = Threatened

State:
SE = Endangered
ST =Threatened

CRPR – California Rare Plant Rank
1A. Presumed extinct in California and elsewhere
1B. Rare or Endangered in California and elsewhere
2A. Presumed extinct in California, more common elsewhere
2B. Rare or Endangered in California, more common elsewhere
3. Plants for which we need more information - Review list
4. Plants of limited distribution - Watch list

Threat Ranks
.1 - Seriously endangered in California
.2 – Fairly endangered in California
.3 – Not very endangered in California

Attachment B. Wildlife Species Detected

Scientific Name	Common Name	Special Status
INVERTEBRATES		
Moths, Skippers and Butterflies		
Nymphalidae - Brush-footed Butterfly Family		
Danaus plexippus	Monarch	FC
VERTEBRATES		
Birds		
Columbidae - Pigeon and Dove Family		
Columba livia	Rock Pigeon	
Corvidae - Jay and Crow Family		
Corvus brachyrhynchos	American Crow	
Passeridae - Old World Sparrow Family		
Passer domesticus	House Sparrow	
Fringillidae - Finch Family		
Haemorhous mexicanus	House Finch	
Spinus psaltria	Lesser Goldfinch	

Legend

*= Non-native or invasive species

Special Status:

Federal:
FE = Endangered
FT = Threatened

State:
SE = Endangered
ST =Threatened
CSC = California Species of Special Concern
CFP = California Fully Protected Species



Source: SanDAG, 1995; Vantor Imagery, 2025.

Harris & Associates

N

0 50 100

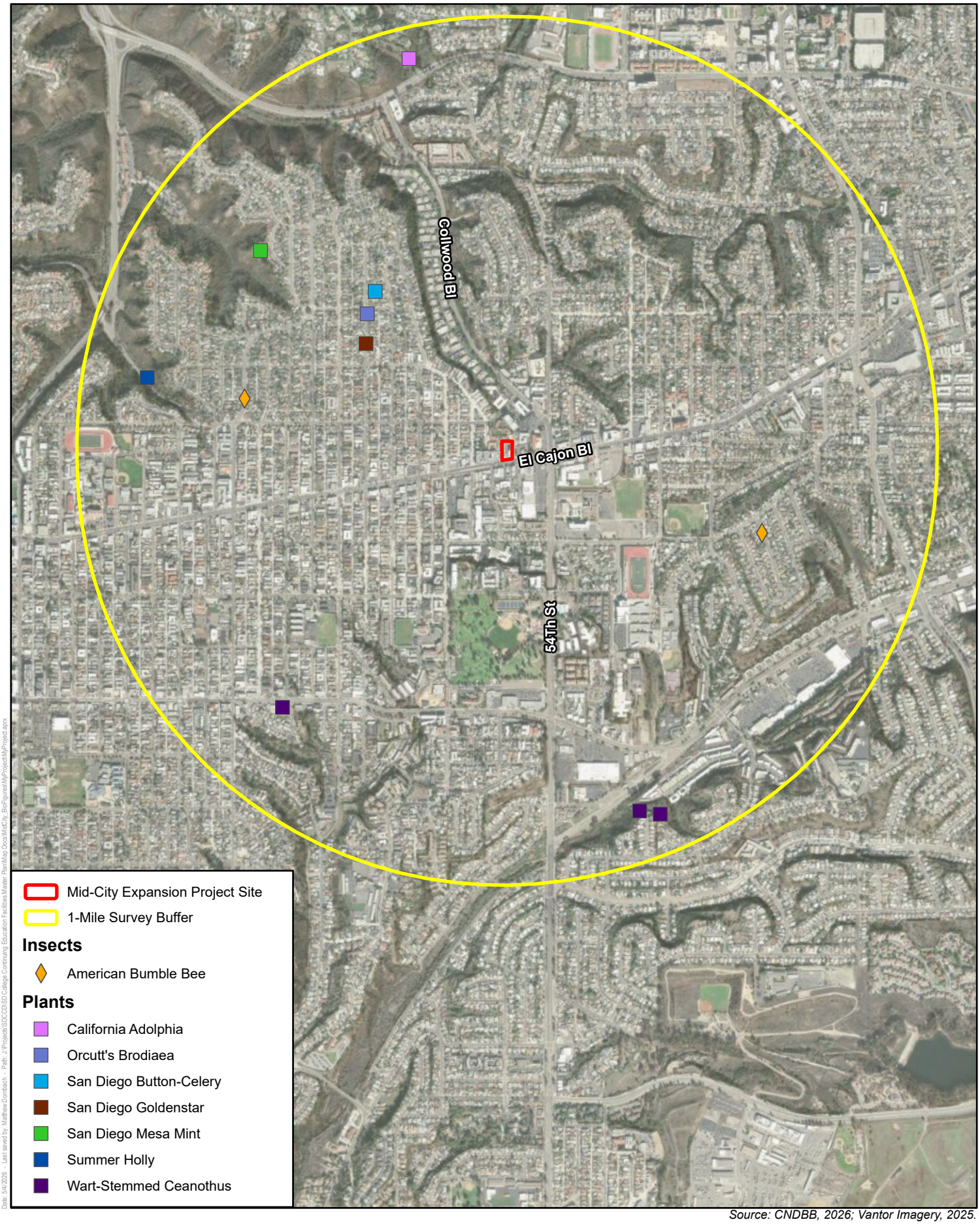
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Figure 1

Land Cover Types

SDCCE Mid-City Expansion Site

Date: 5/4/2026 - Last saved by: Matthew Dornbach - Path: J:\Projects\SDCCD\SD College Continuing Education Facilities Master Plan\Map Docs\MidCity_BioFigures\MxProject\MxProject.aprx



Source: CNDBB, 2026; Vantor Imagery, 2025.

Harris & Associates

N

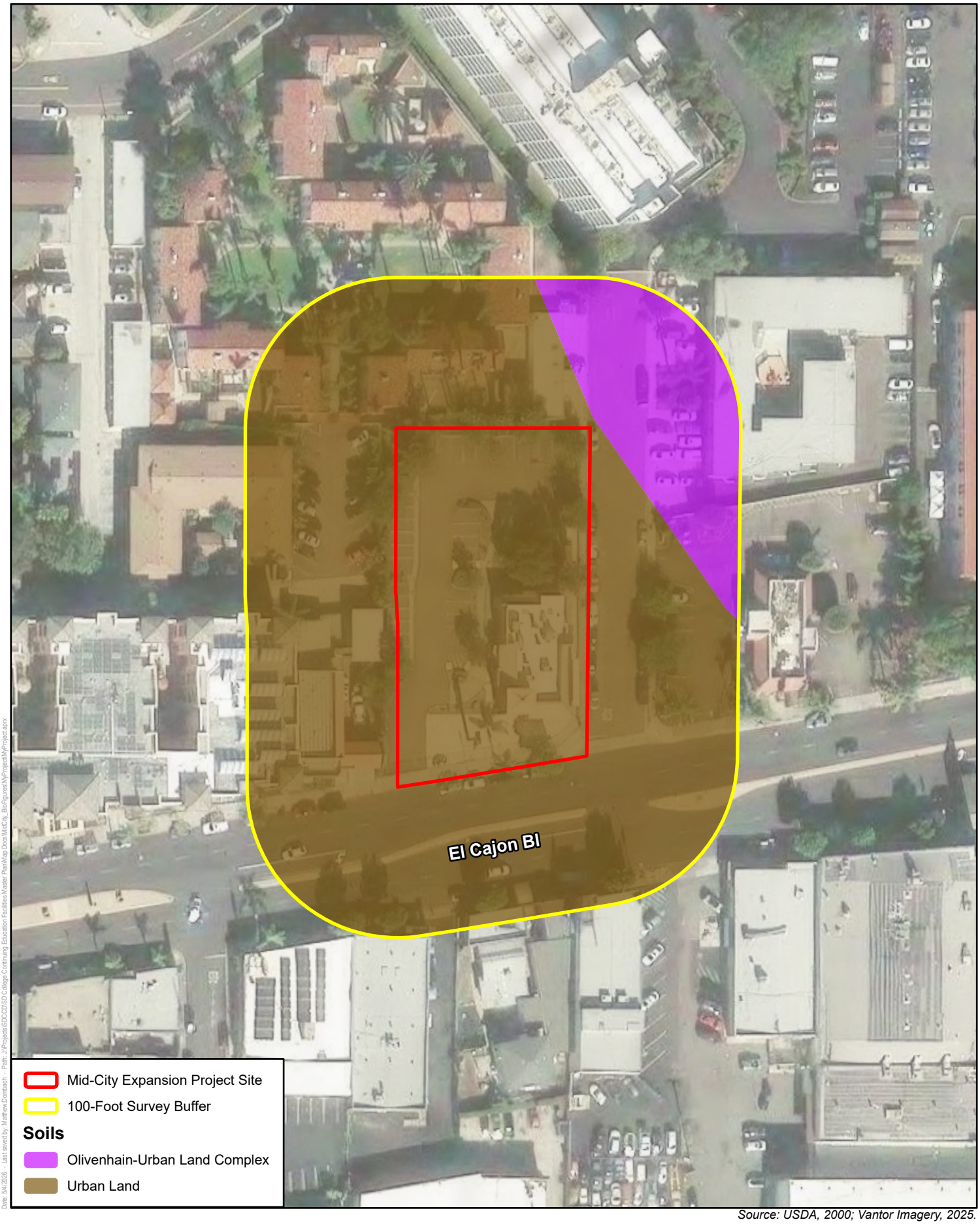
0 0.25 0.5

Miles

Figure 2

Historical Species with Potential to Occur

SDCCE Mid-City Expansion Site



Source: USDA, 2000; Vantor Imagery, 2025.

Harris & Associates

N

0 50 100

Feet

Figure 3

Soils

SDCCE Mid-City Expansion Site

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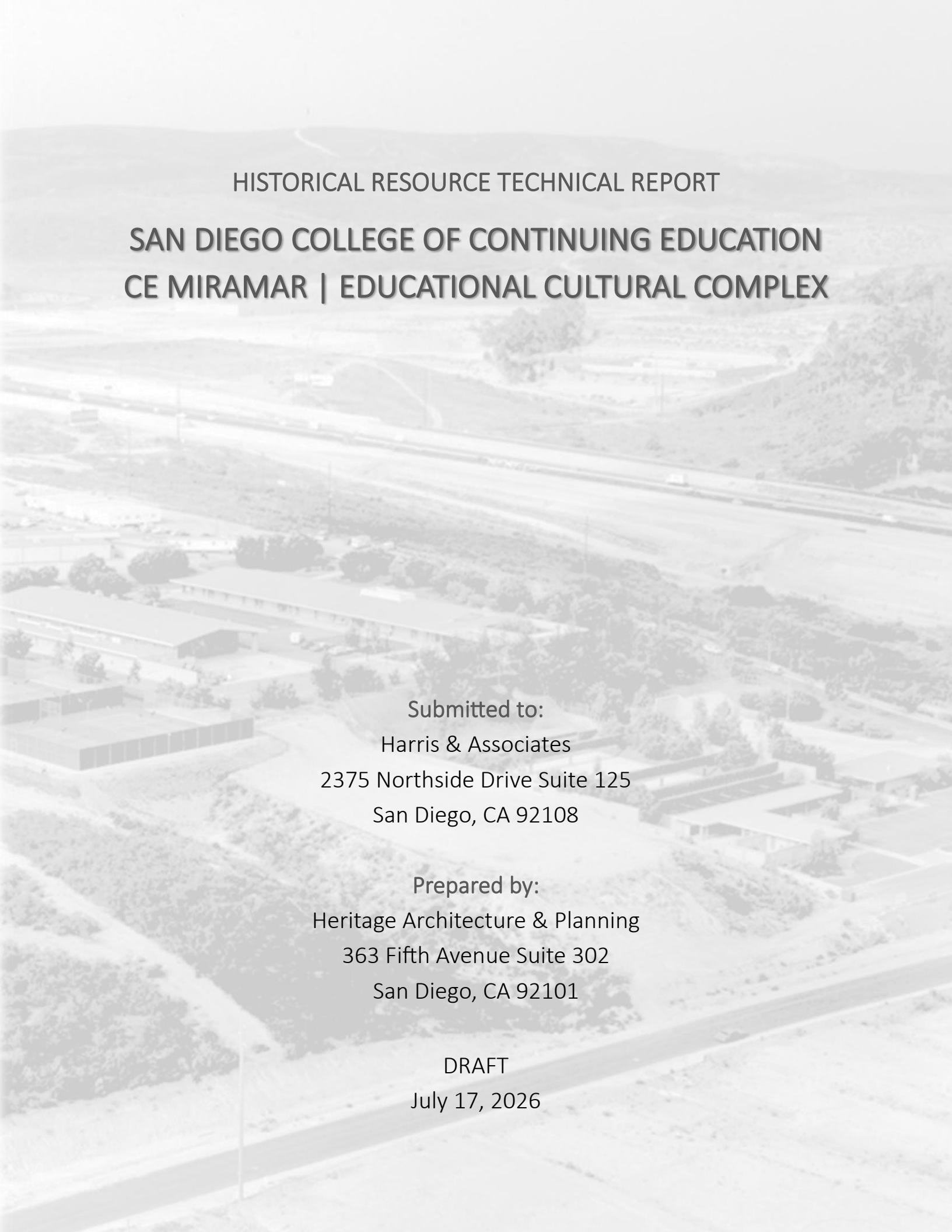
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Appendix D1. Historical Resources Technical Report

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HISTORICAL RESOURCE TECHNICAL REPORT

SAN DIEGO COLLEGE OF CONTINUING EDUCATION
CE MIRAMAR | EDUCATIONAL CULTURAL COMPLEX



Submitted to:

Harris & Associates

2375 Northside Drive Suite 125

San Diego, CA 92108

Prepared by:

Heritage Architecture & Planning

363 Fifth Avenue Suite 302

San Diego, CA 92101

DRAFT

July 17, 2026

TABLE OF CONTENTS

EXECUTIVE SUMMARY

SECTION I INTRODUCTION

1.1 DESCRIPTION AND LOCATION
1.2 PROJECT PERSONNEL

SECTION II PROJECT SETTING

2.1 PHYSICAL SETTING
2.2 HISTORICAL OVERVIEW

SECTION III METHODS AND RESULTS

3.1 ARCHIVAL AND HISTORICAL RESEARCH
3.2 FIELD SURVEY
3.3 DESCRIPTION OF SURVEYED RESOURCE

SECTION IV SIGNIFICANCE EVALUATIONS

4.1 EVALUATION CRITERIA
4.2 RESOURCE SIGNIFICANCES

SECTION V FINDINGS AND CONCLUSIONS

SECTION VI BIBLIOGRAPHY

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EXECUTIVE SUMMARY

Through the San Diego College of Continuing Education (SDCCE) Facilities Master Plan Project, the SDCCE proposes improvements to two campus facilities that include resources that are over 50 years old. These resources are the Continuing Education (CE) Miramar building and the Educational Cultural Complex (ECC) Main Building.

Heritage Architecture & Planning was hired to provide a Historical Resources Technical Report (HRTR) with the purpose of evaluating the potential eligibility of resources located within the project study area for listing in the California Register of Historical Resources. If historic resources are present, the HRTR will address any proposed project effects on identified historical properties in accordance with state regulatory requirements.

This HRTR has identified the CE Miramar and the ECC Main Building as not historically significant and not eligible for listing in the California Register of Historical Resources. Historical research and site assessment revealed that both the existing CE Miramar building and the ECC Main Building have undergone extensive cumulative changes over time and no longer retain sufficient integrity.

CE Miramar has failed to rise to the distinction to be individually eligible under its own historical or architectural merit to qualify under any California Register criteria. CE Miramar was one of two buildings initially constructed on what is now Miramar College, however, the building does not contribute to the overall institutional development of the surrounding community as it was the need for primary and secondary schools along with libraries and churches that were in early demand that would essentially aid the rising population of Mira Mesa in the late 1960s and early 1970s. Secondly, historical research did not reveal any persons of significance that were directly associated with CE Miramar or its development. Further, the building has been altered over the years and is not a distinctive representation of its Contemporary architectural style as there are other comparative examples such as the Mission Hills Branch Library or Sandburg Elementary School in Mira Mesa. CE Miramar, therefore, does not qualify under any California Register criteria.

Although historical research has revealed that the ECC Main Building is historically and culturally significant as a community landmark for civil rights and as cultural arts center for Southeastern San Diego, as well as for its association with local activist and educator Dr. Robert Matthews, the periods of significance for events, 1976-1991, as well as 1976-1992 period for person-association, are less than fifty years. Additional time has not passed to provide adequate historical perspective on these findings thus disqualifying the resource's significance for Criterion 1 and 2.

Further, the ECC Main Building has been heavily altered throughout the years with multiple additions on all elevations that are visible from the public right of way and no longer reflects its essential features to merit designation. The building is designed in the Brutalist architectural style and though it retains a strong rectilinear geometry with split face CMU wall finish, the resource is not an archetypal example of the Brutalist style under Criterion 3. Comparatively, there are other exemplary samples of Brutalist architecture in San Diego County including multiple properties within the University of California San Diego campus. Lastly, the site has been heavily disturbed throughout the years and thus does not qualify under Criterion 4. Therefore, the ECC Main Building does not qualify for the California Register.

Therefore, having no qualified historical resources present at either the CE Miramar or ECC campus sites, no further analysis is needed to address the proposed project's potential impacts on the built environment, and the proposed Facilities Master Plan project will not impose an adverse effect on the resources.

SECTION I INTRODUCTION

The purpose of this Historical Resources Technical Report (HRTR) is to evaluate the potential eligibility of resources located within the project study area for listing in the California Register of Historic Resources. In addition, this HRTR will address any proposed project effects on identified historic resources in accordance with state regulatory requirements should it be determined that historical resources are present.

This report contains the following information:

- Review of the existing exterior conditions of the property.
- Review of the history of the property and its physical development.
- Review of the subject property's eligibility under state register designation criteria.
- An analysis of the effects of the proposed project on historic resources, as necessary.

1.1 PROJECT DESCRIPTION AND LOCATION

The San Diego College of Continuing Education (SDCCE) has seven campuses and is implementing their Facilities Master Plan (Project). As part of the Project, Heritage Architecture & Planning has been tasked to assess two buildings at two separate campuses: Continuing Education (CE) Miramar and the Educational Cultural Complex (ECC), which are both over 50 years old. These two buildings require historical evaluation of the built environment for the purposes of CEQA compliance.

Table 1: Campuses and Proposed Improvements

CAMPUS	PROPOSED IMPROVEMENTS
CE MIRAMAR 10440 Black Mountain Road San Diego, CA 92126	• Replacement of existing building (approximately 26,580 square feet) with a two-story building (approximately 49,000 square feet). • Playground shade (canopy or large trees). • Exterior student lounge.
ECC 4343 Ocean View Boulevard San Diego, CA 92113	• Building expansion to accommodate existing programs not to exceed 10,000 square feet. • North campus entry enhancement (theater expansion with approximately 50 additional seats, amphitheater, interior, parking, and landscaping). • Automotive Expansion – northwest building to be demolished and a replacement building to be constructed to accommodate existing program. • Child Development relocation. • Potential surface parking enhancement/reconfiguration.

CAMPUS	PROPOSED IMPROVEMENTS
	• Relocation of ceramics studio to the auto shop building. • Building Trades Training Center (Welding) expansion (approximately 7,000 square feet) and improvements.

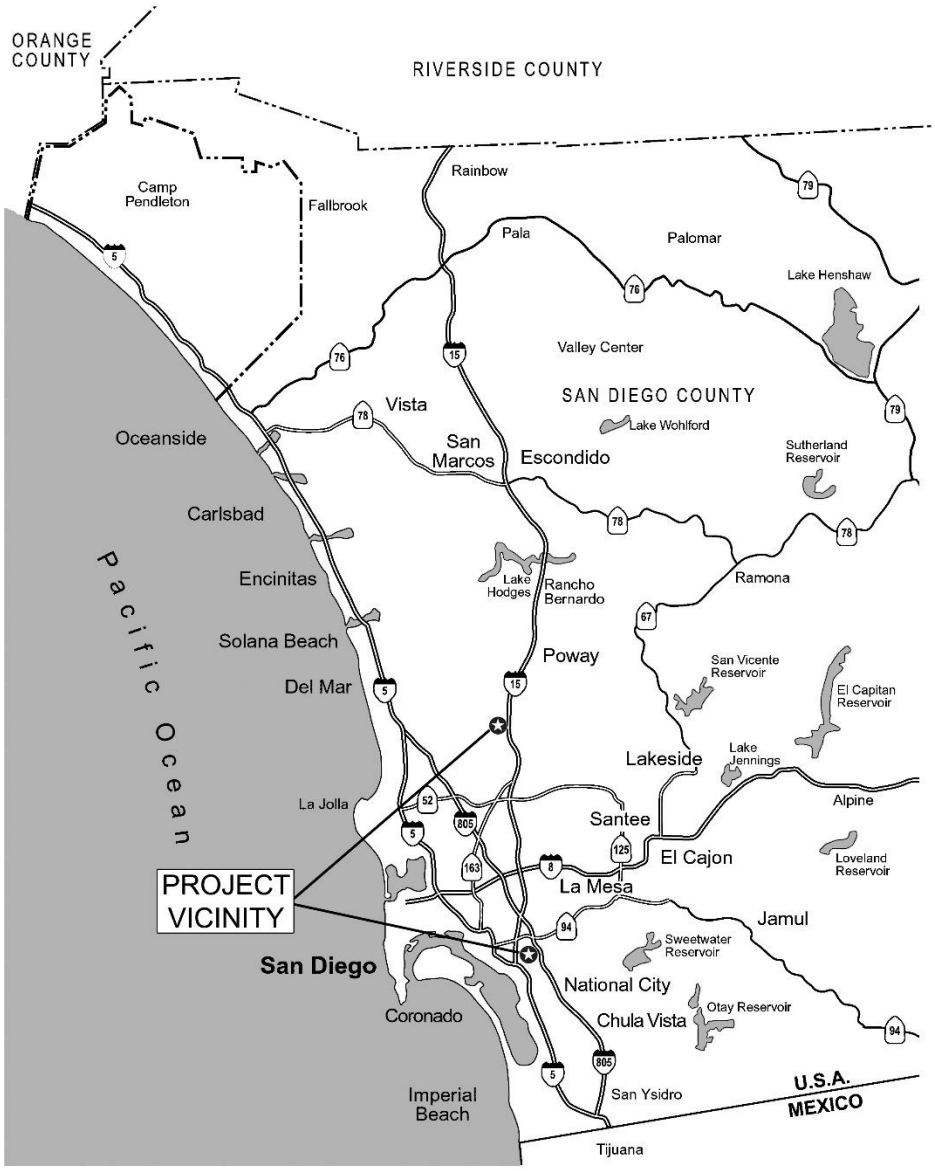


Figure 1: Vicinity Map

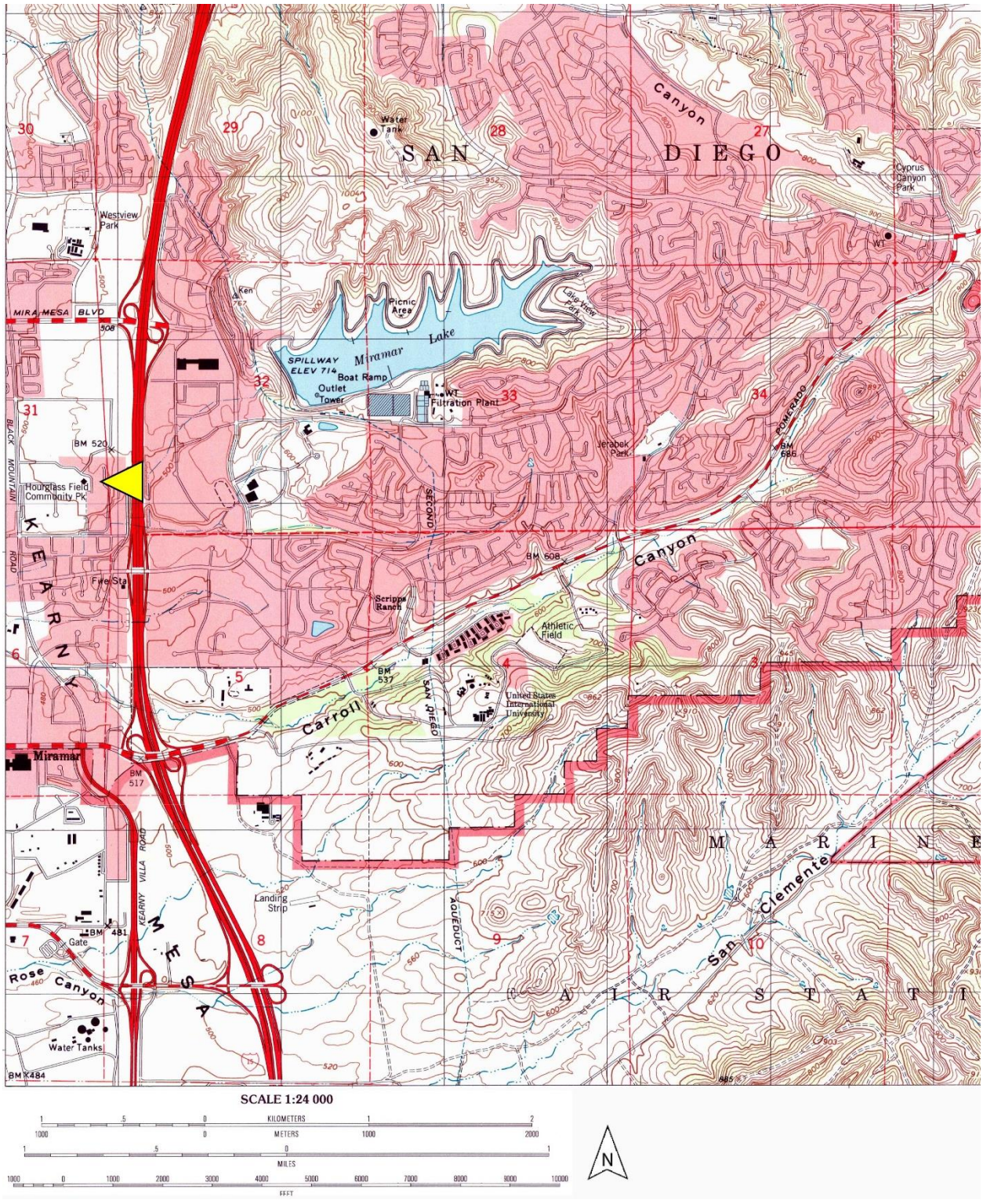


Figure 2: Location Map CE Miramar. Source: USGS, Poway 1996.

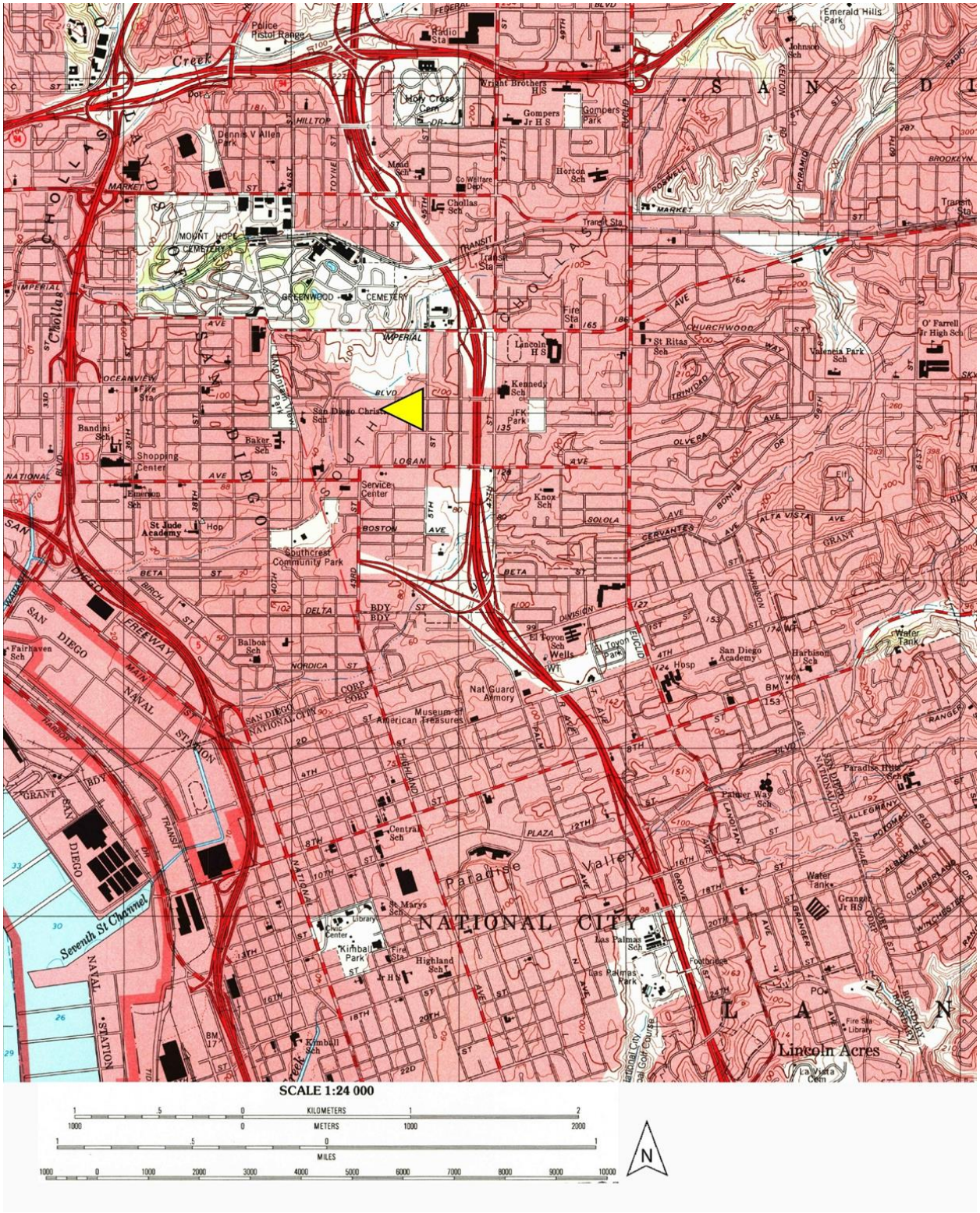


Figure 3: Location Map ECC. Source: USGS National City 1996.



Figure 4: Project Aerial CE Miramar (top) and ECC (bottom).

1.2 PROJECT PERSONNEL

Thomas Saunders, NCARB, Associate Principal Architect, and Eileen Magno, Principal Architectural Historian, are the primary investigators for the project. Heritage personnel qualifications meet or exceed *The Secretary of the Interior's Qualifications Standards* as published in the Code of Federal Regulations, 36 CFR Part 61.

SECTION 2 PROJECT SETTING

2.1 PHYSICAL SETTING

CONTINUING EDUCATION (CE) MIRAMAR

The Continuing Education (CE) Miramar building (A-1) is located within the campus of Miramar College at 10440 Black Mountain Road in the Mira Mesa community. The building is located at the southeast section of the campus adjacent to South Campus Drive and is one of two original buildings on site.

EDUCATIONAL CULTURAL COMPLEX

The Educational Cultural Complex (ECC) is located at 4343 Ocean View Boulevard in San Diego's Southeastern neighborhood. The campus consists of 27 acres and 220,982SF of building area. There are several buildings on site including the ECC Main Building and the ECC Skill Center complex which includes the Tech Buildings and the Auto facilities. The ECC Main Building is the focus of this study.

2.2 HISTORICAL OVERVIEW

SAN DIEGO COLLEGE OF CONTINUING EDUCATION

The San Diego College of Continuing Education program is part of the community college system in San Diego. Originally called San Diego Adult School, the program began in 1914 when the Board of Education of the San Diego City Schools authorized free night courses for adults in areas such as elementary and secondary basic skills and citizenship instruction.[1] Four faculty members and 35 students initially attended classes at San Diego High School. In years following World War II, classes were offered to returning veterans. As the college grew, classes began to be held at San Diego State University. By 1964, San Diego Mesa College was opened to serve 1,800 adult students, followed shortly thereafter by San Diego Miramar College in 1969. Today, SDCCE serves approximately 40,000 adult learners annually across seven campuses located throughout the city.

CONTINUING EDUCATION (CE) MIRAMAR

Miramar College was developed on 140 acres of land that was north of the Miramar Naval Air Station, now known as Mira Mesa. The college was founded on the concentration of law enforcement and fire science training but has since expanded its curriculum to include general education college courses.

[1] San Diego College of Continuing Education, "The First 100 Years." December 16, 2013.

The area that became Miramar College is south of the Rancho Santa Maria de Los Peñasquitos land grant but was not within a Mexican or Spanish land grant. The area remained largely undeveloped until the 1940s when it was used as a test area and emergency landing field by the U.S. Department of Defense. The Navy auxiliary landing field was known as Hourglass Field because of the runways' layout. The field was also used as a bombing range. The facility was relinquished to civilian aircraft use after World War II.[2]

Hourglass Field was used by car clubs and other groups until 1965 when the Navy transferred the land at no cost to the San Diego Unified School District, which at the time managed community colleges. The transfer came with the stipulation that the land be developed for educational purposes, requiring that a school be constructed on the site. Miramar College opened in 1969 as the Miramar Regional Occupational Training Center for police and firefighter training.[3] It included two buildings and several portable classrooms. Building #1, the Police and Fire Science Building, was designed by Clyde Hufbauer Architect Inc. in 1967 and completed in 1969. Building #2 was the Fire Shop. The site also included a fire training range and a police training range.

Although the original Miramar Regional Occupational Training Center was an early institutional resource in the Mira Mesa community, it was not a driving force in the expansion of the community during its Development Boom period from 1969-1979. Inadequate essential services, like primary and secondary facilities in the early 1970s, were a major problem in Mira Mesa. At this time, developers such as Pardee Construction Company and the Larwin Company temporarily converted one-story homes in their subdivisions to be used as classrooms specifically for homeowners within their vicinity. Children living outside the subdivision would need to commute to Kearney Mesa or North Clairemont to attend classes. This also did not account for secondary school age children or for much needed libraries.

By 1972, residents demanded a two-year building moratorium until developers could provide the essential services. However, the City Council did not enact this halt, instead they adopted a formal policy that permitted future growth to be completed in phases. In November 1974, voters approved Proposition XX, which provided funds for the construction of five elementary schools and one combination junior-senior high school. These schools were finally opened in 1976.[4]

In 1975, the San Diego Community College District Board of Trustees renamed the Miramar Regional Occupational Training Center site as San Diego Miramar College and applied for accreditation from the Western Association of Schools and Colleges. By 1979, the school doubled in size with most of the campus extending north of the initial buildings. CE Miramar

[2] Harris & Associates, "Cultural Resources Technical Report San Diego Miramar College Master Plan Project." Prepared for San Diego Community College District. February 2026.
[3] Harris & Associates, "Cultural Resources Technical Report San Diego Miramar College Master Plan Project." Prepared for San Diego Community College District. February 2026.
[4] City of San Diego, "Mira Mesa Community Plan Area Historic Context Statement." Prepared by Dudek. Draft August 2022.

(Building #1) was part of an extensive renovation in 2018 to repurpose the building for classrooms, labs, and a child development play area for the Continuing Education program.[5]

Previous Resources Identified on Project Site[6]

According to the Cultural Resources Assessment provided by Harris & Associates, 99 studies have been conducted within a 1-mile radius, and 13 of those studies included the project site. Twenty-two cultural resources and no historic addresses were previously recorded.

Historic Aerial Maps[7]

Historic aerials maps observations from Harris & Associates between 1953-2022 were reviewed. In 1953, the project site was undeveloped with a large portion of land graded just north where the main CE Miramar campus currently exists. By 1972, the project site was developed with construction of the current CE Miramar buildings, and the immediate area included parking areas and additional classroom buildings. To the north, the graded area had been developed into a racetrack or vehicle training course with pavement and various painted courses. In 1978, the site remained much the same with the addition of baseball diamonds without turf, and portions of the site began to be cleared north of the project site. The 1980s-2000s showed no change with the exception of an expansion of the school facilities to the north and more baseball fields and large asphalt parking lots. By 2010, much of the CE Miramar campus had been developed with no other major changes.

Building Construction History

1967	Construction Drawings by Clyde Hufbauer Architect, Inc.
1969	Construction complete and opened as the Miramar Regional Occupational Training Center
1980	Lighting remodel
1993	Interior remodel of the Life Science Laboratories
1998	Replace Air Handling Unit and Condensing Unit
2007	Remodel existing laboratory space
2017	Remodel of existing building into a Continuing Education Center with classrooms, labs, and playground by IBI Group Architects Engineers Planners

[5] Tovey/Shultz Construction Inc., "A-100 Building Remodel." https://www.toveyshultz.com/a100-building
[6] Harris & Associates, "Technical Memorandum: San Diego College of Continuing Education Facilities Master Plan Project – Cultural Resources Assessment." March 6, 2026.
[7] Harris & Associates, "Technical Memorandum: San Diego College of Continuing Education Facilities Master Plan Project – Cultural Resources Assessment." March 6, 2026.

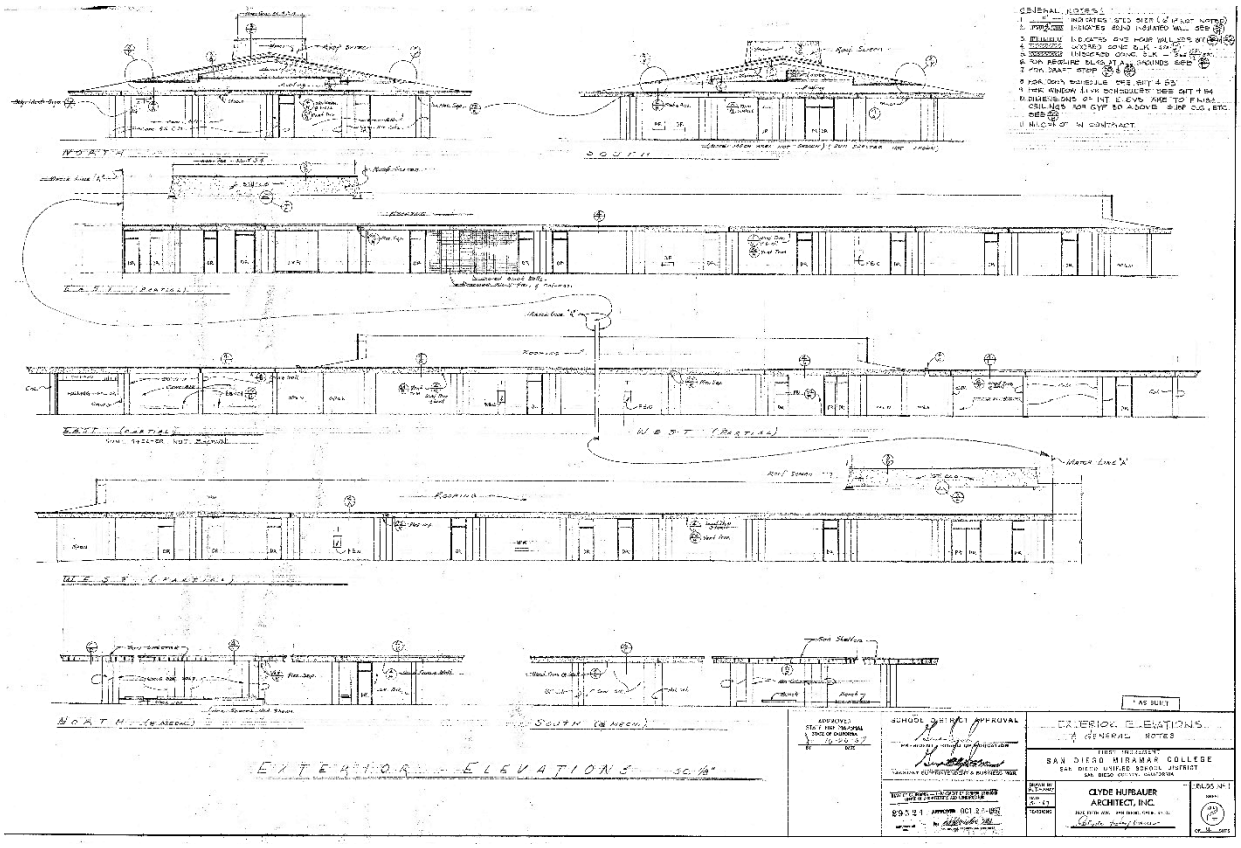


Figure 5: CE Miramar (Building 1) drawings, 1967. Source: SDCCE



Figure 6: Miramar College, 1972. The CE Miramar building is on the right. Source: historicaerials.com



Figure 7: Miramar College, 1976, looking northeast. The CE Miramar building is located at the center. Source: Miramar College Pinterest 2020.

EDUCATIONAL CULTURAL COMPLEX

In the early years of Southeastern San Diego area, the ethnic composition was typical of other neighborhoods with minorities scattered throughout a predominately white community. According to a 1982 article, "Both blacks and Mexican-Americans had lived in the area as early as the 1890s, but they attracted little notice; their numbers were small in relation to other neighborhood residents, and other parts of San Diego---particularly the central area---offered greater concentrations of these minority groups."[8]

Beginning in the 1920s, ethnic enclaves began to form in the Southeastern San Diego communities with scholars attributing it primarily to the increased use of restrictive covenants in

[8] City of San Diego, "Southeastern San Diego Community Plan Update Historic Context Statement." Prepared by Page & Turnbull for Dyett & Bhatia. August 8, 2014.

housing contracts in other neighborhoods of San Diego. These covenants targeted all minorities, but were especially discriminatory against African-Americans, Mexican-Americans, and Asians, so these groups settled in Southeastern San Diego where such restrictions were absent or were not enforced. Other factors that caused an influx of minority residents likely included proximity to jobs and social institutions such as churches, desire for cultural familiarity amongst others of the same culture, and international events that triggered large-scale population migrations across the country. Additionally, as the automobile opened new lands for settlement, wealthier white residents who had once lived in the neighborhoods close to the downtown commercial core took the opportunity to move further afield beginning in the 1920s, leaving vacancies for minority groups in the inner city.[9]

Wartime housing played a major role in the development of the area due to the influx of military personnel and defense works in San Diego. This included the Preble-Sachem Navy housing project on Ocean View Boulevard, which was a temporary military housing development. By the late 1960s and early 1970s, the structures had severely deteriorated, and the Navy acknowledged that the development was no longer needed.

Beginning in 1970, residents of Southeast San Diego expressed a need for a cultural and educational center to serve their diverse community. A Policy Council was soon formed and met in an adobe-style cottage at 4365 Ocean View Boulevard.[10] By 1972, the San Diego Community College District and Model Cities, Inc. pooled much needed funds to purchase additional lots of the already-donated Preble-Sachem Navy housing on Ocean View Boulevard. The Model Cities' undertakings were a nation-wide anti-poverty effort aimed at tackling the root causes of urban poverty. The vision was to provide educational attainment opportunities to prepare for college and workforce training for adults within the community.[11] The eventual purchase created 20 acres available for the construction of the ECC.

Designed by local architect Richard Albrecht, AIA of the firm Paderewski Dean & Associates Architects, groundbreaking ceremonies kicked off in 1974 which included several local elected officials and leaders: ECC's first President, Dr. Lawrence Davenport, Mayor Pete Wilson, and San Diego Urban League Leader Clarence Pendleton. Construction was completed in 1976 with an official dedication in May of that same year for the ECC building along with the James P. Beckwourth library, also located on site. ECC opened to adult students in programs such as auto

[9] City of San Diego, "Southeastern San Diego Community Plan Update Historic Context Statement." Prepared by Page & Turnbull for Dyett & Bhatia. August 8, 2014.
[10] San Diego Community College District, "Educational Cultural Complex Timeline." February 10, 2020. https://www.sdccd.edu/departments/communications/newscenter/articles/2020/educational-cultural-complex-timeline.aspx
[11] Circulate San Diego, San Diego County Bicycle Coalition, BikeSD, and Pedal for Justice SD, "San Diego BIPOC History Ride." https://storymaps.arcgis.com/stories/6b5d53031c1a40548591057bbe7c0990

mechanics, graphic reproduction, electronic assembly, clothing and textiles and office skills labs.[12] ECC would also operate a performing arts theatre.

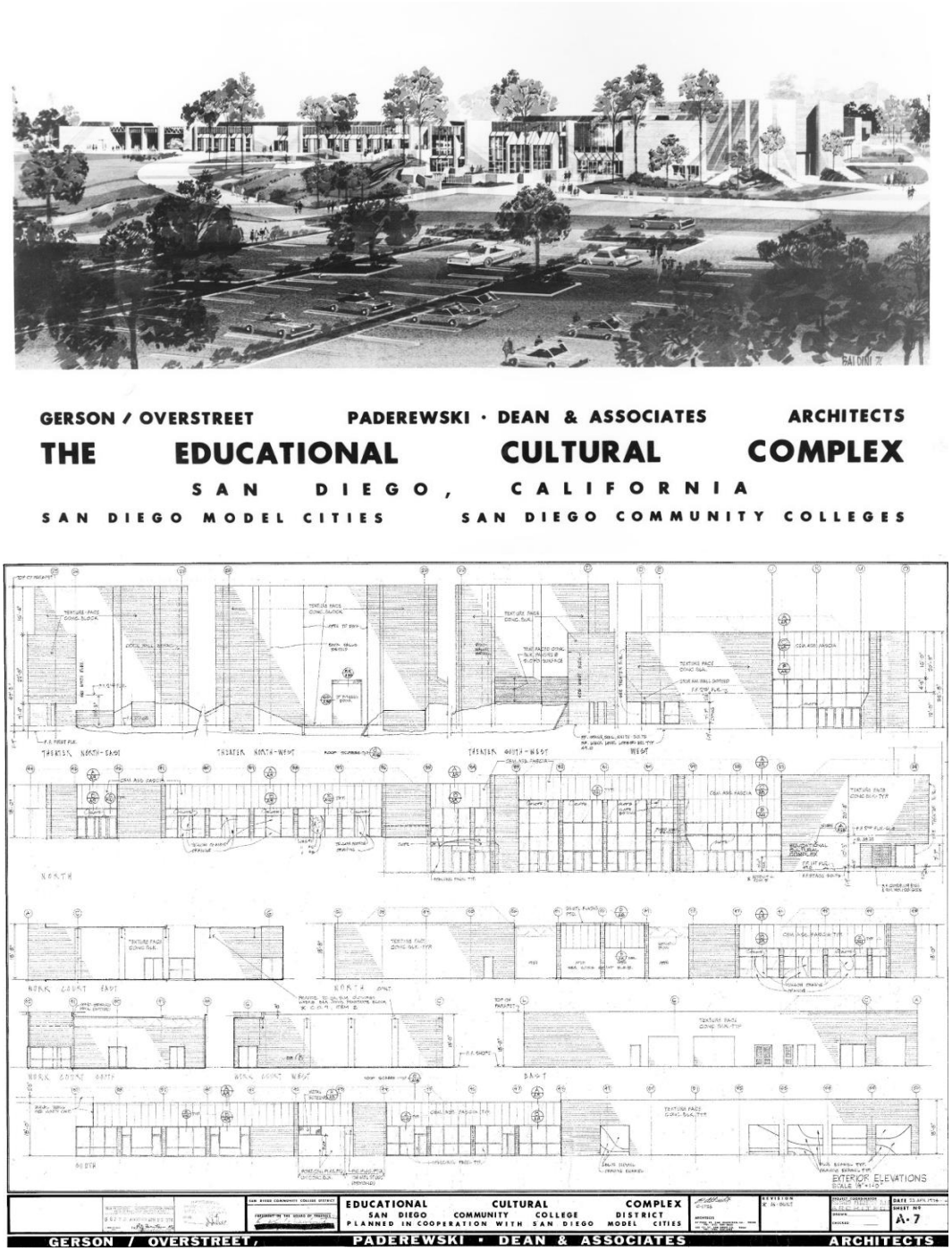


Figure 8:Rendering and elevations of the ECC dated 1974 by Paderewski Dean & Associates Architects. Source: SDCCD.



Figure 9: ECC groundbreaking ceremony in 1974. Source: SDCCD

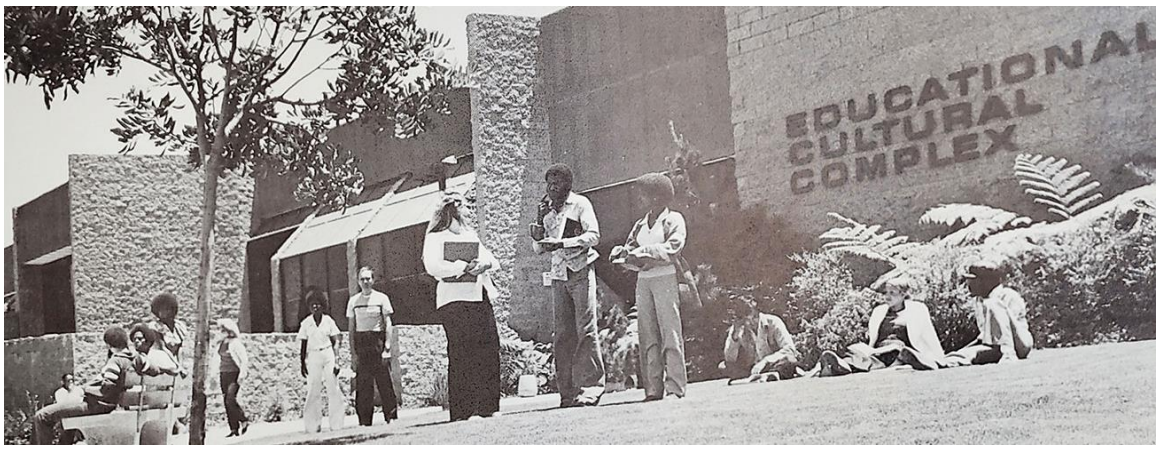


Figure 10: ECC in 1981. Source: SDCCD

[12] San Diego Community College District, "Continuing Education's Educational Cultural Complex Celebrating 40th Anniversary." June 6, 2016. https://www.sdccd.edu/departments/communications/newscenter/articles/2016-17/continuing-education-ecc-anniversary.aspx

By the 1980s, the center would earn a reputation as a hub for art, learning, and activism for racial equality and social justice in San Diego. In 1980, Dr. Robert Matthews, who would later hold the titles of ECC Provost and President, and fellow Alpha Phi Alpha Fraternity (Zeta Sigma Lambda Chapter) brothers began to meet at the ECC. The fraternity, which had ties with Dr. Martin Luther King Jr., played a role in creating the California Commission to Establish the Dr. Martin Luther King, Jr. Holiday. Locally, the fraternity worked to organize and unify an annual San Diego Dr. Martin Luther King, Jr. Parade. Prior to this, various smaller community parades had taken place. By 1982, the first Martin Luther King Jr. Parade was launched from ECC. The following year, President Ronald Reagan would sign legislation creating a federal holiday honoring Dr. Martin Luther King, Jr. And finally, in 1985, Dr. Martin Luther King, Jr.'s widow, Coretta Scott King, was invited and delivered a speech at the ECC to a large crowd advocating for worldwide peace in commemoration of her late husband's birthday.

Other groundbreaking events include Stevie Wonder's attendance at ECC to receive an award for his humanitarian work against apartheid as well as his promotional efforts to prevent drunk driving in 1986. The following year, civil rights leader Rev. Jesse Jackson delivered a historic speech to a crowded ECC theater in 1987. His oration focused on the core themes of equity, opportunity, and the power of educating, aiming to inspire the local community and empower marginalized voices. That same year, activist and renown poet Maya Angelou provided inspiration as she performed and spoke at the theater on matters of poetry, culture, and civil rights.[13] Her 1987 visit was championed by the ECC's efforts to host leaders who fed the community's cultural and civil rights heritage, firmly establishing the ECC as a beacon of cultural arts in Southeast San Diego.[14]

Another milestone event included ECC's hosting the inaugural World Econoculture Project Conference in 1981. The conference drew ambassadors, dignitaries, and statesmen from Nigeria, Ghana, Senegal, and Egypt, as well as the United Nations to ECC. ECC would continue to host the event in the following years.

In education and cultural arts, ECC served as the only performing arts center in the Southeastern San Diego community area. Upon its opening, ECC became the home of the city's third-oldest Black theater groups.[15] Originally founded in 1963 as the Southeast Community Theatre (SECT)

[13] San Diego College of Continuing Education, "ECC Historic Preservation Project." https://sdcce.edu/about-us/offices/foundation/what-we-do/ecc-historic-preservation-project.html
[14] Circulate San Diego, San Diego County Bicycle Coalition, BikeSD, and Pedal for Justice SD, "San Diego BIPOC History Ride." https://storymaps.arcgis.com/stories/6b5d53031c1a40548591057bbe7c0990
[15] Pam Kragen, "Telling Black Stories—Actor and Director Yolanda Franklin, Taking Over as the Artistic Leader of Common Ground, Has Big Plans For San Diego's Oldest Black Theater Company." *The San Diego Union-Tribune.* August 2, 2020. https://sandiegouniontribune.newsbank.com/doc/news/17CA3942E9FD67A8?search_terms=%22Robert%2BMatthews%22&date_from=2020&date_to=&text=%22Robert%20Matthews%22&content_added=&pub%255B0%255D=SDUB&pdate=2020-08-02

by Rufus DeWitt and Dr. Robert Matthews, the theater group provided training and acting work to Black artists in the 1960s and 1970s because opportunities at other theaters were scarce.[16] It was later renamed the Common Ground Theatre in 2003. From 1976-1991, the company took up residency at the ECC theater.[17] Partnership between Common Ground and ECC was suspended from 1991-2010 due to administrative decision to use the ECC theater for educational purposes only. However, in 2010, a formal agreement between SDCCE and Common Ground Theatre was met where productions would be created in collaboration with SDCCE art's department allowing Common Ground to resume as its resident theater.[18]

ECC continued to be the largest adult education campus of the SDCCE's system serving 40,000 students annually and houses the administration offices, including the Office of the SDCCE President.

Previous Resources Identified on Project Site[19]

According to the Cultural Resources Assessment provided by Harris & Associates, 111 studies were conducted within a 1-mile radius of the project site, nine of those studies included the project site. Forty-four resources and 29 historic addresses were recorded; however, none were present on the ECC site.

Historic Aerial Maps[20]

Historic aerials maps observations from Harris & Associates between 1953-2022 indicated that the site was largely developed in 1953 with a series of evenly places and organized long buildings dominating its western half and individual residential buildings along the project site boundary at Elizabeth Street. The roadways mimic the modern-day layout and the residential developments surrounding the project site at the west, south, and east, with Chollas Creek and an undeveloped lot to the north. By 1966, aerial photographs show the demolition of the original structures on the western half of the site. By 1978, SDCCE building, library, and parking lot areas were constructed along a fully developed primary residential structure and a commercial building, set

[16] Pam Kragen, "Telling Black Stories—Actor and Director Yolanda Franklin, Taking Over as the Artistic Leader of Common Ground, Has Big Plans For San Diego's Oldest Black Theater Company." *The San Diego Union-Tribune.* August 2, 2020. https://sandiegouniontribune.newsbank.com/doc/news/17CA3942E9FD67A8?search_terms=%22Robert%2BMatthews%22&date_from=2020&date_to=&text=%22Robert%20Matthews%22&content_added=&pub%255B0%255D=SDUB&pdate=2020-08-02
[17] Common Ground Theatre, "History." https://www.commongroundtheatre.com/history
[18] Common Ground Theatre, "History." https://www.commongroundtheatre.com/history
[19] Harris & Associates, "Technical Memorandum: San Diego College of Continuing Education Facilities Master Plan Project – Cultural Resources Assessment." March 6, 2026.
[20] Harris & Associates, "Technical Memorandum: San Diego College of Continuing Education Facilities Master Plan Project – Cultural Resources Assessment." March 6, 2026.

within a well-established urban grid. By the 1980s, the project site remained fully developed with minor changes visible such as small accessory features, and slightly reconfigured yard areas.

From the 1990s-2000s, the surrounding residential area developed steadily. By 2002, the eastern portion of the campus greatly modified with the demolition of the individual residential structures and the construction of a new facility (Skill Center). Construction of solar energy canopies over the parking lot was visible by 2022. The ECC Main Building is currently undergoing renovation.

Building Construction Chronology

1974	Construction Drawings by Richard Albrecht, AIA of Paderewski Dean & Associates Groundbreaking ceremony
1976	Construction complete
1980	Construction Drawings for Phase 2, Southwest wing addition (Tutorial and Learning Center) by Homer Delawie Associates Inc.
1983	Phase 2, Southwest wing addition (Tutorial and Learning Center)
Mid-1990s	Addition of the Welding buildings to the east of the main building and the various east campus buildings associated with the Skill Center complex addition
2013	Renovation and addition of the administration wing at the northeast section of the ECC complex. A separate two-story classroom and administration office wing expansion located southwest end of the theater complex, and new parking
2025-2027	Renovation of the ECC Main Building including the theater, lobby, and community room.



Figure 11: ECC complex, 1978. Source: historicaerials.com



Figure 12: ECC showing the completed (Phase 2) Tutorial and Learning Center (southwest wing) addition, 1983. Source: historicaerials.com



Figure 13: ECC showing the completed Skill Center complex as well as the welding department additions adjacent to the Main Building to the east that were completed in the mid-1990s. Aerial photo dated 2010. Source: historicaerials.com



Figure 14: ECC showing the addition of the two-story classroom wing at the south and addition to the existing administration offices with trellis feature at the east end of the Main Building, 2014. Source: historicaerials.com



Figure 15: Coretta Scott King, widow of Martin Luther King Jr, speaking at ECC in 1985 urging San Diego to advocate for worldwide peace in commemoration of her late husband's birthday. Source: SDCCD



Figure 16: Rev. Jesse Jackson delivered a civil rights and community empowerment speech at a crowded ECC theater focusing on his "Rainbow Coalition" vision for the importance of multi-racial alliances and political inclusion. Source: SDCCD

SECTION III METHODS AND RESULTS

3.1 ARCHIVAL AND HISTORICAL RESEARCH

This report was prepared using primary and secondary sources related to the resources' site development history. Archival research has been conducted to determine the location of previously documented historic and architectural resources within the project study area and to help establish a context for resource significance. National, state, and local inventories of architectural/historic resources were examined in order to identify significant local historical events and personages, development patterns, and unique interpretations of architectural styles. Information was solicited regarding the location of historic properties in the project area from local governments, public and private organizations, and other parties likely to have knowledge of or concerns about such resources.

Materials included documentation of previous reports, photographs, building permits, news articles, City/County directories, title information if available, and maps. Published sources focusing on local history were consulted, as well as material relating to federal, state, and location designation requirements. Research for the report was not intended to produce a large compendium of historical and genealogical material, but rather to provide specific information necessary to understand the evolution of the site and its significance.

3.2 FIELD SURVEY

For the CE Miramar building, a site walk-through and existing conditions survey was conducted by Eileen Magno, MA, Principal Architectural Historian. Site survey for the ECC building was completed by Thomas Saunders, NCARB, Associate Principal Architect, and Eileen Magno, MA. Both surveys were conducted to record and understand the existing condition of the building and site, identify character-defining features, and assess the structure's condition and historical integrity. Analysis focused on the structure's exterior and did not include detailed assessments of the archaeological, structural, electrical, mechanical systems, or interiors.

3.3 DESCRIPTION OF SURVEYED RESOURCE

3.3.1 CE MIRAMAR

The building consists of a single-story classroom building, rectilinear in plan, with a concrete slab foundation with concrete perimeter footing. A cast-in-place concrete walkway runs the perimeter of the building. The roof consists of a low-slope gable roof with deep overhanging stucco eaves over the walkways with concrete block support columns at the north and south ends. The roofing appears to have been replaced with built-up membrane roofing. The original mechanical penthouse at the roof ridge has been removed. The exterior walls are constructed of concrete masonry units and appear to be original throughout.

Fenestration consists of aluminum framed replacement windows throughout that were part of the 2017 renovation. This included some added windows located in new openings. The majority of the original doors with transoms have also been removed and infilled or replaced with aluminum storefront or aluminum window. Solid metal doors were located along the east façade. A 2017 dedication plaque was located at the northwest side of the building commemorating the building's renovation.

Adjacent to the southeast play area, there is an existing mechanical and storage building at the southwest corner that is connected to the existing classroom through the walkway cover. This building has a flat roof with overhanging eaves over a walkway.

Building #1 is in overall good condition.



Figure 17: CE Miramar looking south at the north facade. Note the replacement aluminum framed windows some in new openings.



Figure 18: CE Miramar looking southwest at portions of the the north and east facades.



Figure 19: CE Miramar looking northwest at the south and east facades.



Figure 20: CE Miramar looking west at the covered playground area. The mechanical/storage building's east façade is in the background.



Figure 21: CE Miramar looking north at playground and the building's south façade at the background.



Figure 22: CE Miramar looking east at the Mechanical/Storage building's west façade and the connecting breezeway to the left.



Figure 23: CE Miramar looking northeast at portions of the south façade. Note the replacement storefront doors and windows.



Figure 24: CE Miramar looking northeast at the west façade.



Figure 25: CE Miramar looking east at the renovated recessed entry at the northwest façade.



Figure 26: Dedication plaque at the northwest façade.

3.3.2 ECC MAIN BUILDING

The resource consists of a single 'L' shaped structure that was completed in two phases. The east-west portion designed by Richard Albrecht was completed in 1976. The shorter southwest wing, Tutorial Learning Center, was designed by Homer Delawie and was constructed in 1983. The mid-1990s renovations were completed along the east and south portion of the site. Adjacent to the ECC Main Building was the expansion of the welding wing to the east. The Skill Center buildings including classrooms and the Tech and Auto buildings were constructed at the northeast end of the site at the corner of Ocean View Boulevard and Elizabeth and T Streets. In 2013, a separate two-story classroom was added at the southwest portion of the campus and is connected to the 1983 wing by a pedestrian bridge. An addition of administration offices complete with a decorative metal trellis feature at the northeast section of the ECC building was also completed in 2013.



Figure 27: Aerial showing the site chronology of development. Source: Google Maps

The Main Building's foundation consists of a 5" cast-in-place concrete slab on grade with cast-in-place concrete perimeter footing. At the original 1976 portion of the Main Building (ECC Phase I), the roof is flat with parapet and originally consisted of a corrugated metal roof deck with integrated roof channels. The roofing appears to have been replaced with built-up membrane roofing. At the auditorium, there is a sloped corrugated sheet metal penthouse concealing the rooftop mechanical equipment. Sheet metal coping with a painted finish is at the roof parapet perimeter. The exterior walls consist of a reinforced concrete masonry unit (CMU) wall with a texture face exterior finish and aluminum storefront door and window systems with dark bronze spandrels. The upper walls have a cement asbestos panel finish.

At the 2013 ECC northeast addition at the Main Building, the exterior walls consist of aluminum storefront doors and windows separated on a grid by CMU wing walls with a textured finish. Above the storefront system, the wall finish consists of a smooth texture stucco finish with control joints. The walkway at the perimeter of the addition is covered with an open steel framed trellis.

At the 1983 southwest Tutorial Learning Center addition, the roof consists of a built-up roof on composite insulation over concrete decking. The roof is supported by wide flange steel beams that bear on split face CMU exterior walls. The upper walls have a smooth stucco finish with sheet metal flashing at the parapet.

Fenestration throughout the Main Building appears to be original and consists of an aluminum storefront system with vertical and sloped panels with a dark bronze finish. Doors vary between replacement and original. At the modular aluminum storefront system doors consist of glazed aluminum storefront doors with a dark bronze finish. Some door openings have replacement solid wood doors. Door openings located in the CMU walls consist of hollow metal doors with metal frames.

Renovation of the theater and lobby were in progress during the field visit and portions of the building were not accessible. Overall, the ECC building appears to be in good condition.



Figure 28: ECC looking east at the theater and southwest façade under renovation.



Figure 29: ECC looking southwest at the north façade showing the ceramic, lobby, and theater bays.



Figure 30: ECC looking southeast showing a typical portion of the north facade.



Figure 31: ECC looking south at the north façade's aluminum storefront entry to the Student Services office.



Figure 32: ECC looking northeast at the west façade of the 2013 north Administration office addition with metal trellis feature.



Figure 33: ECC looking south at the mid-1990s north welding addition.



Figure 34: ECC looking northwest at the welding wing showing a typical portion of the east elevation of the ECC Main Building.



Figure 35: ECC looking northeast showing a typical portion of the south elevation of the ECC building.



Figure 36: ECC looking northeast at portions of the 1983 (left) and 2013 (right) additions with connecting pedestrian bridge.



Figure 37: ECC looking southeast showing a typical portion of the west elevation of the building complex. The 2013 south wing is also visible to the right.

SECTION IV SIGNIFICANCE EVALUATION

4.1 EVALUATION CRITERIA

The project is subject to state and local laws and regulations. City regulations are provided in this section for informational purposes. State and local historic preservation programs provide specific criteria for evaluating the potential historic significance of a resource. Although the criteria used by the different programs vary in their specifics, they focus on many of the same general themes. In general, a resource need only meet one criterion in order to be considered historically significant.

Another area of similarity is the concept of integrity — generally defined as the survival of physical characteristics that existed during the resource's period of significance. State and local historic preservation programs require that resources maintain sufficient integrity in order to be identified as eligible for listing as historic.

4.1.1 STATE LEVEL REGULATIONS

California Environmental Quality Act

According to the California Environmental Quality Act (CEQA), a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing in the California Public Resources Code (CRHR Section 5024.1; 14 CCR 4852), including the following:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
2. Is associated with the lives of persons important in our past;
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
4. Has yielded, or may be likely to yield, information important in prehistory or history.

The fact that a resource is not listed in or determined to be eligible for listing in the California Register of Historical Resources (CRHR), not included in a local register of historical resources (pursuant to California Public Resources Code, Section 5020.1[k]), or not identified in a historical resources survey (meeting the criteria in Section 5024.1[g] of the CEQA Guidelines) does not preclude a lead agency from determining that the resource may be a historical resource as defined in California Public Resources Code, Section 5020.1(j) or 5024.1.

California Register of Historical Resources

The California Register of Historical Resources ("California Register" or "CRHR") identifies historical and archeological resources significant to the state. The eligibility requirements for listing in the California Register are very similar to the eligibility requirements for listing in the National Register, though they have a somewhat stronger focus on California-specific issues.

More specifically, to qualify as an historical resource for purposes of the California Register, a resource must meet at least one of four criteria:

> Criterion 1: Associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage
> Criterion 2: Associated with the lives of persons important to local, California, or national history
> Criterion 3: Embodies the distinctive characteristics of a type, period, region or method of construction or represents the work of a master or possesses high artistic value
> Criterion 4: Has yielded or has the potential to yield information important to the prehistory or history of the local area, California, or the nation.
> (Cal. Pub. Res. Code § 5024.1).

In order to be eligible for listing in the California Register, a historical resource must also have integrity. (Cal. Code Regs. tit. 14, § 4851). Resources less than 50 years old are not generally considered for listing in the California Register but may be considered if it can be demonstrated that sufficient time has passed to understand the historical importance of the resource (14 CCR4582[d]]2]).

4.1.2 LOCAL LEVEL REGULATIONS

City of San Diego Historical Resources

The following City of San Diego regulations are provided for informational purposes; however, if any City permits are required, these regulations would apply.

The Historical Resources Guidelines of the City of San Diego's Land Development Manual (LDM) identifies the criteria under which a resource may be historically designated. It states that any improvement, building, structure, sign, interior element and fixture, site, place, district, area, or object, typically over 45 years old, regardless of whether they have been altered or continue to be used, may be designated a historical resource by the City of San Diego Historical Resources Board (HRB) if it meets one or more of the following designation criteria:

A. Exemplifies or reflects special elements of the City's, a community's, or a neighborhood's, historical, archaeological, cultural, social, economic, political, aesthetic, engineering, landscaping or architectural development;

B. Is identified with persons or events significant in local, state or national history;
C. Embodies distinctive characteristics of a style, type, period, or method of construction or is a valuable example of the use of indigenous materials or craftsmanship;
D. Is representative of the notable work or a master builder, designer, architect, engineer, landscape architect, interior designer, artist, or craftsman;
E. Is listed or has been determined eligible by the National Park Service for listing on the National Register of Historic Places or is listed or has been determined eligible by the State Historical Preservation Office for listing on the State Register of Historical Resources; or
F. Is a finite group of resources related to one another in a clearly distinguishable way or is a geographically definable area or neighborhood containing improvements which have a special character, historical interest or aesthetic value or which represent one or more architectural periods or styles in the history and development of the City.

Community Plans

The project would be required to comply with the following applicable historic and resource preservation policies in the Historic Preservation Element (City of San Diego 2022a):

> 5.6 Reconnaissance Survey. Complete a Reconnaissance Survey of the un-surveyed portions of the community to assist in the identification of potential historic resources, including districts and individually eligible resources.

2022 Mira Mesa Community Plan

CE Miramar is located within the City's Mira Mesa community. The update to the Mira Mesa Community Plan, adopted in 2022, is consistent with the City's 2024 General Plan. The overall guiding principle of the 2022 Mira Mesa Community Plan is to support vibrant, clean, walkable, amenity-rich villages and employment clusters.

The 2022 Mira Mesa Community Plan is organized into seven elements that provide visions, goals, and policies.

2013 Southeastern San Diego Community Plan

ECC is located within the City's Southeastern San Diego community. The update to the Southeastern San Diego Community Plan was updated and adopted in November 16, 2015. One of the features of this community plan is the identification of the various neighborhoods within the planning area. This includes a move toward establishing neighborhood identity which is linked to each neighborhood's culture and history through the involvement of citizens and the establishment of revitalization teams.

The 2013 Southeastern San Diego Community Plan is organized into nine elements that provide visions, goals, and policies including a Historic Preservation element. The goals of the Historic Preservation element include:

1. Identification and preservation of Southeastern San Diego's significant historical resources.
2. Greater use of education opportunities and incentives to highlight, maintain, and preserve Southeastern San Diego's historic resources.

4.2 RESOURCE SIGNIFICANCE

CALIFORNIA REGISTER

California Register Criterion 1

CE Miramar

The existing CE Miramar (Building #1) was the first building constructed on the Miramar College campus in 1969 as part of the Miramar Regional Occupational Training Center for police and firefighter training. It was later renamed San Diego Miramar College in 1975. Historical research did not reveal Building #1's association with significant events that have contributed to the city and state. CE Miramar does not contribute to the overall institutional development of the Mira Mesa community as it was the need for primary and secondary schools along with libraries and churches that were in early demand that essentially helped the rising population of Mira Mesa during its boom in the late 1960s and early 1970s. Further, the building has been altered over the years and does not retain a good degree of its integrity. CE Miramar, therefore, does not qualify under Criterion 1.

ECC

ECC's Main Building is historically and culturally significant under Criterion 1 at the local level of significance. It is recognized as a community landmark for civil rights and as a cultural center in Southeastern San Diego. Constructed in 1976, as a need for a cultural and educational center to serve one of San Diego's most culturally diverse and underserved neighborhood, the Southeastern San Diego community, ECC was a product of the federal Model Cities initiative geared towards revitalizing urban neighborhoods and providing a place for educational improvement and cultural enrichment.

Under cultural expression through the arts, ECC's theater continues to serve as the only performing arts center in the Southeastern San Diego community area and as the home of the city's third-oldest Black theater groups, founded in 1963 as the Southeast Community Theatre (SECT), it was renamed the Common Ground Theatre in 2003. ECC has been directly and

independently associated with this theater group from 1976-1991 and later in partnership with SDCCE as part of their education program after 2010.

It is historically significant for its activism within the community. It began in 1976 to serve one of the most culturally diverse and underserved neighborhoods. By 1980, ECC became the center for the Martin Luther King, Jr. Parade, which was formally organized by members of the Alpha Phi Alpha fraternity. The event soon outgrew the ECC location and by 1987 it relocated downtown. The building also accommodated the inaugural World Econoculture Project Conference in 1981. That event drew UN ambassadors, dignitaries, and statesmen from as various parts of the world and continued in this capacity for several years. A San Diego City Council resolution noted that this event served as "an important link between international cultures and economies."[21] Moreover, by the mid-1980s, ECC had been identified as a vital location for social justice and civil rights activism hosting nationally renowned advocates such as Coretta Scott King (1985), Maya Angelou (1986), and the Rev. Jesse Jackson (1987).

Although the property is significant under Criterion 1, its period of significance, however, is less than 50 years. The 1976-1991 period of significance, which encompasses the building's construction through the end of Common Ground Theatre's independent residency with the theater, is the length of time in which ECC is associated with important events and activities that potentially qualify it for the California Register. As such, the resource needs to be exceptionally important to be recognized as historically significant. However, to date, there is insufficient historical perspective to determine that the ECC is exceptionally important in terms of scholarly research and evaluation of this era that provide an adequate overview of the nature, role, and impact of the events at the ECC Main Building to the area.

Therefore, the ECC is not significance at the local level under Criterion 1.

California Register Criterion 2

CE Miramar

CE Miramar does not appear to satisfy California Register Criterion 2 for eligibility related to historic personage. Historical research has not identified any association with the productive life of a significant individual, teacher, administrator, student, or any other person important in our past. Therefore, the CE Miramar does not qualify under Criterion 2.

ECC

Historical research revealed that the resource was directly associated with educator and local activist, Dr. Robert Matthews. Dr. Matthews was born in Kansas in 1930 and was the only Black American in his community from grade school through high school. He eventually earned a

[21] San Diego Community College District, "A Lasting Legacy at ECC." Spring 2020.

master's degree in childhood education from Columbia University in 1955 and after serving in the military, he relocated to San Diego where he earned a doctorate in human behavior and leadership from the United States International University in 1971.

As an educator in San Diego, Matthews took on several teaching administrative assignments in the San Diego Unified School District for nearly three decades becoming the second African American to be named principal in the district. He and his wife Ardelle were founders and members of the African American educators. He was also an active leader in many community organizations and city committees including the NAACP, the Urban League, the Kiwanis Club, the Elementary Institute of Science, the San Diego Zoological Society, Christ United Presbyterian Church, and the Alpha Phi Alpha Fraternity (Dr. Martin Luther King Jr.'s fraternity).

Dr. Matthews' direct involvement with ECC began as early as the 1970s. Dr. Matthews was instrumental with the inception of ECC, serving as an original member of the ECC Advisory Committee that met at a neighboring cottage along Ocean View Boulevard. He was also a member of former Mayor Pete Wilson's Model Cities advisory group that, in 1974, recommended constructing the complex in southeast San Diego.[22] Matthews later directly served SDCCE as President and Provost in the 1980s until his retirement in 1992. During his tenure, he helped create opportunities for ECC to host various civil rights leaders such as Corretta Scott King, Maya Angelou, Rev. Jesse Jackson, and others, addressing large crowds towards awareness in social equality.

As a co-founding member, Matthews introduced the Southeast Community Theatre (SECT), now Common Ground Theatre, to be the resident theater company at ECC. In 1963, Dr. Matthews co-founded SECT, the city's third-oldest Black theater group in San Diego. The construction of ECC led to the group's relocation from Lincoln Elementary School to ECC where they continued to actively put on productions and provide theater training and acting work for Black artists between 1976-1991 and again in collaboration with the SDCCE from 2010 to current.

Through Dr. Matthews' involvement with Alpha Phi Alpha, which began to meet at ECC, the fraternity was able to unify and formalize the Martin Luther King Jr. Parade beginning in 1980. Prior to this, independent smaller communities put on their own Martin Luther King Jr. parades. In 1982, the first official Martin Luther King Jr. parade launched out of ECC and later moved downtown as the event grew. Dr. Mattews continued to chair the annual parades for nearly three decades thereafter.

Although the property is significant under Criterion 2, its period of significance, however, is less than 50 years. The 1976-1992 period of significance under Criterion 2, which encompasses the building's construction for which Dr. Matthews was involved, through 1992 when Dr. Matthews retired from his role as ECC President, is the length of time in which ECC is directly associated

[22] "Robert Matthews is Named New Head of ECC Complex." *San Diego Union*. July 11, 1984.

with Dr. Matthews that potentially qualifies it for the California Register. As such, the resource needs to be exceptionally important to be recognized as historically significant. However, to date, there is insufficient historical perspective to determine that Dr. Matthews is exceptionally important in terms of scholarly research and evaluation that provides an adequate overview of nature, role, and impact Dr. Matthews made while at ECC.

Therefore, the ECC is not significance at the local level under Criterion 2.

California Register Criterion 3

Both the CE Miramar and ECC building complex have experienced significant changes over time. The CE Miramar had been heavily renovated in 2018 with the removal of all of its original doors and windows and establishing new openings. The ECC Main Building has been heavily altered with visible additions on all elevations that occurred in the mid-1990s and in 2013. Currently the theater and lobby are under construction.

CE Miramar

CE Miramar was constructed in the Modern Contemporary style. In San Diego, this style was popular from ca. 1955-1965.[23] Institutional versions of the style engaged design features such as angular massing, varied materials use, and unusual roof forms. Character-Defining Features of the Modern Contemporary style:

Primary

- Strong roof forms including flat, gabled, shed, or butterfly, typically with deep overhangs
- Large windows, often aluminum framed
- Non-traditional exterior finishes include vertical wood siding, concrete block, stucco, flagstone, and mullion-free glass

Secondary

- Angular massing
- Horizontally oriented commercial buildings

Although CE Miramar retains its strong roof form, exterior cladding, and horizontal orientation, however, all of the original fenestrations have been altered or removed. Further, CE Miramar is not a good example of this style as there are other local resources that have retained a higher degree of their Modern Contemporary architectural style and features such as the Mission Hills Branch Public Library or Sandburg Elementary School in Mira Mesa. In addition, CE Miramar is not related to any master architect or builder. Therefore, CE Miramar is not significant under Criterion 3.

[23] City of San Diego, "San Diego Modernism Historic Context Statement." October 17, 2007.

ECC

The architectural style for the ECC is Brutalist. Brutalist architecture dates to San Diego's modern era in architectural history (1965-1975).[24] According to Virginia McAlester, Brutalism began as an aesthetic philosophy favoring the exposure of building materials, namely rough concrete and structural supports. The name is derived from the French term for "raw concrete," *béton brut*, illustrating its devotion to using materials in a direct and visible way. [25] It emerged in the mid-20th century and gained popularity in the 1960s and 1970s. Known for a utilitarian feel, Brutalist buildings have a graphic quality and are often institutional buildings like hospitals, schools, churches, civic buildings, libraries and law courts.[26]

Buildings were generally strikingly blockish, geometric, and composed of repetitive shapes. The predominant building material is concrete, frequently revealing the intentional textures of the wood formwork. The concrete is intended to be fully expressed as both the primary structural material and finish. Critics of the style argued that it disregarded the social environment, making such structure inhuman, stark, and out of place.[27]

Primary Character-Defining Features[28]

- Exposed and expressive structural system
- Monumental massing
- Angular and rectilinear forms
- Exposed concrete as building finish

Secondary Character-Defining Features[29]

- Repetitive patterns
- Intentional avoidance of traditional elements or ornament

Though the ECC retains a strong rectilinear geometry and split face CMU wall finishes, the resource is not an archetypal example of the Brutalist style. Comparatively, there are other exemplary samples of Brutalist architecture in San Diego County. Local examples include more prominent structures such as Geisel Library (William Pereira, 1968-1970) and the Salk Institute (Louis Kahn, 1959-1966). Concentrated clusters of Brutalist architecture in San Diego are also noted at the University of California, San Diego campus in La Jolla. The park-like landscaped setting of the UC San Diego campus beautifully contrasts and compliments the stark and

[24] City of San Diego, "San Diego Modernism Historic Context Statement." October 17, 2007.
[25] Virginia Savage McAlester, *A Field Guide to American Houses.* (New York: Alfred A. Knopf, 2013), 664.
[26] Artland Magazine, "Brutalism Architecture: The Defining Style of the 20th Century?" https://magazine.artland.com/brutalist-architecture-the-defining-style-of-the-20th-century/
[27] City of San Diego, "San Diego Modernism Historic Context Statement." October 17, 2007, 78.
[28] City of San Diego, "San Diego Modernism Historic Context Statement." October 17, 2007.
[29] City of San Diego, "San Diego Modernism Historic Context Statement." October 17, 2007.

monumental building forms. In most cases, these massive buildings are also associated with the work of a recognized master architect and would be considered for designation individually.[30] ECC is not related to any master architect or builder. Richard Albrecht of Paderewski & Dean Associates are well recognized for their modernist architectural style but neither have yet to be identified as a locally recognized master architect or designer.

Finaly, due to the numerous alterations over time that are visible at all elevations, the ECC Main Building in its current condition no longer retains requisite integrity to be considered eligible for its architecture. Therefore, ECC Main Building does not qualify under Criterion 3.

California Register Criterion 4

Both CE Miramar and ECC sites have been heavily disturbed, and records research has not revealed any cultural resources at both sites. Therefore, the resources do not qualify under Criterion 4.

Integrity

In addition to meeting one of the state criteria, a property must also retain a significant amount of its historic integrity to be considered eligible for listing. Historic integrity is made up of seven aspects: location, design, setting, materials, workmanship, feeling, and association.

Setting is the physical environment of a historic property.

> The CE Miramar setting has changed over the years with the addition of classroom buildings mostly to the north and west enlarging the campus. Therefore, CE Miramar's setting integrity has been altered.
>
> The ECC setting has also changed over the years with the removal of the immediate surrounding residential properties at the east area of the site to make room for the Skill Center complex. Therefore, the ECC setting integrity has been altered.

Location is the place where the historic property was constructed or the place where the historic event occurred.

> The location of both resources at CE Miramar and ECC has remained the same since its construction in 1969 and 1976, respectively. Therefore, both properties retain their location integrity.

Design is the combination of elements that create the form, plan, space, structure, and style of a property.

[30] City of San Diego, "San Diego Modernism Historic Context Statement." October 17, 2007, 79.

At the CE Miramar, there have been no major alterations to the resource that have impacted or diminished the building's original form or plan. However, there have been cumulative changes over time that have altered character defining features such as the replacement of all classroom windows and exterior doors and the introduction of new doors and window openings. Therefore, the design has been modified.

The ECC has been altered with the 1990s and 2013 additions and renovations at the northeast and southwest façades that are visible from the public right of way. Although the additions convey a similar awareness of their function as contributing components of an educational facility, the additions have altered the building's overall form, footprint, and visual aesthetic. Therefore, the design aspect of integrity has been compromised.

Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern of configuration to form a historic property.

At the CE Miramar, the resource's materials integrity has been altered throughout the years. The materials illustrate the choices, combinations, availability and technologies of the time. Altered features that comprise the choice and configuration of building materials include the removal and replacement of all classroom windows and exterior doors, as well as introduction of new door and window openings. Thus, the CE Miramar resource's materials integrity has been compromised.

The ECC's materials have mostly been retained with only a few replacement doors evident. The 2013 northeast administration and office wing addition with metal trellis appears to have removed a portion of the original building to make room for the addition. Therefore, the ECC materials integrity has been compromised.

Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.

The workmanship that has gone into the construction of the CE Miramar building is original including its CMU exterior walls and deep overhangs at the exterior walkways. Therefore, the building's workmanship element for integrity purposes has been mostly retained.

ECC's workmanship element has been altered with the 2013 northeast and southwest additions. Therefore, this resource does not retain its workmanship integrity.

Feeling is a property's expression of the aesthetic or historic sense of a particular period of time.

Both the CE Miramar and ECC retain their feeling aspect of integrity as an adult education campus facility. Hence, the resources' integrity of feeling is retained.

Association is the direct link between an important historic event or person and a historic property.

> The resources continue to embody their association as an adult school campus. Therefore, both properties retain their association integrity.

In summary, both CE Miramar and ECC appear to retain a minimal degree of integrity to convey their historical significance. Both retain their integrity of location, feeling, and association.

Special Criterion Consideration – Historical Resources Achieving Significance within the Past Fifty Years

As previously discussed, the events and person-association with the ECC Main Building's significance are less than fifty years old. Insufficient time has passed to obtain a scholarly perspective on these events and individuals associated with the resource. In addition, the ECC Main Building has undergone cumulative changes over time and no longer retains integrity. Therefore, the ECC Main Building does not qualify for Special Criterion Consideration.

SECTION V FINDINGS AND CONCLUSION

Historical research and site assessment has determined that the CE Miramar does not qualify as a historically or architecturally significant resource to be listed in the California Register having failed to rise to the threshold of individual distinction to be individually eligible under its own historical or architectural merit. The building has been altered over the years and is not a distinctive representation of its architectural style.

Although historical research has revealed that the ECC Main Building is historically and culturally significant as a community landmark for civil rights and as cultural arts center for Southeastern San Diego, as well as for its association with local activist and educator Dr. Robert Matthews, the periods of significance for events, 1976-1991, as well as 1976-1992 period for person-association, are less than fifty years. Additional time has not passed to provide adequate historical perspective on these findings thus disqualifying the resource's significance. Moreover, the ECC Main Building has been heavily altered throughout the years including various additions on all elevations that are visible from the public right of way and no longer reflects its essential features to merit designation. Thus, the ECC Main Building does not qualify for the California Register.

Therefore, having no qualified historical resources present at either the CE Miramar or ECC campus sites, no further analysis is needed to address the proposed project's potential impacts on the built environment. As it stands, the proposed Facilities Master Plan project will not impose an adverse effect on the resources.

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Appendix D2. Cultural Resources Technical Memo

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Harris & Associates

TECHNICAL MEMORANDUM

To: Lance R. Lareau, District Architect, San Diego Community College District
From: Donna Beddow, Manager, and Matt Decarlo, Principal Archaeologist, Harris & Associates
Subject: **San Diego College of Continuing Education Facilities Master Plan Project – Cultural Resources Assessment**
Date: October 21, 2026
CC: Elizabeth Kim, Project Manager, Harris & Associates
Att: Figure 1, USGS Topographic Map Book; Confidential 1, CHRIS Background Data; 2, Native American Tribal Outreach

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This memorandum describes the cultural resources assessment and results for the San Diego College of Continuing Education (SDCCE) Facilities Master Plan Project (FMP or project).

1 Project Description and Location

The project includes seven campuses and a new off-site campus expansion site in the City of San Diego (City) (Figure 1, USGS Topographic Map Book; Table 1, Campuses and Proposed Improvements).

Table 1. Campuses and Proposed Improvements

Campus	Proposed Improvements
1. ECC 4343 Ocean View Boulevard San Diego, California 92113	• Building expansion to accommodate existing programs not to exceed 10,000 square feet. • North campus entry enhancement (theater expansion [approximately 50 additional seats]/amphitheater, interior, parking, and landscaping). • Automotive Expansion – northwest building to be demolished and a replacement building to be constructed to accommodate existing program. • Child Development relocation. • Potential surface parking enhancement/reconfiguration. • Relocation of ceramics studio to the auto shop building. • Building Trades Training Center (Welding) expansion (approximately 7,000 square feet) and improvements.
2. Harbor View (formerly Cesar E. Chavez) 1901 Main Street San Diego, California 92113	• Various interior and minor exterior improvements (lobby, courtyard, rooftop, and lounge enhancements and office area reconfiguration).

Table 1. Campuses and Proposed Improvements

Campus	Proposed Improvements
3. CE Mesa 7350 Armstrong Place San Diego, California 92111	• New courtyard creation – loss of parking stalls. • New approximately 40,000 gross square feet building (campus expansion) (0.7 acre). • New parking structure for approximately 150 parking stalls. • New classroom addition (481 square feet). • Enclosure and temperature control of existing, naturally ventilated corridors and stairs. • Main entry expansion (approximately 3,000 square feet) and enhancement, including college branding and wayfinding.
4. Mid-City 3792 Fairmount Avenue San Diego, California 92105 Mid-City Expansion 5322 El Cajon Boulevard San Diego, California	• Various interior improvements (entry and lobby enhancement, office area reconfiguration, classroom upgrades). • The FMP includes a campus expansion option involving the acquisition of a property. The District has selected a 0.69-acre site at 5322 El Cajon Boulevard, approximately 1.3 miles northeast of the existing Mid-City campus development of this expansion site would involve demolishing the existing approximately 3,800-square-foot commercial building and constructing and operating a multi-story building with approximately 53,000 gross square feet and associated parking structure (57,000 gross square feet).
5. CE Miramar 10440 Black Mountain Road San Diego, California 92126	• Replacement of the existing building (approximately 26,580 square feet) with a two-story building (approximately 49,000 square feet). • Playground shade (canopy or large trees). • Exterior student lounge.
6. North City 8355 Aero Drive San Diego, California 92123	• Courtyard and student lounge enhancement/other interior modifications. • Parking garage rooftop enhancement/walking path creation. • Coordination with the City to enhance pathways from bus stops to the building entrance.
7. West City 3249 Fordham Street San Diego, California 92110	• New building expansion (approximately 15,400 square feet). • New parking structure to replace lost parking spaces from the building and parking structure construction. The current campus provides 208 stalls. • Front garden expansion (4,600 square feet).

Notes: CE = Continuing Education; City = City of San Diego; District = San Diego Community College District; ECC= Educational Cultural Complex; FMP = Facilities Master Plan

2 Desktop Site Assessment Methodology

Harris & Associates (Harris) requested a records search at the South Coastal Information Center (SCIC) for information on known cultural resources and previous studies within a 1-mile radius of the noncontiguous project area, or FMP area, which refers to all improvement areas collectively across the seven existing campuses, plus a new off-site campus expansion site. Individual improvement areas on each campus are referred to as project sites. In addition, the National Register of Historic Places, the California Register of

Historical Resources, and the Built Environment Resources Directory were reviewed. Historical research included the analysis of archival maps and photographs. Harris also requested a Sacred Lands File search from the Native American Heritage Commission (NAHC).

2.1 Prior Research

South Coastal Information Center staff conducted a records search of the project area and surrounding area using the California Historic Resources Inventory System (CHRIS) at the South Coastal Information Center for each campus (Confidential Attachment 1, CHRIS Background Data). Following is a summary for each campus.

2.1.1 Educational Cultural Complex Campus

One hundred and eleven studies have been conducted within a 1-mile radius of the project site, and nine of those studies included the project site (Table 2, Educational Cultural Complex Previous Studies on Project Site). Forty-four resources and 29 historic addresses were previously recorded, and none are present on the project site (Table 3, Educational Cultural Complex Previously Recorded Cultural Resources within Project Site).

The nearest off-site resource (CA-SDI-20688/P-37-032638) is approximately 0.05 mile south of the project site. It was originally recorded by Tracy Stropes (2012) as a historic trash deposit. The site was discovered during mechanical excavation of a sewer line. The deposit was discovered several feet below the existing street within what appeared to be road fill base. The observation suggests a secondary deposition. The site extended outside the trench limits. The historic materials recovered from the deposit suggest that the materials originated from a deposit dating between the 1930s and 1960s.

Table 2. Educational Cultural Complex Previous Studies on Project Site

Report ID	Title	Author	Year
SD-05506	Cultural Resources Inventory and Significant Assessment of CA-SDI-11959 for the Encanto Trunk Sewer Project San Diego, California	Robbins-Wade, Mary, and G. Timothy Gross	1991
SD-06221	A Phase 1 Cultural Resources Investigation of the Vesta Telecommunications Inc Fiber Optic Alignment, River County to San Diego County, California	McKenna, Jeanette A.	2000
SD-09655	Cultural Resource Survey for the Educational Cultural Complex Project Located in the City of San Diego, California	Kyle, Carolyn	2005
SD-11214	Cultural Resource Monitoring for the Education Cultural Complex Project Located in the City of San Diego, California	Kyle, Carolyn E.	2007
SD-11826	Archaeological Resources Analysis for the Master Stormwater System Maintenance Program, San Diego, California; Project No. 42891	Robbins-Wade, Mary	2008
SD-12200	Draft Environmental Impact Report for the Master Stormwater System Maintenance Program (MSWSMP)	City of San Diego, Development Services Department	2009
SD-13743	Mitigation Monitoring Report for the 43rd and Logan Project	Stropes, Tracy A., and Brian F. Smith	2012

Table 2. Educational Cultural Complex Previous Studies on Project Site

Report ID	Title	Author	Year
SD-15977	Community Plan Update for the Communities of Southeastern San Diego and Encanto, Prehistoric Cultural Resources, City of San Diego, California	Bowden-Renna, Cheryl, Stephanie Jow, and Andrew York	2015
SD-16001	Southeastern San Diego and Encanto Neighborhoods Community Plan Updates Project Final Environmental Impact Report	Dyett & Bhatia	2015

Table 3. Educational Cultural Complex Previously Recorded Cultural Resources on Project Site

Primary Number	Trinomial	Chronological Placement	Site Type	Other
None	—	—	—	—

Historic aerial maps from 1953 through 2022 (1953, 1964, 1966, 1978, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2002, 2003, 2005, 2009, 2010, 2012, 2014, 2016, 2019, 2020, and 2022) were reviewed (NETR 2026). In 1953, the project site was largely developed with a series of evenly places and organized long buildings dominating its western half and individual residential buildings along the project site boundary along Elizabeth Steet. The roadways bordering the project site were laid out the same as they are today, and residential developments surrounded the project site to the west, south, and east, with Chollas Creek and an undeveloped lot to the north. The 1966 aerial photograph shows the demolition of the organized structures on the western half of the project site. By 1978, the San Diego College of Continuing Education building, library, and parking lot areas were constructed along with a fully developed primary residential structure and a commercial building, set within a well-established urban grid. The lot appears largely improved with minimal undeveloped ground, reflecting complete buildout along Ocean View Boulevard with established connectivity to nearby Interstate 805. The surrounding areas at that time contained primarily residential development. By the 1980s, the project site remained fully developed and in continuous residential use. Minor changes were visible, including incremental increases in paved or disturbed surfaces, possible additions of small accessory features, and slight reconfiguration of yard areas. By the 1900s through 2000, residential developments steadily continued around the surrounding area. The open lot north of Ocean View Boulevard seemed to be graded and was still undeveloped. By 2002, the vacant lot north of Ocean View Boulevard was developed into a shopping center with a new access road crossing Chollas Creek to connect the project site with what seems to be a commercial building. Aerials from 2009 showed that the eastern side of the parcel was greatly modified with the demolition of the individual residential structures and the construction of a new facility (Skill Center). From 2012 to 2022, the surrounding area continued to increase in development, and the northern property was developed by 2020. Construction of solar energy canopies over the parking lot was visible in 2022, and the project site has remained in that condition since (NETR Online 2026).

2.1.2 Harbor View (formerly Cesar E. Chavez) Campus

Two hundred and sixty-four studies have been conducted within a 1-mile radius of the project site, and five of those studies included the project site (Table 4, Harbor View Previous Studies on Project Site). Three hundred and eighty-two resources and 708 historic addresses were previously recorded, and two (CA-SDI-5931/P-37-

005931, CA-SDI-21345/P-37-034094) are present on the project site (Table 5, Harbor View Previously Recorded Cultural Resources on Project Site).

CA-SDI-5931/P-37-005931 was recorded by Lesley Eckhardt (1978) as a prehistoric artifact scatter within the railroad right-of-way, including the current project site. Joyce Clevenger and Steven Briggs (1993) identified a western extension of the site during grading activities for the Santa Fe Railway freight yard west of the current project site. This western extension consisted of a precontact artifact deposit; a partially intact human burial was also identified. The human remains were reburied outside the construction area with the knowledge and presence of Clarence Brown from the Viejas Band of Kumeyaay Indians (Viejas). Daniel Ballester (2002) surveyed the area and determined that the site was no longer present within the previously recorded location (i.e., the railroad right-of-way).

CA-SDI-21345/P-37-034094 was recorded by Brian F. Smith & Associates (2014) as a historic refuse scatter. The site was identified during archaeological monitoring of construction of the Cesar Chavez Community College Parking Structure. Six artifacts dating from the 1890s to 1968—a beer bottle (1968), two beverage bottles (1890 to 1907), a porcelain plate fragment, a Bakelite comb, and a red glass automobile light cover—were recovered. The refuse scatter was evaluated as not significant under the California Environmental Quality Act (CEQA) due to a lack of both integrity and further research potential.

Table 4. Harbor View Previous Studies on Project Site

Report ID	Title	Author	Year
SD-01022	Cultural Resource Survey for the MTDB Bayside LRT Extension	Gallegos, Dennis, Dayle Cheever, Richard Carrico, Steve Van Wormer, and Roxanna Phillips	1986
SD-02596	Cultural Resources Records Search for the Barrio Logan Project Area within City of San Diego	Solheid, Vicki L., and Roger D. Mason	1990
SD-04737	Historic Property Survey Reports for the San Diego – Coronado Bay Bridge Seismic Retrofit Projects 1,2, and 3	Caltrans	1997
SD-13914	Phase I Environmental Site Assessment 1901 Main Street, San Diego, California	Ninyo and Moore	2009
SD-15172	Cultural Resource Monitoring Report for the Cesar Chavez Community College Project	Jennifer R. Kraft, and Brian F. Smith	2014

Table 5. Harbor View Previously Recorded Cultural Resources on Project Site

Primary Number	Trinomial	Chronological Placement	Site Type	Other
P-37-005931	CA-SDI-005931	Prehistoric	Artifact Deposit Human Remains	W-1627
P-37-034094	CA-SDI-021345	Historic	Historic Refuse	—

Historic aerial maps from 1953 through 2022 (1953, 1964, 1966, 1978, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2002, 2003, 2005, 2009, 2010, 2012, 2014, 2016, 2019, 2020, and 2022) were reviewed. In 1953, the project site consisted of a

developed lot with an industrial or commercial structure on the northwestern boundary of the current project site and an open yard to the east. The bordering roadways were in the same configuration as they are today, and the surrounding buildings consisted of similar industrial/commercial lots. There was a double railroad track traversing along the project site's southwestern boundary leading to the large Santa Fe Railway freight yard west of the project site. Aerial photographs from 1964 and 1966 show a gradual intensification of development of the surrounding area, but the immediate project site was unaltered. By 1978, the project site was developed with a building oriented along the southeastern project boundary, and the Coronado Bridge was constructed one block east of the project site. No major changes occurred on the project site or in the immediate area until 1995, when the previous building on the northwestern boundary of the project site was demolished. Through 2009, the northwestern portion of the project site was left as an empty lot with signs of occasional temporary storage of vehicles and other materials, while the southeastern extent of the project site was still occupied by the second building. In 2010, the entire project site had been leveled, and by 2014, the construction of the Cesar E. Chavez Continuing Education building as it currently stands today was underway (NETR Online 2026).

2.1.3 Continuing Education Mesa Campus

Forty-seven studies have been conducted within a 1-mile radius, and one of those studies included the project site (Table 6, CE Mesa Previous Studies on Project Site). No historic addresses were previously recorded within 1 mile of the project site. Ten cultural resources were previously recorded, and none are present on the project site (Table 7, CE Mesa Previously Recorded Cultural Resources on Project Site). The nearest off-site resource (P-37-040628), Kearny High School, is approximately 0.2 mile southwest of the project site and was recorded by Timothy Yates in 2019.

Table 6. CE Mesa Previous Studies on Project Site

Report ID	Title	Author	Year
SD-12200	Draft Environmental Impact Report for the Master Storm Water System Maintenance Program (MSWSMP)	City of San Diego, Development Services Department	2009

Table 7. CE Mesa Previously Recorded Cultural Resources on Project Site

Primary Number	Trinomial	Chronological Placement	Site Type	Other
None	—	—	—	—

Historic aerial maps from 1953 through 2022 (1953, 1964, 1966, 1972, 1978, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2002, 2003, 2005, 2009, 2010, 2012, 2014, 2016, 2019, 2020, and 2022) were reviewed. In 1953, the project site was completely undeveloped, but early stages of residential development, including grading and street alignments, were visible east of the project site. By 1964, the project site had been completely graded, and the CE Mesa Design Center buildings were constructed as they stand today. The larger CE Mesa campus had been graded and partially developed, including the western campus and the eastern sports fields. By 1966, the project site still consisted of an empty paved lot, but the development in the surrounding area intensified with the paving of a parking lot south of the project site and an increase in educational facilities and residential housing. The project site

remained empty but was used as a dirt or paved sports field, while the surrounding area increased in development over four decades. By 2009, the project site had been fully paved and used for vehicle parking. By 2012, the western portion of the project site was under construction, and by 2014, the current conditions of the CE Mesa building on the western side of the project site and parking lot on the eastern side of the project site were established.

2.1.4 Mid-City Campus

One hundred and twenty-two studies have been conducted within a 1-mile radius, and two of those studies included the project site (Table 8, Mid-City Previous Studies on Project Site). Three hundred and two resources and 313 historic addresses were previously recorded, and none are present on the project site (Table 9, Mid-City Previously Recorded Cultural Resources on Project Site).

The nearest off-site resource (P-37-027590, 4321 Myrtle Avenue) is approximately 0.3 mile south of the project site. It was recorded by Marie Burke Lia (2005) as a one-story, asymmetrical, rectangular-shaped, Modern, Minimal Traditional style, single-family residence that was constructed circa 1950. It was occupied by Owen C. Harrison (1952–1955) and Gerhard R. Stephan (1960). This resource was determined not historically or architecturally significant based on research conducted by Lia. She determined that the building is not associated with any important events or individuals in terms of local, state, or national history. The building does not embody the distinctive characteristics of a type, period, or method of construction. The identity of the architect and/or builder could not be ascertained; therefore, the building does not represent the work of a master architect, craftsman, builder, or important, creative individual. It does not possess high artistic values or any further information potential.

Table 8. Mid-City Previous Studies on Project Site

Report ID	Title	Author	Year
SD-03402	Results of an Archaeological-Historical Study for the City Heights Redevelopment Plan	Smith, Brian	1991
SD-06221	A Phase 1 Cultural Resources Investigation of the Vesta Telecommunications Inc. Fiber Optic Alignment, River County to San Diego County, California	McKenna, Jeanette A.	2000

Table 9. Mid-City Previously Recorded Cultural Resources on Project Site

Primary Number	Trinomial	Chronological Placement	Site Type	Other
None	—	—	—	—

Historic aerial maps from 1953 through 2022 (1953, 1964, 1966, 1978, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2002, 2003, 2005, 2009, 2010, 2012, 2014, 2016, 2019, 2020, and 2022) were reviewed. In 1953, the project site and the surrounding area consisted of a residential development with a mix of single-family and multi-family buildings. The street orientation was laid out as it exists today. By 1964, the project site and surrounding area remained largely residential. However, single-family homes had been removed from the southern half of the city block, and large buildings and a parking lot had been developed. The project site remained unchanged through 1982 when the

southern half of the city block was again altered with the construction of a large building, which currently houses the San Diego Police Department Mid-City Division station. The project site remained unchanged until 1997, when the residential buildings formerly located on the project site were demolished and the western half of the project site was covered with asphalt. Aerial photographs from 1998 through 2002 show the construction of the current Mid-City campus facility. By 2003, the project site was in the same major condition as it is today (NETR Online 2026).

2.1.5 Mid-City Expansion Site

Ninety-three studies have been conducted within a 1-mile radius of the project site, and three of those studies included the project site (Table 10, Mid-City Expansion Previous Studies on Project Site). Sixty-one resources and 32 historic addresses were previously recorded, and none are present on the project site (Table 11, Mid-City Expansion Previously Recorded Cultural Resources on Project Site).

The nearest off-site resource (P-37-039474) is approximately 0.3 mile northeast of the project site. It was recorded by IS Architecture (2019) and identified as the Ernest C. McGowan Spec House No. 1 that was constructed in the Spanish Colonial Revival style in 1931. The structure was evaluated and determined significant under CEQA and City of San Diego Criterion C for embodying the distinctive characteristics of the Spanish Colonial Revival style of architecture.

Table 10. Mid-City Expansion Previous Studies on Project Site

Report ID	Title	Author	Year
SD-03402	Results of an Archaeological-Historical Study for the City Heights Redevelopment Plan	Smith, Brian	1991
SD-10545	Talmadge Community	Hector, Susan	2007
SD-12421	Final: A Cultural Resources Inventory of the Proposed AT&T/PF. NET Fiber Optics Conduit Ocotillo to San Diego, California	Cook, John R., Deborah Huntley, and Sherri Andrews	2000

Table 11. Mid-City Expansion Previously Recorded Cultural Resources on Project Site

Primary Number	Trinomial	Chronological Placement	Site Type	Other
None	—	—	—	—

Historic aerial maps from 1953 through 2022 (1953, 1964, 1966, 1978, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2002, 2003, 2005, 2009, 2010, 2012, 2014, 2016, 2019, 2020, and 2022) were reviewed. In 1953, the project site was completely developed and appeared to consist of a series of buildings in a horseshoe pattern surrounding an inner courtyard, possibly a motel. North of the project site was the Las Palmas Apartment complex with buildings and an inner courtyard in the same orientation as they stand today. South of the project site was El Cajon Boulevard with sparce development on the southern side of the road. By 1964, the previous building on the project site appears to have been demolished with their foundations still visible. The surrounding area experienced extensive development with commercial buildings lining the southern side of El Cajon Boulevard in the same orientation as they are today. From 1966 through 1990, the project site included a single building at its southern extent along El Cajon Boulevard

with a parking lot to the west and north. In 1991, the currently standing building and parking lot had been constructed, and their condition had not been altered in a notable way (NETR Online 2026).

2.1.6 Continuing Education Miramar Campus

Ninety-nine studies have been conducted within a 1-mile radius, and 13 of those studies included the project site (Table 12, CE Miramar Previous Studies on Project Site). Twenty-two resources and no historic addresses were previously recorded. No cultural resources are present on the project site (Table 13, CE Miramar Previously Recorded Cultural Resources on Project Site).

Table 12. CE Miramar Previous Studies on Project Site

Report ID	Title	Author	Year
SD-02916	Cultural Resources Assessment of AT&T'S Proposed San Bernardino to San Diego Fiber Optic Cable, San Bernardino, Riverside, and San Diego Counties, California	Peak & Associates, Inc.	1990
SD-03421	Cultural Resource Report for the Mira Mesa Market Center Project	Cook, John	1997
SD-03454	Draft EIR for the Mira Mesa Market Center	City of San Diego	1998
SD-09111	Cultural Resources Survey for the San Diego Miramar College Library/Learning Resource Center Project, City of San Diego, California	Kyle, Carolyn	2004
SD-10551	Cultural Resources Final Report of Monitoring and Findings for the Qwest Network Construction Project, State of California	Arrington, Cindy	2006
SD-11482	Historic Property Survey Report – Mira Mesa/Scripps Ranch Direct Access Ramp Project	Kyle, Carolyn E.	2007
SD-12179	Final Environmental Impact Report/Environmental Assessment with Findings of No Significant Impact of the Mira Mesa/Scripps Ranch Direct Access Ramp Project	Caltrans	2009
SD-14141	Archaeological Survey Report, Mira Mesa Bus Rapid Transit Station, San Diego, California (Affinis Job No. 1776)	Robbins-Wade, Mary	2003
SD-17575	Cultural Resource Survey Report for Distribution Systems Modifications on the San Diego Gas & Electric Company and Southern California Gas Company Pipeline Safety & Reliability Project, San Diego County, California	Williams, Brian	2016
SD-20014	Information Item A: Mora Mesa Community Plan Update	Turgeon, Bernie	2022
SD-20015	Cultural Resources Constraints and Sensitivity Analysis for the Mira Mesa Community Plan Update, City of San Diego, California	Castells, Shelby Gunderman and Spencer Bietz	2020
SD-20016	Mira Mesa Community Plan Area Historic Context Statement	Corder, Sarah, Nicole Frank, and Kate Kaiser	2022
SD-20017	Mira Mesa Community Plan Area Focused Reconnaissance Survey	Corder, Sarah and Nicole Frank	2022

Table 13. CE Miramar Previously Recorded Cultural Resources on Project Site

Primary Number	Trinomial	Chronological Placement	Site Type	Other
None	—	—	—	—

Historic aerial maps from 1953 through 2022 (1953, 1964, 1966, 1972, 1978, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2002, 2003, 2005, 2009, 2010, 2012, 2014, 2016, 2018, 2020, and 2022) were reviewed. In 1953, the project area was undeveloped, while Interstate 15 was present to the east and a large portion of land had been graded to the north where the main CE Miramar campus currently exists. By 1972, the project site was developed with the construction of the current CE Miramar buildings, and the immediate area included parking areas and additional classroom buildings. To the north, the graded area had been developed into a race track or vehicle training course with pavement and various painted courses. By 1978, the project site was unchanged, but baseball diamonds, without turf, began to be cleared north of the project site. The 1980s through the 2000s showed no change on the project site except an expansion of the school facilities to the north and more baseball fields and large asphalt parking lots. By 2010, the majority of the CE Miramar campus had been developed with no major changes (NETR Online 2026).

2.1.7 North City Campus

Forty-three studies have been conducted within a 1-mile radius of the project site, and one of those studies included the project site (Table 14, North City Previous Studies on Project Site). Seventeen resources and three historic addresses were previously recorded, and none are present on the project site (Table 15, North City Previously Recorded Cultural Resources on Project Site).

The nearest off-site resource (P-37-035932, 8225 Aero Drive) is approximately 0.05 mile west of the project site. It was recorded by Harry Price (2016) and was identified as the CP Kelco Lab building. The building includes a Modernist façade facing Aero Drive; however, multiple additions have been made since the original construction in 1957. The Kelco Company was established in San Diego in 1929, merged with Copenhagen Pectin in 2000 to form the CP Kelco, and was acquired by J.M. Huber Corporation in 2004.

Table 14. North City Previous Studies on Project Site

Report ID	Title	Author	Year
SD-19328	Results of Historical Resources Survey of the 8225 Aero Drive Multi-Family Project, San Diego, California	Price, Harry J.	2016

Table 15. North City Previously Recorded Cultural Resources on Project Site

Primary Number	Trinomial	Chronological Placement	Site Type	Other
None	—	—	—	—

Historic aerial maps from 1953 through 2022 (1953, 1964, 1966, 1972, 1978, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2002, 2003, 2005, 2009, 2010, 2012, 2014, 2016, 2019, 2020, and 2022) were reviewed. In 1953, the project site was undeveloped land with early versions of Aero Drive to the north and Afton Road to the east. An early version of the current airport runways were present, and parked aircraft were visible to the north. Through 1966, the project site remained undeveloped, while Aero Drive, the State Route 163 freeway, and the airport were expanded. By 1972, the project site had been leveled, and a single building was constructed in its northern extent. The southern extent of the project site was paved, and the neighboring lots had been developed by 1978. By 1983, the building on the project site had expanded south, doubling in size. The project site remained in this condition through 2010. By 2012, the entire project site had been redeveloped with the demolition of the previous buildings and parking lot and construction of a new building in the northern half of the project site and a parking structure to the north. The project site has remained unchanged since 2012 (NETR Online 2026).

2.1.8 West City Campus

Two hundred and twenty-seven studies have been conducted within a 1-mile radius of the project site, and two of those studies included the project site (Table 16, West City Previous Studies on Project Site). Seventeen resources and 213 historic addresses were previously recorded, and none are present on the project site (Table 17, West City Previously Recorded Cultural Resources on Project Site).

The nearest off-site resource (CA-SDI-10530/P-37-010530) is approximately 0.05 mile northeast of the project site and is identified as the City Dump. It was originally recorded in 1986 by Sue Wade. According to Wade (1986), the "city dump was located on the south bank of the San Diego River at the present-day intersection of I-8, West Point Loma Boulevard and Sports Arena Boulevard." Portions of the archaeological site were monitored in 1998, 2003, 2015, and 2019.

Table 16. West City Previous Studies on Project Site

Report ID	Title	Author	Year
SD-03461	Cultural Resource Constraint Study for the North Bay Redevelopment Project, City of San Diego, California	Kyle, Carolyn, and Roxana Phillips	1998
SD-11667	Cultural Resource Survey for the West City College Campus Project, San Diego, California	Kyle, Carolyn E.	2007

Table 17. West City Previously Recorded Cultural Resources on Project Site

Primary Number	Trinomial	Chronological Placement	Site Type	Other
None	—	—	—	—

Historic aerial maps from 1953 through 2022 (1953, 1964, 1966, 1972, 1978, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2002, 2003, 2005, 2009, 2010, 2012, 2014, 2016, 2019, 2020, and 2022) were reviewed. In 1953, the project site was partially developed with multiple buildings and a dirt parking lot. The surrounding area was partially developed with what appear to be dirt lots and long, possibly temporary buildings. By 1964, the project site was fully developed with paved parking lots. The surrounding area had been extensively modified with more established roadways,

permanent buildings, and a drive-in movie theater. While the surrounding area was greatly developed and modified over the next four decades, the buildings and parking lot on the project site remained largely unchanged. However, by 2009, the former buildings had been demolished, and a new building had been constructed in the southern portion of the project site, while the northern portion had been leveled and paved for vehicle parking. The project site has remained largely unchanged since 2009 (NETR Online 2026).

2.2 Native American Sacred Lands File Search and Tribal Outreach

Harris conducted a Sacred Lands File search and Tribal outreach for the project (Attachment 2, Native American Tribal Outreach). The following describes the efforts that were undertaken for the project.

A Sacred Lands File search was requested of the NAHC on July 31, 2025. The NAHC responded on August 11, 2025. The result of the Sacred Lands File search was positive. On January 4, 2026, a second Sacred Lands File search was requested for the addition of the Mid-City Expansion site. The NAHC responded on January 20, 2026, with negative results. Due to the positive results of the original submittal, Tribal outreach was conducted.

An outreach letter was prepared describing the project and asking if the Tribes have any information related to Tribal Cultural Resources or places that may be impacted by the project. Twenty Tribes were notified of the project by letters sent on February 12, 2026. To date, Harris has received two responses. Ray Teran from Viejas responded via email on February 12, 2026, and stated that the project area "may contain may Sacred Sites to the Kumeyaay people." Mr. Teran requested that all cultural resources be followed and that Viejas be contacted of any project changes or inadvertent cultural resources discoveries. Harris replied asking for any information on the Sacred Sites mentioned by Mr. Teran and has not yet received an answer.

On February 25, 2026, Alisha Pico from the Pauma Band of Luiseño Indians (Pauma Band) responded to the Tribal outreach letter and requested that Pauma Band be immediately notified of any inadvertent discoveries or potential impacts to cultural resources, Sacred Sites, or ancestral remains that may occur during project activities. The Pauma Band further recommended that Tribal monitors be present during all project-related ground disturbance to limit impacts to cultural resources but that they defer to a Tribe that resides within closer proximity to the project area.

3 Results

To determine the project's potential to impact cultural resources, the desktop inventory determined the archaeological sensitivity of each campus and then compared that sensitivity to the project improvements. Archaeological sensitivity is contingent on whether cultural resources were previously identified within or near a project area, whether the general area has a heightened potential for prehistoric or historical activity, and to what extent the project area has been previously disturbed. Following is a discussion of each campus's potential to impact cultural resources based on its archaeological sensitivity and the project improvements.

3.1 Educational Cultural Complex Campus

The records search identified no cultural resources on the project site. However, buried cultural deposits have been identified within proximity to the project site during utilities trenching. The presence of Chollas Creek also increases the potential for buried cultural resources due to high prehistoric and historic use of water sources

and the resources they provide. However, historically, the project site has been greatly disturbed with previous development, demolition, and the development of the current facilities in 1974. The multiple rounds of construction would have disturbed and dispersed any cultural deposits that may have been present. Further development has a low potential to impact cultural deposits on the project site.

3.2 Harbor View Campus

The records search identified two previously recorded resources on the project site: a prehistoric artifact scatter (CA-SDI-5931/P-37-005931) and a historical refuse deposit (CA-SDI-21345/P-37-034094). The presence of previous cultural resources increases the potential to encounter buried cultural resources. However, the construction of the current building in 2014 completely removed any cultural resources that may have been present. This construction was monitored by an archaeologist who identified the historical refuse scatter. The current project proposes only shallow ground disturbance, all of which would be in engineered soil. Due to the extensive previous disturbance, the project has no potential to impact cultural resources on the project site.

3.3 CE Mesa Campus

The records search identified no cultural resources on the project site, and historically, the project site has been greatly disturbed with previous development of the current structure. Previous construction would have disturbed and dispersed any cultural deposits that may have been present. Further development has a low potential to impact intact cultural deposits on the project site.

3.4 Mid-City Campus

The project proposes no ground disturbance and does not have the potential to impact cultural resources on the project site. The records search identified no cultural resources on the project site, and historically, the project site has been greatly disturbed with previous development of the current structure. Previous construction would have disturbed and dispersed any cultural deposits that may have been present. Should it be determined that ground disturbance is necessary, further development has a low potential to impact intact cultural deposits on the project site.

3.5 Mid-City Expansion Site

The records search identified no cultural resources on the project site, and historically, the project site has been greatly disturbed with the previous development of the current structure in 1991. Previous construction would have disturbed and dispersed any cultural deposits that may have been present. Further development has a low potential to impact intact cultural deposits on the project site.

3.6 CE Miramar Campus

The records search identified no cultural resources on the project site, and historically, the project site has been greatly disturbed with previous development of the current structure. The previous construction would have disturbed and dispersed any cultural deposits that may have been present. Further development has a low potential to impact intact cultural deposits on the project site.

3.7 North City Campus

The records search identified no cultural resources on the project site, and historically, the project site has been greatly disturbed with previous development of the current structure. The previous construction would have disturbed and dispersed any cultural deposits that may have been present. Further development has a low potential to impact intact cultural deposits on the project site.

3.8 West City Campus

The records search identified no cultural resources on the project site, and historically, the project site has been greatly disturbed with previous development of the current structure. The previous construction would have disturbed and dispersed any cultural deposits that may have been present. Further development has a low potential to impact intact cultural deposits on the project site.

4 Recommendations

Due to the previous extensive earth-moving activities on all campuses and in the new off-site campus expansion site composing the project area, it is unlikely that any intact cultural deposits are present. The records search was negative for all campuses except the Cesar E. Chavez campus, which is now on culturally sterile, engineered soils. Because there is a very low potential to impact intact cultural deposits on all campuses through the project area, neither additional cultural review nor monitoring is recommended.

5 References

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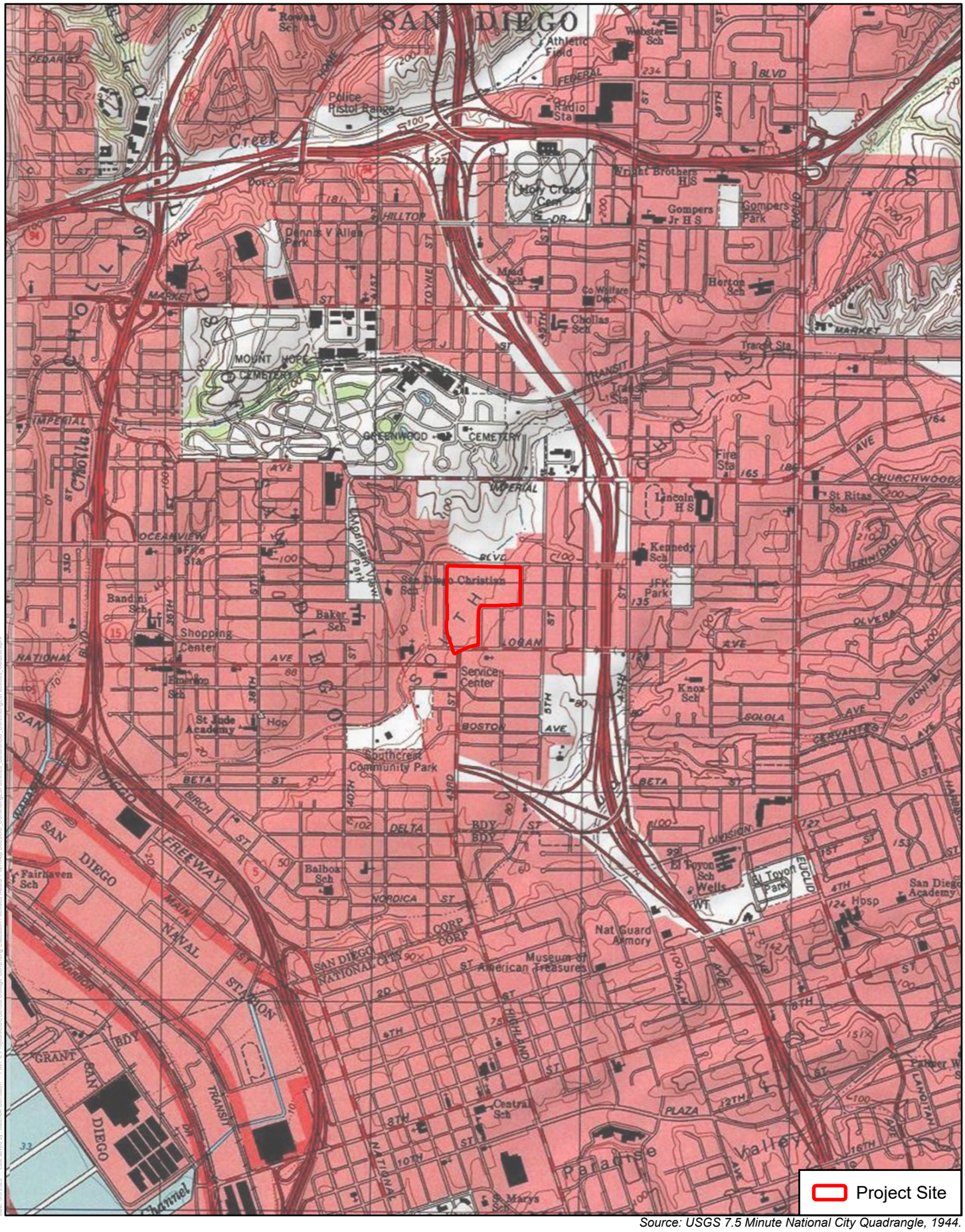
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Wade, Sue. 1986. CA-SDI-10530/P-37-010530 Department of Parks and Recreation Forms. On file with the South Coastal Information Center.

6 National Archaeological Database Information

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Client/Project Proponent:	San Diego Community College District Lance R. Lareau, District Architect 1450 Frazee Road, Suite 500 San Diego, California 92108-3883
Report Date:	October 2026
Report Title:	San Diego College of Continuing Education Facilities Master Plan Project – Cultural Resources Assessment
Type of Study:	Desktop Survey
New Sites:	None
Updated Sites:	None
USGS Quad:	La Jolla, La Mesa, National City, Point Loma, Poway,
Area:	37.6 acres
Key Words:	Negative, Desktop Survey, Educational Facilities

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Source: USGS 7.5 Minute National City Quadrangle, 1944.

Harris & Associates

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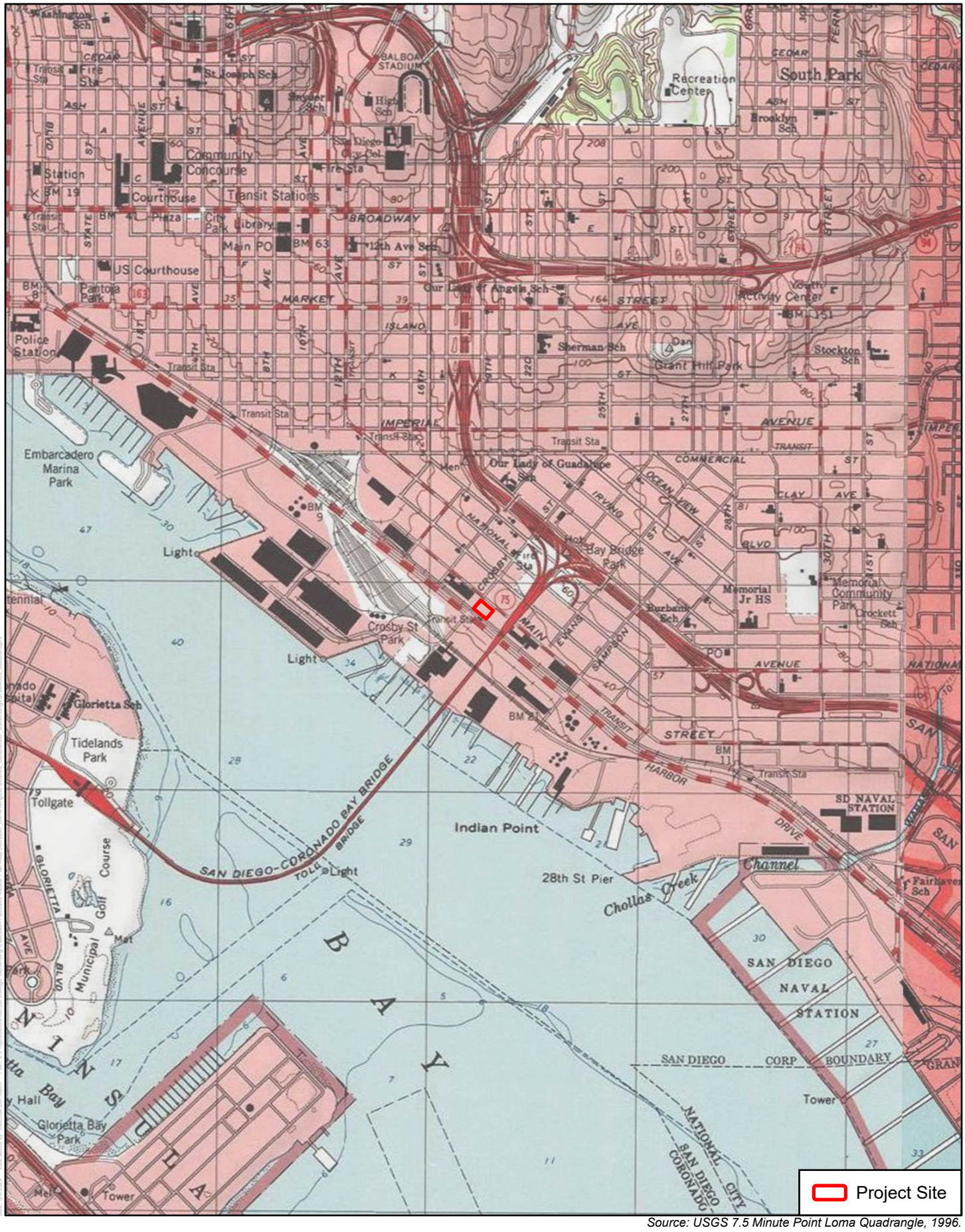
0 1,000 2,000

Feet

Figure 1a

USGS Topographic Map - ECC

San Diego College of Continuing Education Facilities Master Plan Project



Source: USGS 7.5 Minute Point Loma Quadrangle, 1996.

Harris & Associates

N

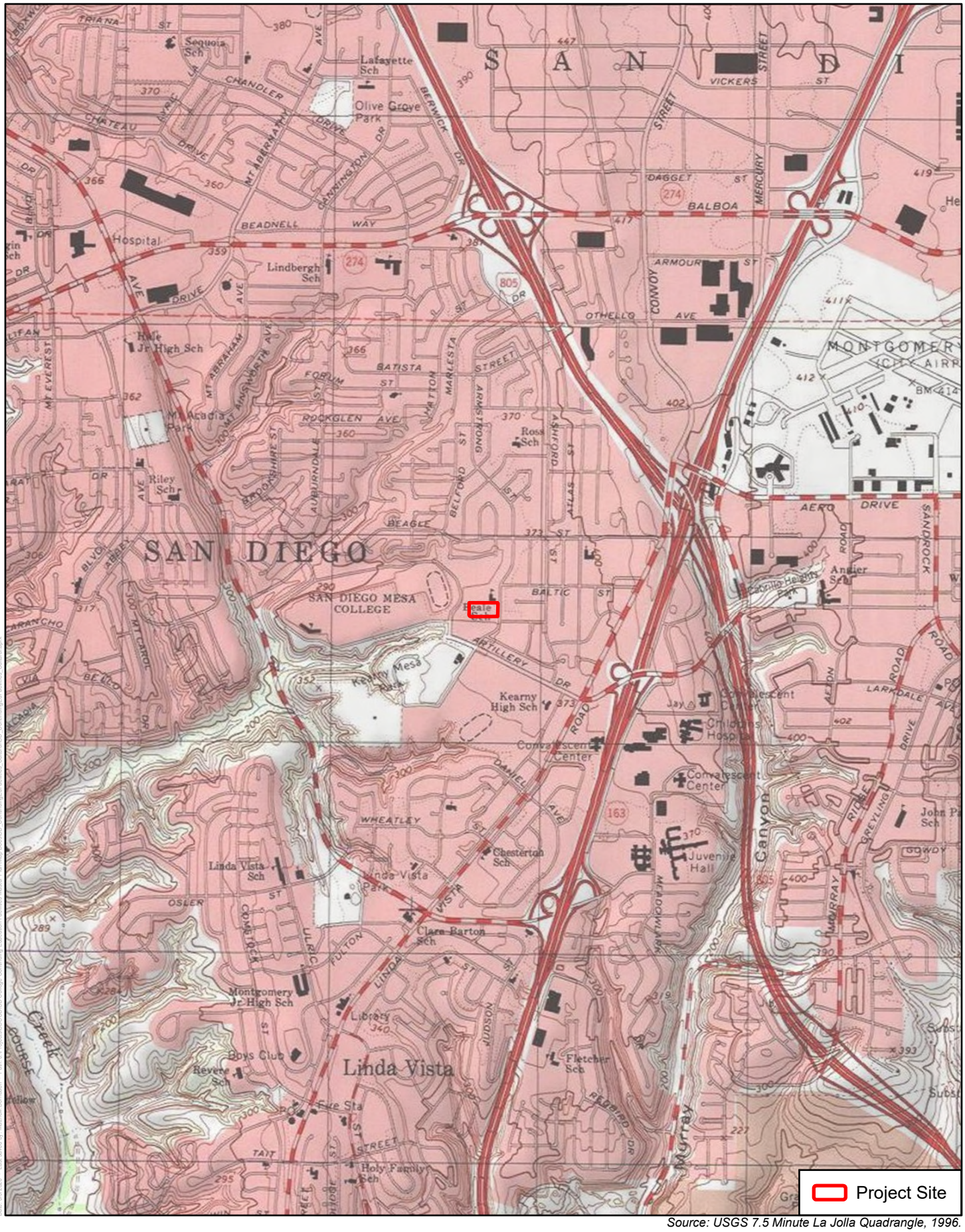
0 1,000 2,000

Feet

Figure 1b

USGS Topographic Map - Cesar E. Chavez

San Diego College of Continuing Education Facilities Master Plan Project



Source: USGS 7.5 Minute La Jolla Quadrangle, 1996.

Harris & Associates

N

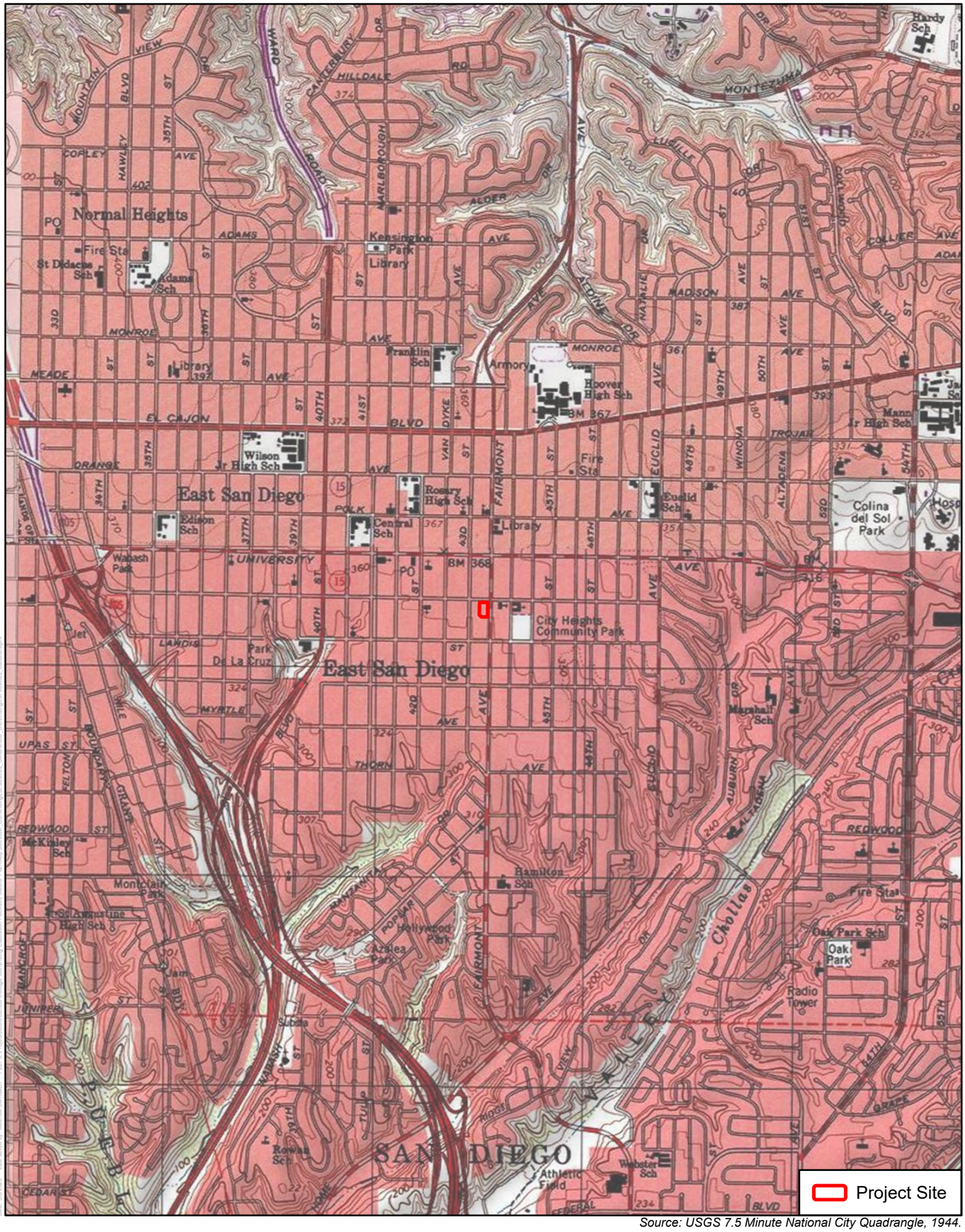
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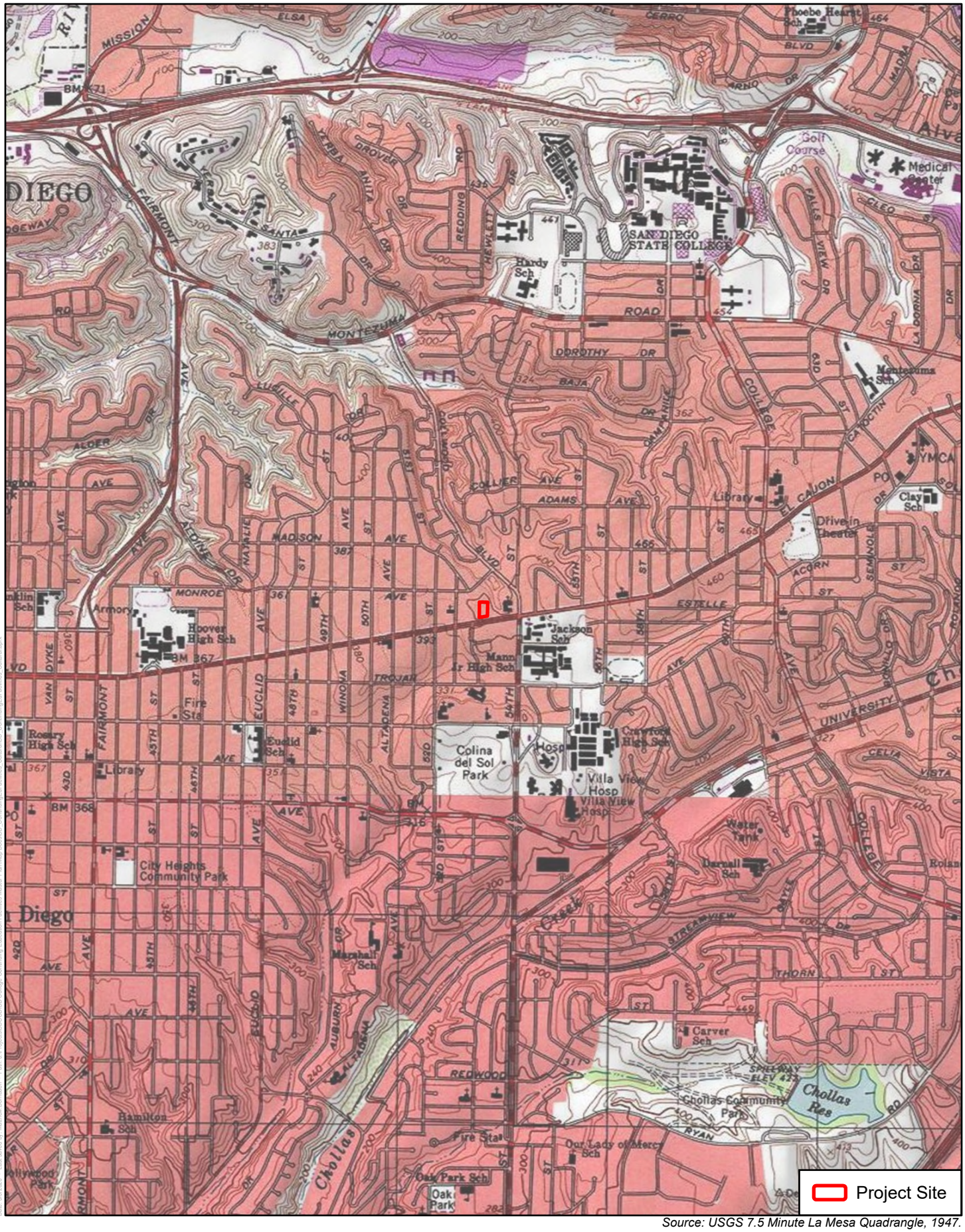
Feet

Figure 1c

USGS Topographic Map - CE Mesa

San Diego College of Continuing Education Facilities Master Plan Project


Project Site
Normal Heights
East San Diego
East San Diego
SAN DIEGO
City Heights Community Park
Hoover High Sch
Wilson Jr High Sch
Rosary High Sch
Central Sch
Edison Sch
Adams Sch
Kensington Park Library
Franklin Sch
Armory
Euclid Sch
Colina del Sol Park
Mann Jr High Sch
Hardy Sch
Marshall Sch
Hamilton Sch
Oak Park Sch
Radio Tower
Fire Sta
Library
Park De La Cruz
Montclair Park
Hollywood Park
Azalea Park
Webster Sch
Athletic Field
Rowan Sch
McKinley Sch
St Augustine High Sch
St Didacus Sch
Wabash Park
Chollas
UNIVERSITY
EL CAJON BLVD
MONROE AVE
ADAMS AVE
MADISON AVE
REDWOOD ST
THORN AVE
MYRTLE AVE
UPAS ST
HILLDALE RD
MONTEZUMA
FAIRMONT
EUCLID
ALTADENA
Source: USGS 7.5 Minute National City Quadrangle, 1944.
Harris & Associates
N
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Feet
Figure 1d
USGS Topographic Map - Mid-City
San Diego College of Continuing Education Facilities Master Plan Project



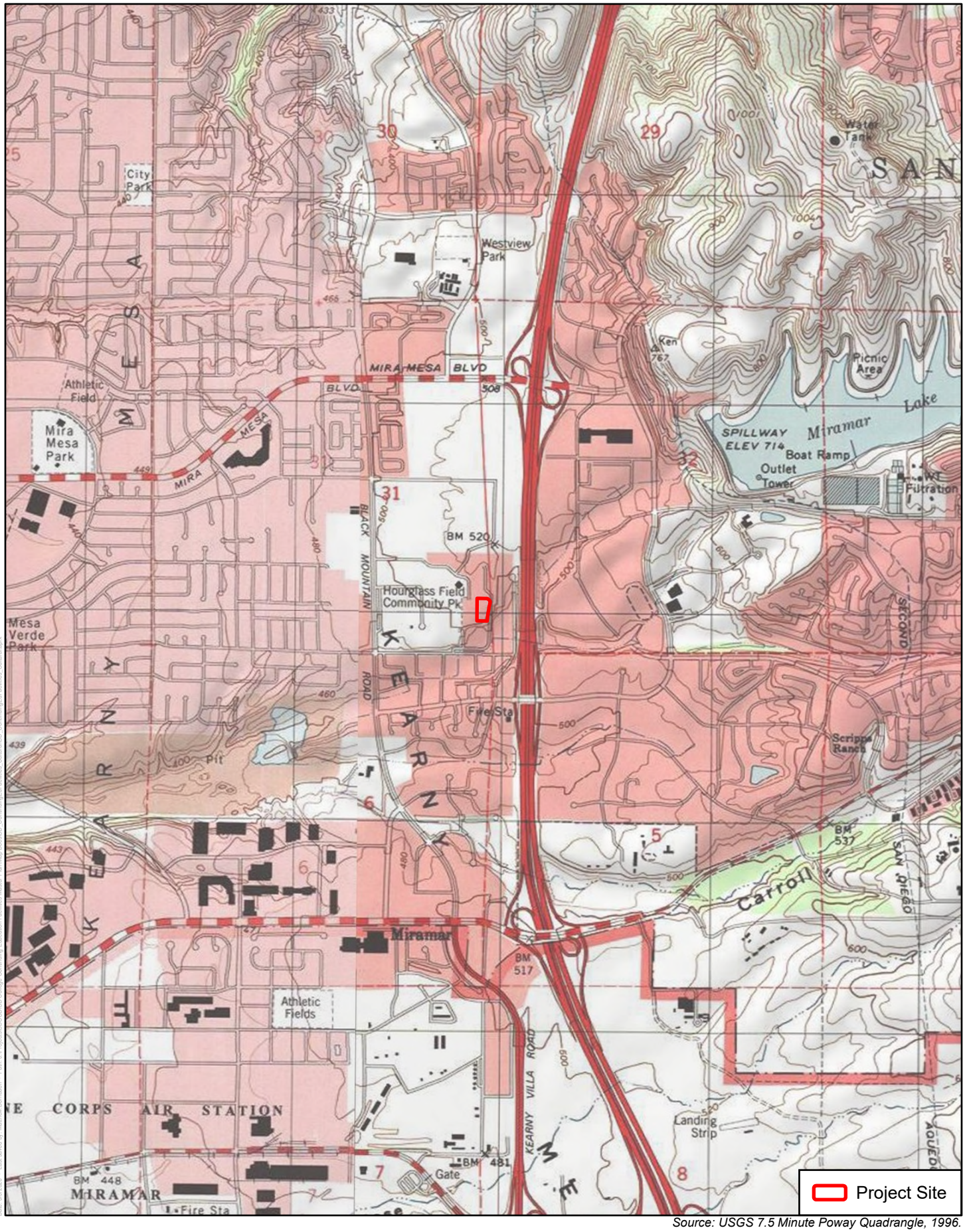
Source: USGS 7.5 Minute La Mesa Quadrangle, 1947.

Harris & Associates

Figure 1e

USGS Topographic Map - Mid-City Expansion Site

San Diego College of Continuing Education Facilities Master Plan Project



Source: USGS 7.5 Minute Poway Quadrangle, 1996.

Harris & Associates

N

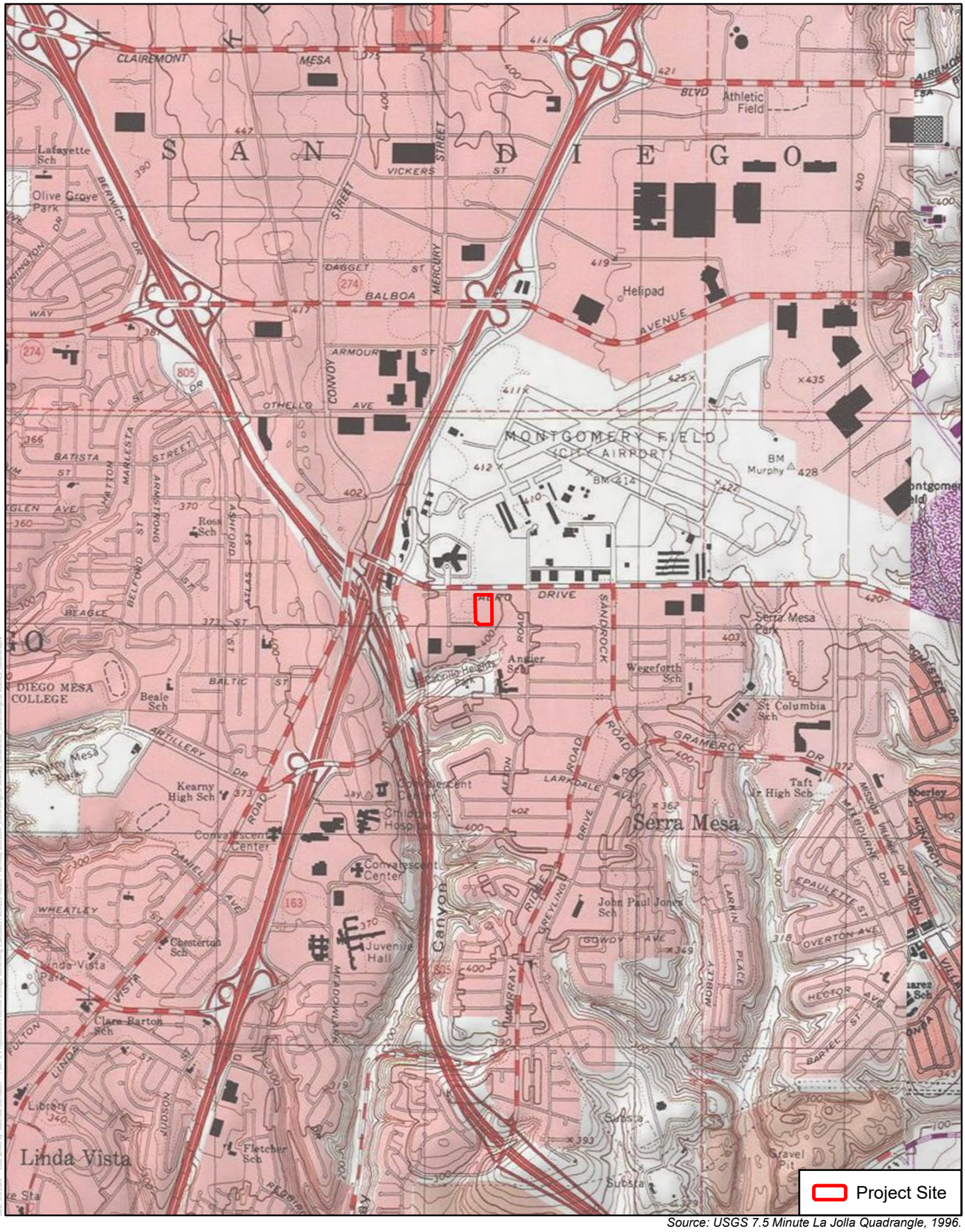
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Feet

Figure 1f

USGS Topographic Map - CE Miramar

San Diego College of Continuing Education Facilities Master Plan Project



Source: USGS 7.5 Minute La Jolla Quadrangle, 1996.

Harris & Associates

Figure 1g

USGS Topographic Map - North City

San Diego College of Continuing Education Facilities Master Plan Project



Source: USGS 7.5 Minute La Jolla and Point Loma Quadrangles, 1996.

Harris & Associates

N

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Feet

Figure 1h

USGS Topographic Map - West City

San Diego College of Continuing Education Facilities Master Plan Project

Confidential Attachment 1. CHRIS Background Data

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Attachment 2. Native American Tribal Outreach

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Harris & Associates

SACRED LANDS FILE & NATIVE AMERICAN CONTACTS LIST

July 31, 2025

Native American Heritage Commission
1550 Harbor Boulevard, Suite 100
West Sacramento, CA 95691

RE: San Diego College of Continuing Education Facilities Master Plan

Project Title:	San Diego College of Continuing Education Facilities Master Plan
Project Numbers:	1240251003
APN(s):	See Next Page
Address:	1. 4343 Ocean View Blvd, San Diego, CA 92113 2. 1901 Main St, San Diego, CA 92113 3. 7350 Armstrong Pl, San Diego, CA 92111 4. 3792 Fairmount Ave, San Diego, CA 92105 5. 10440 Black Mountain Road, San Diego, CA 92126 6. 8355 Aero Dr, San Diego, CA 92123 7. 3249 Fordham St, San Diego, CA 92110
Company/Firm/Agency:	Harris & Associates
Contact Person:	Donna Beddow
Email:	Donna.beddow@weareharris.com
Street Address:	2375 Northside Drive, Suite 125
City:	San Diego
Zip Code:	92108
Phone/Fax Number:	(619) 840-0097

Specific Area Subject to Proposed Action:

County:	San Diego
City/Community:	San Diego

Local Action Type:

_____ General Plan _____ General Plan Element _____ General Plan Amendment

_____ Specific Plan _____ Specific Plan Amendment

_____ Pre-Planning Outreach Activity

Project Description: Master Plan for future development of seven campuses.

__X__ **Sacred Lands File Search and Native American Contacts List Request**
Information Below is Required for a Sacred Lands File Search

See next page for each location.

4343 Ocean View Blvd, San Diego, CA 92113 (CE – ECC)

USGS Quadrangle Name: National City **APN: 547-550-20-00**
547-561-14-00
551-080-41-00
Township: 17S **Range:** 02W **Section(s):** 16, 17 **Land Grant:** N/A

1901 Main St, San Diego, CA 92113 (CE – Cesar E. Chavez)

USGS Quadrangle Name: Point Loma **APN: 538-670-36-00**
538-670-27-00
Township: 17S **Range:** 03W **Section(s):** 13 **Land Grant:** N/A

7350 Armstrong Pl, San Diego, CA 92111 (CE Mesa)

USGS Quadrangle Name: La Jolla **APN: 427-020-23-00**
Township: 16S **Range:** 03W **Section(s):** 2 **Land Grant:** N/A

3792 Fairmount Ave, San Diego, CA 92105 (CE – Mid-City)

USGS Quadrangle Name: National City **APN: 471-652-03-00**
471-652-02-00
Township: 16S **Range:** 02W **Section(s):** 28, 29 **Land Grant:** N/A

10440 Black Mountain Road, San Diego, CA 92126 (CE Miramar)

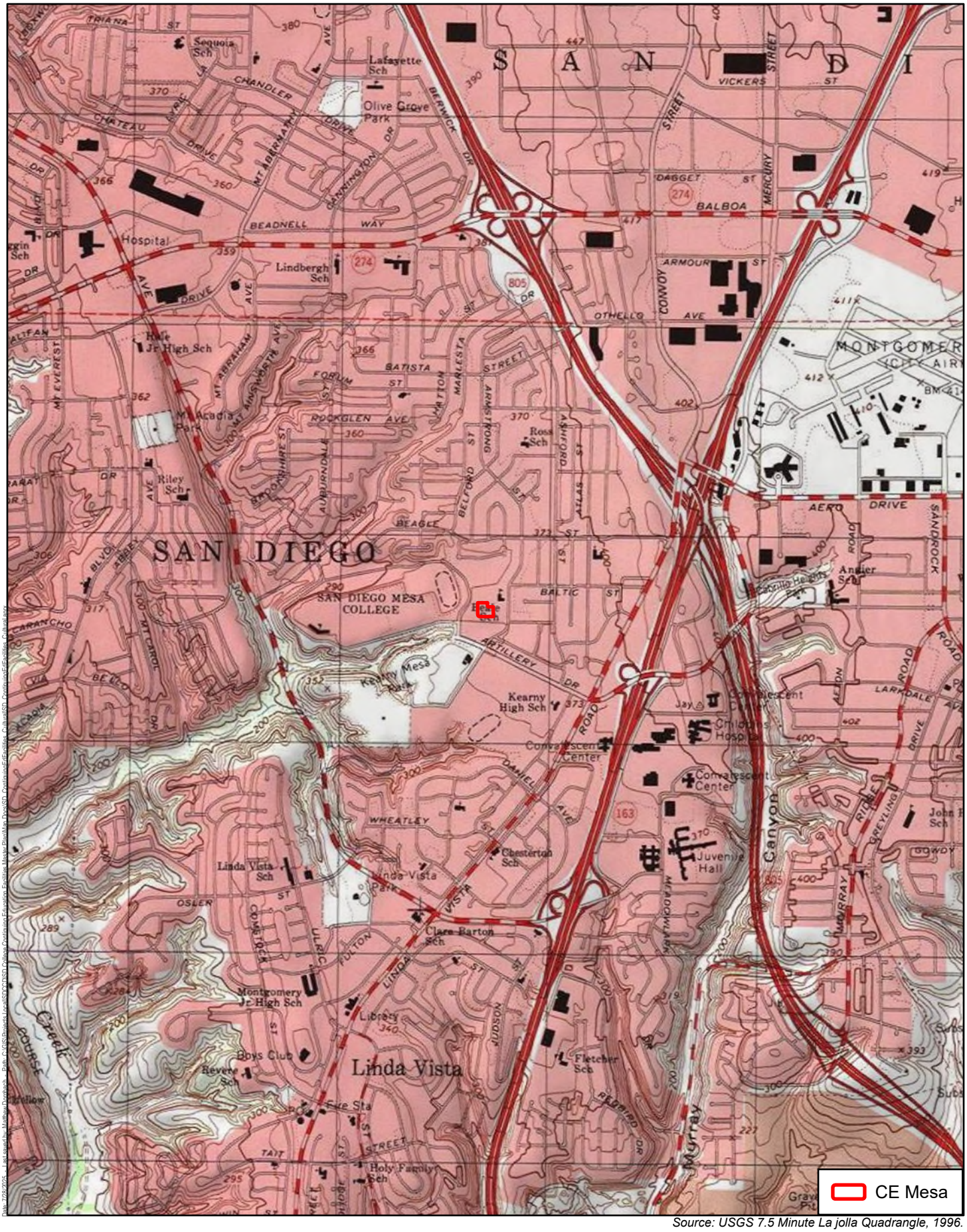
USGS Quadrangle Name: Poway **APN: 318-120-03-00**
Township: 14SS **Range:** 02W **Section(s):** 31 **Land Grant:** N/A

8355 Aero Dr, San Diego, CA 92123 (CE – North City)

USGS Quadrangle Name: La Jolla **APN: 421-040-10-00**
Township: 16S **Range:** 03W **Section(s):** 1 **Land Grant:** N/A

3249 Fordham St, San Diego, CA 92110 (CE – West City)

USGS Quadrangle Name: La Jolla, Point Loma **APN: 441-290-32-00**
441-290-34-00
441-290-33-00
760-217-67-00
Township: 16S **Range:** 03W **Section(s):** 29 **Land Grant:** N/a



Source: USGS 7.5 Minute La jolla Quadrangle, 1996.

Harris & Associates

N

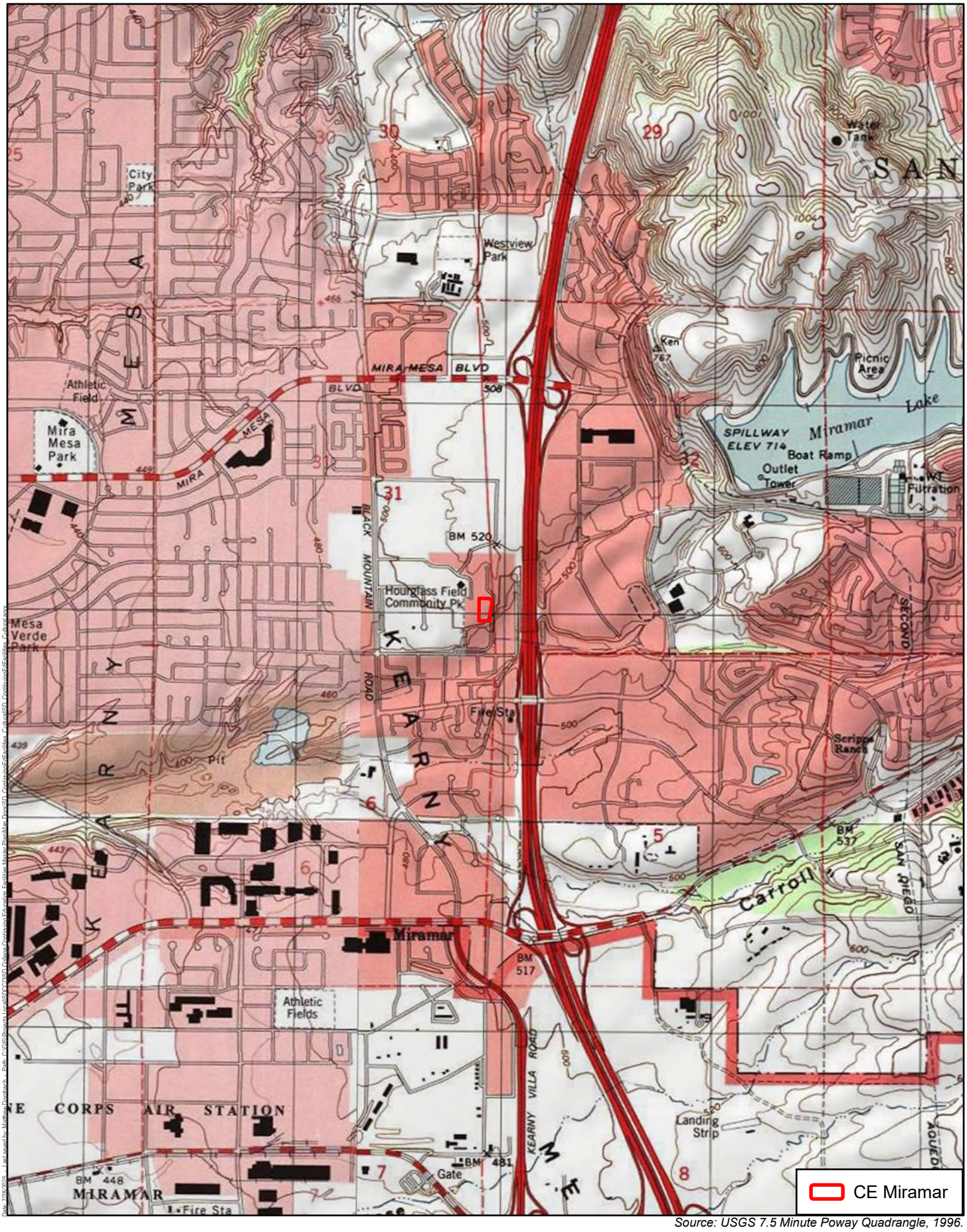
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Feet

Figure 1a

USGS Topographic Map - CE Mesa

San Diego Community College District Continuing Education Facilities



Source: USGS 7.5 Minute Poway Quadrangle, 1996.

Harris & Associates

N

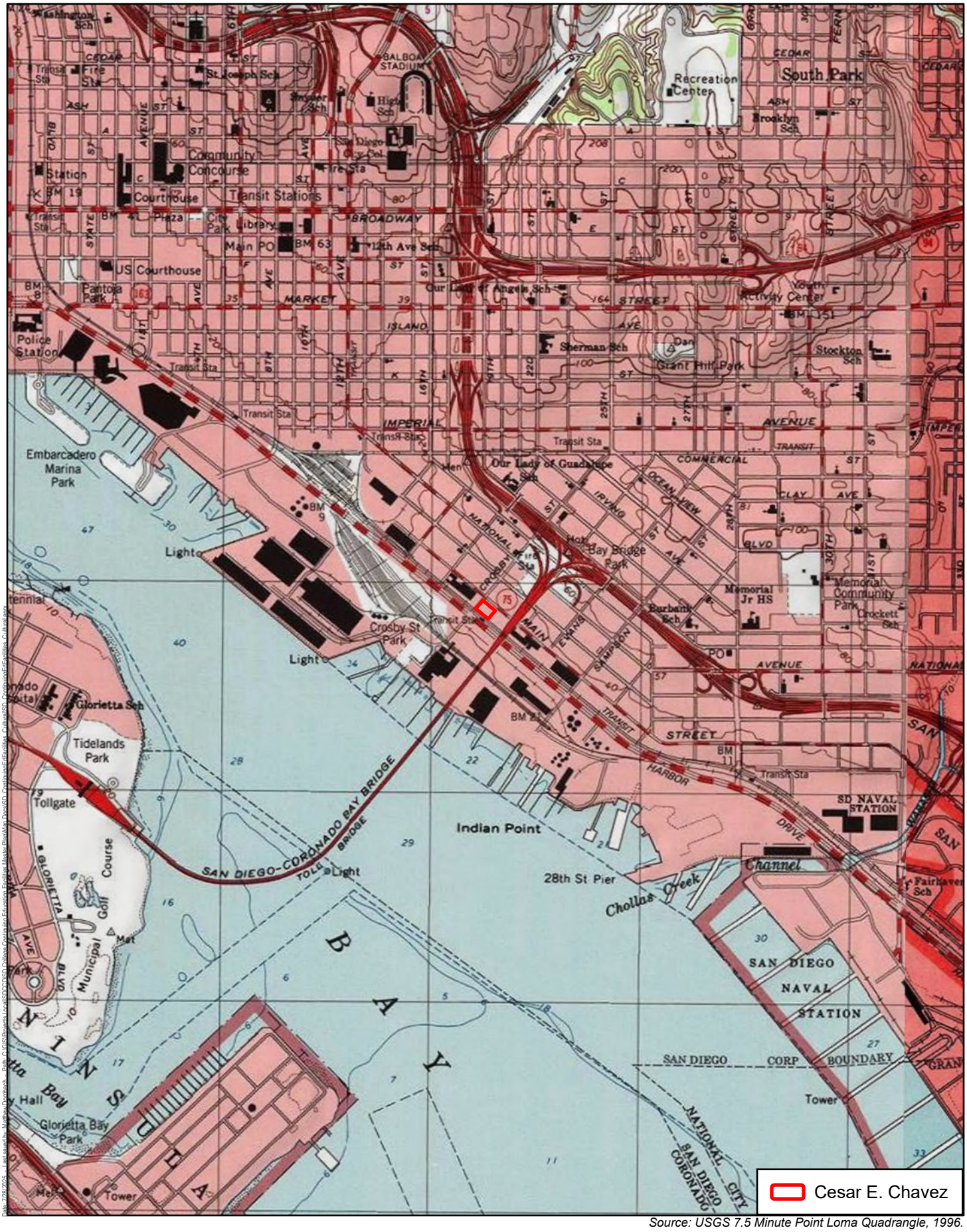
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Feet

Figure 1b

USGS Topographic Map - CE Miramar

San Diego Community College District Continuing Education Facilities



Source: USGS 7.5 Minute Point Loma Quadrangle, 1996.

Harris & Associates

N

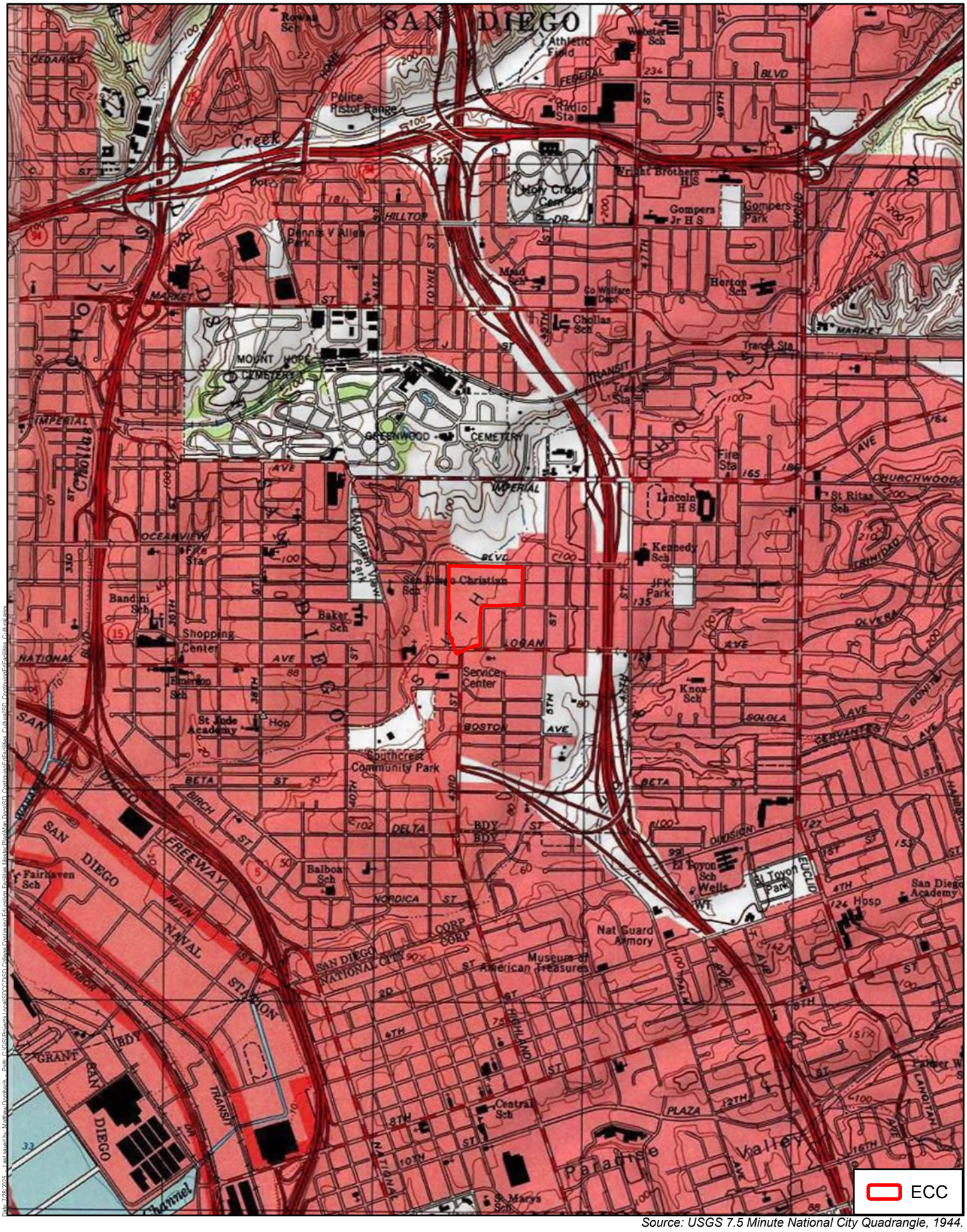
0 1,000 2,000

Feet

Figure 1c

USGS Topographic Map - Cesar E. Chavez

San Diego Community College District Continuing Education Facilities



Source: USGS 7.5 Minute National City Quadrangle, 1944.

Harris & Associates

N

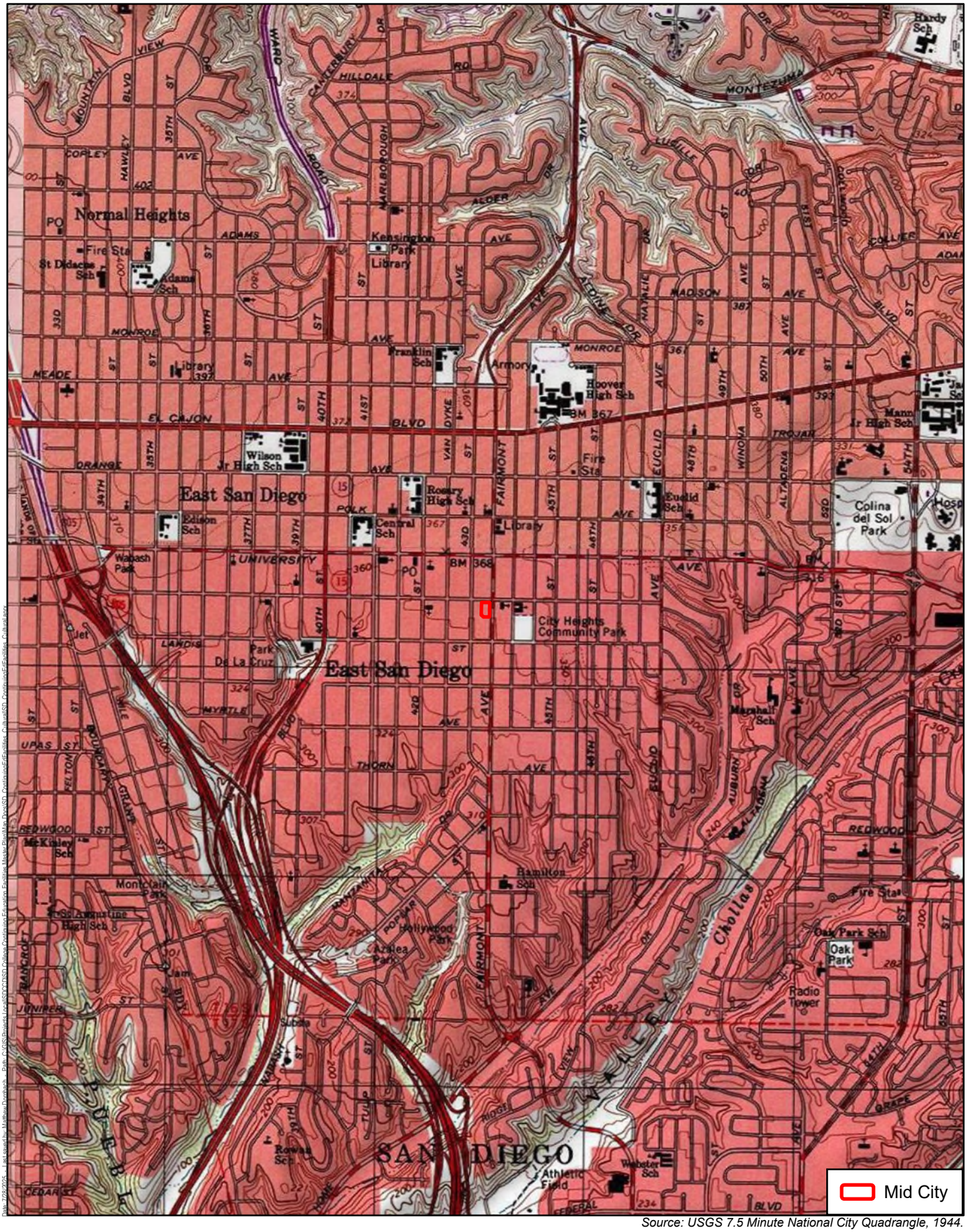
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Feet

Figure 1d

USGS Topographic Map - ECC

San Diego Community College District Continuing Education Facilities



Source: USGS 7.5 Minute National City Quadrangle, 1944.

Harris & Associates

N

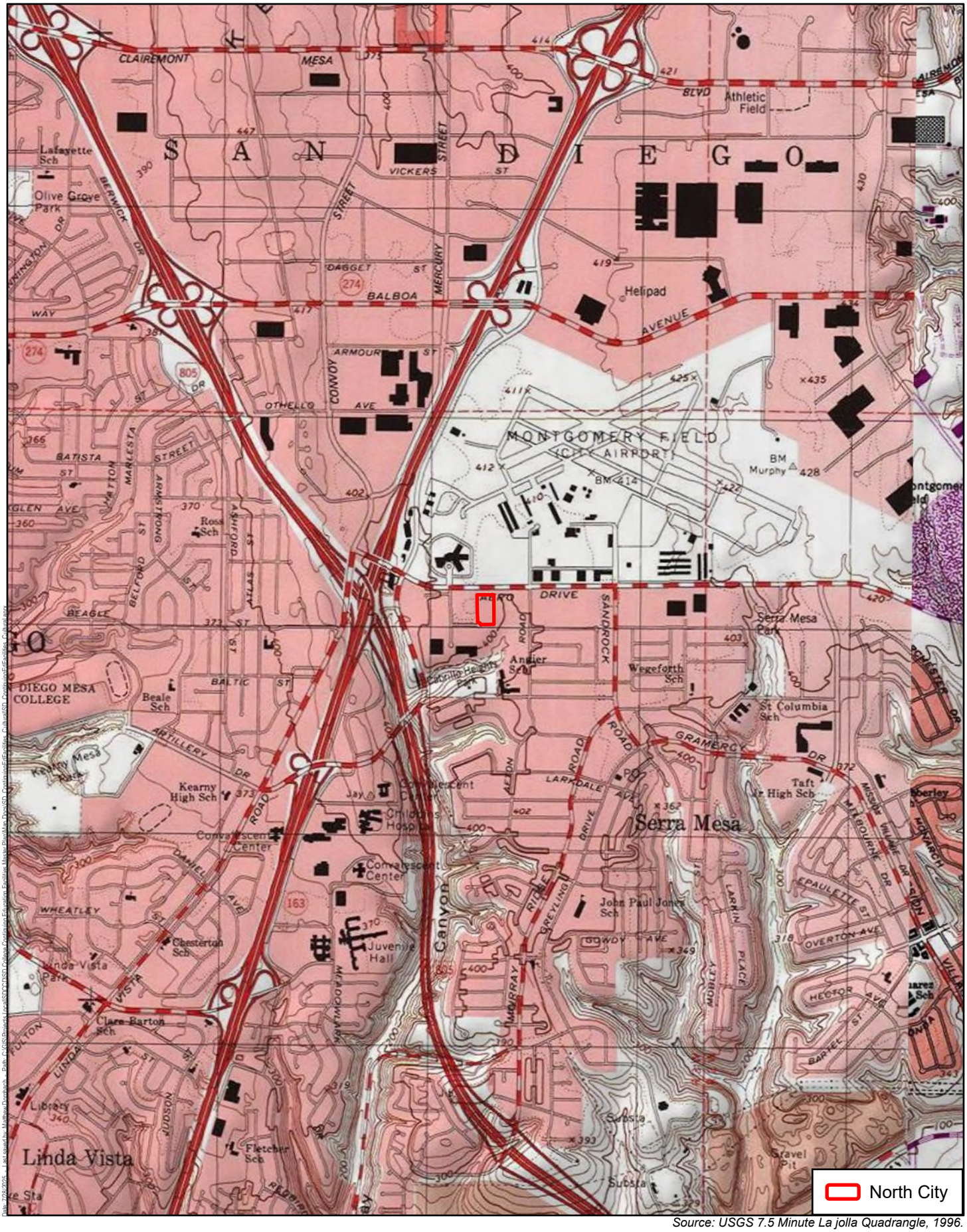
0 1,000 2,000

Feet

Figure 1e

USGS Topographic Map - Mid City

San Diego Community College District Continuing Education Facilities



Source: USGS 7.5 Minute La jolla Quadrangle, 1996.

Harris & Associates

N

0 1,000 2,000

Feet

Figure 1f

USGS Topographic Map - North City

San Diego Community College District Continuing Education Facilities



Source: USGS 7.5 Minute La Jolla and Point Loma Quadrangles, 1996.

Harris & Associates

N

0 1,000 2,000

Feet

Figure 1g

USGS Topographic Map - West City

San Diego Community College District Continuing Education Facilities

SACRED LANDS FILE & NATIVE AMERICAN CONTACTS LIST

January 4, 2026

Native American Heritage Commission
1550 Harbor Boulevard, Suite 100
West Sacramento, CA 95691

RE: San Diego College of Continuing Education Facilities Master Plan – Additional Location

Project Title:	San Diego College of Continuing Education Facilities Master Plan
Project Numbers:	1240251003
APN(s):	472-022-09-00
Address:	5322 El Cajon Blvd., San Diego, CA
Company/Firm/Agency:	Harris & Associates
Contact Person:	Donna Beddow
Email:	Donna.beddow@weareharris.com
Street Address:	2375 Northside Drive, Suite 125
City:	San Diego
Zip Code:	92108
Phone/Fax Number:	(619) 840-0097

Specific Area Subject to Proposed Action:

County:	San Diego
City/Community:	San Diego

Local Action Type:

_____ General Plan _____ General Plan Element _____ General Plan Amendment

_____ Specific Plan _____ Specific Plan Amendment

_____ Pre-Planning Outreach Activity

Project Description: Master Plan for future development of seven campuses.

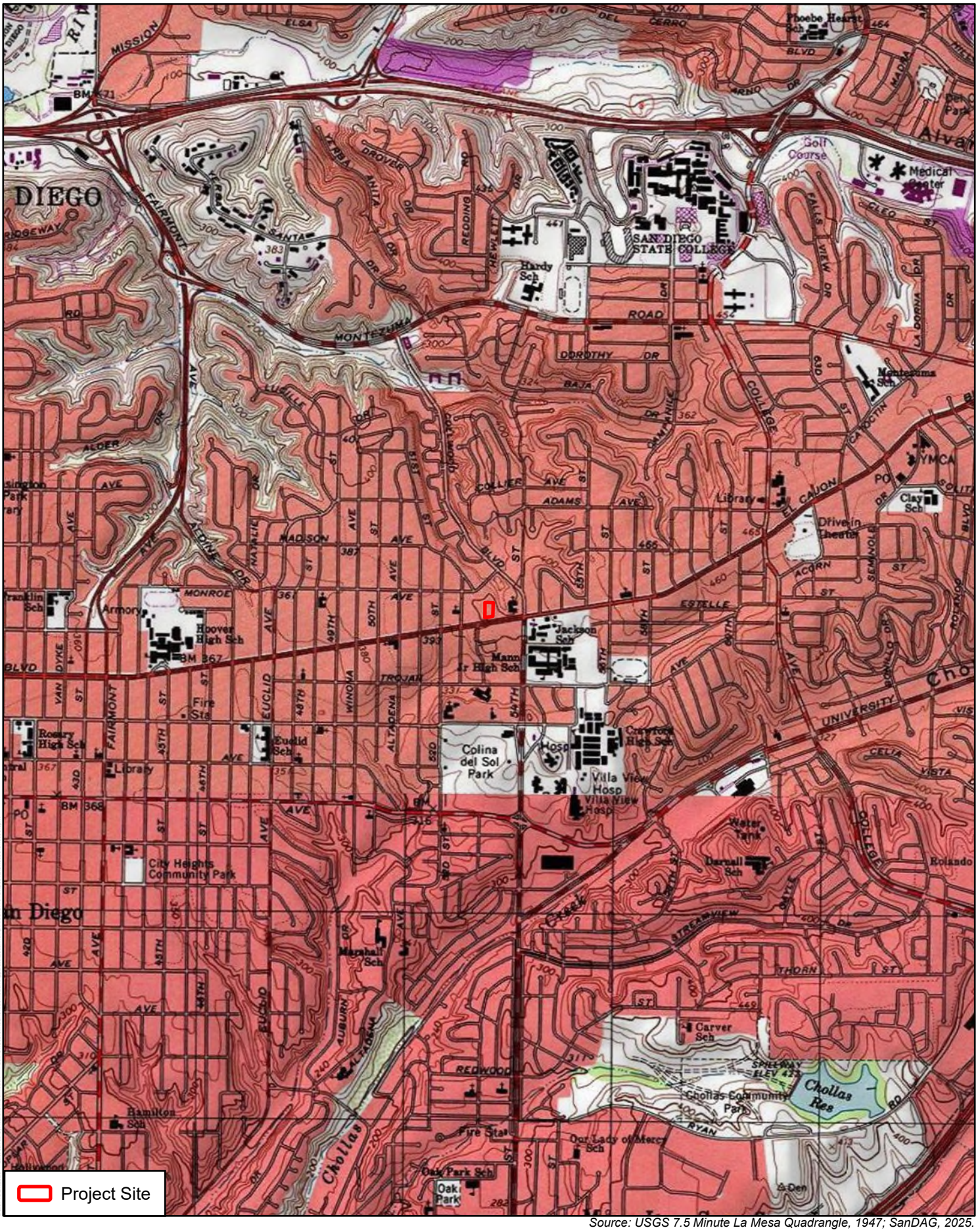
__X__ **Sacred Lands File Search and Native American Contacts List Request**

Information Below is Required for a Sacred Lands File Search

5322 El Cajon Boulevard, San Diego, CA

USGS Quadrangle Name: La Mesa **APN:**

Township: 16S **Range:** 02W **Section(s):** Unsectioned **Land Grant:** Mission San Diego



Source: USGS 7.5 Minute La Mesa Quadrangle, 1947; SanDAG, 2025.

Harris & Associates

Figure 1

USGS Topographic Map - 5322 El Cajon Blvd.

: San Diego Community College of Continuing Education Master Plan

NATIVE AMERICAN HERITAGE COMMISSION

CHAIRPERSON
REGINALD PAGALING
CHUMASH

VICE-CHAIRPERSON
BUFFY MCQUILLEN
YOKAYO POMO, YUKI, NOMLAKI

SECRETARY
ISAAC BOJORQUEZ
OHLONE-COSTANOAN

PARLIAMENTARIAN
WAYNE NELSON
LUISEÑO

COMMISSIONER
SARA DUTSCHKE
MIWOK

COMMISSIONER
STANLEY RODRIGUEZ
KUMEYAAY

COMMISSIONER
BENNAE CALAC
PAUMA-YUIMA BAND OF LUISEÑO INDIANS

COMMISSIONER
VACANT

COMMISSIONER
VACANT

ACTING EXECUTIVE SECRETARY
MICHELLE CARR

NAHC HEADQUARTERS
1550 HARBOR BOULEVARD
SUITE 100
WEST SACRAMENTO,
CALIFORNIA 95691
(916) 373-3710
nahc@nahc.ca.gov
NAHC.ca.gov

August 11, 2025

Donna Beddow
Harris & Associates

Submitted via Electronic
Via Email to: donna.beddow@weareharris.com

Re: San Diego College of Continuing Education Facilities Master Plan Project, San Diego County

To Whom It May Concern:

As requested, a search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) was completed based on information submitted for the above referenced project. The results were positive. Please contact the tribes on the attached list for more information. Be aware that tribes do not always record their sacred sites in the SLF, nor are they required to do so. As such, an SLF search is not a substitute for consultation with all tribes that are traditionally and culturally affiliated with a project's geographic area.

Attached is a list of Native American tribes that are traditionally and culturally affiliated with the project's geographic area. Please contact all of the listed tribes as they may have information about sacred sites within the project area that is not listed with the NAHC.

If within two weeks of notification, a response has not been received, the Commission requests that you follow up with a telephone call or email to ensure that the project information was received.

If you receive notification of a change of address or phone number from a tribe, please inform the NAHC so that we can assure that our lists contain current information.

In addition to engaging in tribal consultation, you should consult the appropriate regional California Historical Research Information System (CHRIS) information center to determine whether it has information regarding the presence of recorded archaeological sites within the project area.

If you have any questions or need additional information, please contact me at: Pricilla.Torres-Fuentes@nahc.ca.gov .

Sincerely,

Pricilla Torres-Fuentes

Pricilla Torres-Fuentes
Cultural Resources Analyst

Attachment

Native American Heritage Commission
Native American Contact List
San Diego County
8/11/2025

County	Tribe Name	Fed (F) Non-Fed (N)	Contact Person	Contact Address	Phone #	Fax #	Email Address	Cultural Affiliation	Counties	Last Updated
San Diego	Barona Group of the Capitan Grande	F	Art Bunce, Attorney	1095 Barona Road Lakeside, CA, 92040	(760) 489-0329		buncelaw@aol.com	Diegueno	Imperial,San Diego	7/25/2023
	Campo Band of Diegueno Mission Indians	F	Ben Dyche, Vice Chairperson	36190 Church Road, Suite 1 Campo, CA, 91906	(619) 478-9046		bdyche@campo-nsn.gov	Diegueno	Imperial,San Diego	5/24/2024
	Campo Band of Diegueno Mission Indians	F	Marcus Cuero, Chairperson	36190 Church Road, Suite 1 Campo, CA, 91906	(619) 478-9046		marcuscuero@campo-nsn.gov	Diegueno	Imperial,San Diego	5/15/2024
	Campo Band of Diegueno Mission Indians	F	Daniel Tsosie, THPO	36190 Church Road, Suite 1 Campo, CA, 91906	(619) 760-6480		dtsosie@campo-nsn.gov	Diegueno	Imperial,San Diego	5/24/2024
	Ewiiaapaayp Band of Kumeyaay Indians	F	Michael Garcia, Vice Chairperson	4054 Willows Road Alpine, CA, 91901	(619) 933-2200	(619) 445-9126	michaelg@leaningrock.net	Diegueno	Imperial,San Diego	
	Ewiiaapaayp Band of Kumeyaay Indians	F	Robert Pinto, Chairperson	4054 Willows Road Alpine, CA, 91901	(619) 368-4382	(619) 445-9126	ceo@ebki-nsn.gov	Diegueno	Imperial,San Diego	
	Iipay Nation of Santa Ysabel	F	Clint Linton, Director of Cultural Resources	P.O. Box 507 Santa Ysabel, CA, 92070	(760) 803-5694		clint@redtailenvironmental.com	Diegueno	Imperial,San Diego	11/30/2023
	Inaja-Cosmit Band of Indians	F	Rebecca Osuna, Chairperson	2005 S. Escondido Blvd. Escondido, CA, 92025	(760) 737-7628	(760) 747-8568		Diegueno	Imperial,San Diego	
	Jamul Indian Village	F	Erica Pinto, Chairperson	P.O. Box 612 Jamul, CA, 91935	(619) 669-4785	(619) 669-4817	epinto@jiv-nsn.gov	Diegueno	Imperial,San Diego	
	Jamul Indian Village	F	Lisa Cumper, Tribal Historic Preservation Officer	P.O. Box 612 Jamul, CA, 91935	(619) 669-4855		lcumper@jiv-nsn.gov	Diegueno	Imperial,San Diego	9/5/2018
	La Posta Band of Diegueno Mission Indians	F	Eric La Chappa, Chairman	8 Crestwood Road Boulevard, CA, 91905	(619) 478-2113	(619) 478-2125	ELaChappa@lptribe.net	Diegueno	Imperial,San Diego	5/7/2025
	Manzanita Band of Kumeyaay Nation	F	Angela Elliott Santos, Chairperson	P.O. Box 1302 Boulevard, CA, 91905	(619) 766-4930	(619) 766-4957		Diegueno	Imperial,San Diego	
	Mesa Grande Band of Diegueno Mission Indians	F	Michael Linton, Chairperson	P.O Box 270 Santa Ysabel, CA, 92070	(760) 782-3818	(760) 782-9092		Diegueno	Imperial,San Diego	
	Pauma Band of Luiseno Indians	F	Lucia Majel, Pauma Cultural Resource Project Manager	P.O. Box 369 Pauma Valley, CA, 92061	(760) 742-1289		crm@Pauma-nsn.gov	Luiseno	Los Angeles,Orange,Riverside,San Bernardino,San Diego,Ventura	8/1/2025

Native American Heritage Commission
Native American Contact List
San Diego County
8/11/2025

San Pasqual Band of Diegueno Mission Indians	F	Allen Lawson, Chairperson	P.O. Box 365 Valley Center, CA, 92082	(760) 749-3200	(760) 749-3876		Diegueno	Imperial,San Diego	
San Pasqual Band of Diegueno Mission Indians	F	John Flores, Environmental Coordinator	P. O. Box 365 Valley Center, CA, 92082	(760) 749-3200	(760) 749-3876	johnf@sanpasqualtribe.org	Diegueno	Imperial,San Diego	8/16/2016
Sycuan Band of the Kumeyaay Nation	F	Bernice Paipa, Cultural Resource Specialist	Sycuan Cultural Center: 910 Willow Glen Drive El Cajon, CA, 92019	(619) 445-6917		bpaipa2@sycuan-nsn.gov	Kumeyaay	Imperial,San Diego	8/7/2023
Sycuan Band of the Kumeyaay Nation	F	Cody Martinez, Chairman	Sycuan Tribal Office: 1 Kwaaypaay Court El Cajon, CA, 92019	(619) 445-2613		cmartinez@sycuan-nsn.gov	Kumeyaay	Imperial,San Diego	8/7/2023
Viejas Band of Kumeyaay Indians	F	Ray Teran, Resource Management Director	1 Viejas Grade Road Alpine, CA, 91901	(619) 659-2312		rteran@viejas-nsn.gov	Kumeyaay	Imperial,San Diego	6/29/2023
Viejas Band of Kumeyaay Indians	F	Ernest Pingleton, THPO	1 Viejas Grade Road Alpine, CA, 91901	(619) 445-3810		epingleton@viejas-nsn.gov	Kumeyaay	Imperial,San Diego	6/29/2023

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed San Diego College of Continuing Education Facilities Master Plan Project, San Diego County.

Record: PROJ-2025-004451
Report Type: List of Tribes
Counties: San Diego
NAHC Group: All

NATIVE AMERICAN HERITAGE COMMISSION

CHAIRPERSON
Reginald Pagaling
Chumash

VICE-CHAIRPERSON
Buffy McQuillen
Yokayo Pomo, Yuki, Nomlaki

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Wayne Nelson
Luiseño

COMMISSIONER
Sara Dutschke
Miwok

COMMISSIONER
Stanley Rodriguez
Kumeyaay

COMMISSIONER
Bennae Calac
Pauma-Yuima Band of Luiseño Indians

COMMISSIONER
Vacant

COMMISSIONER
Vacant

EXECUTIVE SECRETARY
Andrew Alejandre
Paskenta Band of Nomlaki Indians

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov

January 20, 2026

Donna Beddow
Harris & Associates

Via Email to: Donna.beddow@weareharris.com

Re: San Diego College of Continuing Education Facilities Master Plan Project, San Diego County

To Whom It May Concern:

As requested, a search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) was completed based on information submitted for the above referenced project. The results were negative. Be aware that tribes do not always record their sacred sites in the SLF, nor are they required to do so. As such, an SLF search is not a substitute for consultation with all tribes that are traditionally and culturally affiliated with a project's geographic area.

Attached is a list of Native American tribes that are traditionally and culturally affiliated with the project's geographic area. Please contact all of the listed tribes as they may have information about sacred sites within the project area that is not listed with the NAHC.

If within two weeks of notification, a response has not been received, the Commission requests that you follow up with a telephone call or email to ensure that the project information was received.

If you receive notification of a change of address or phone number from a tribe, please inform the NAHC so that we can assure that our lists contain current information.

In addition to engaging in tribal consultation, you should consult the appropriate regional California Historical Research Information System (CHRIS) information center to determine whether it has information regarding the presence of recorded archaeological sites within the project area.

If you have any questions or need additional information, please contact me at Andrew.Green@nahc.ca.gov.

Sincerely,

Andrew Green

Andrew Green
Cultural Resources Analyst

Attachment

Native American Heritage Commission
Native American Contact List
San Diego County
1/20/2026

Tribe Name	Fed (F) Non-Fed (N)	Contact Person	Contact Address	Phone #	Fax #	Email Address	Cultural Affiliation	Counties	Last Updated
Barona Group of the Capitan Grande	F	Art Bunce, Attorney	1095 Barona Road Lakeside, CA, 92040	(760) 489-0329		buncelaw@aol.com	Diegueno	Imperial,San Diego	7/25/2023
Campo Band of Diegueno Mission Indians	F	Daniel Tsosie, THPO	36190 Church Road, Suite 1 Campo, CA, 91906	(619) 760-6480		dtsosie@campo-nsn.gov	Diegueno	Imperial,San Diego	5/24/2024
Campo Band of Diegueno Mission Indians	F	Ben Dyche, Vice Chairperson	36190 Church Road, Suite 1 Campo, CA, 91906	(619) 478-9046		bdyche@campo-nsn.gov	Diegueno	Imperial,San Diego	5/24/2024
Campo Band of Diegueno Mission Indians	F	Marcus Cuero, Chairperson	36190 Church Road, Suite 1 Campo, CA, 91906	(619) 478-9046		marcuscuero@campo-nsn.gov	Diegueno	Imperial,San Diego	5/15/2024
Ewiiaapaayp Band of Kumeyaay Indians	F	Eduardo Mercado, Principle, Grey Wolf Monitoring	1 Crestwood Road Boulevard, CA, 91905	(619) 301-4794		emercado75@hotmail.com	Kumeyaay	Imperial,San Diego	8/26/2025
Iipay Nation of Santa Ysabel	F	Clint Linton, Director of Cultural Resources	P.O. Box 507 Santa Ysabel, CA, 92070	(760) 803-5694		clint@redtailenvironmental.com	Diegueno	Imperial,San Diego	11/30/2023
Inaja-Cosmit Band of Indians	F	Rebecca Osuna, Chairperson	2005 S. Escondido Blvd. Escondido, CA, 92025	(760) 737-7628	(760) 747-8568		Diegueno	Imperial,San Diego	
Jamul Indian Village	F	Lisa Cumper, Tribal Historic Preservation Officer	P.O. Box 612 Jamul, CA, 91935	(619) 669-4855		lcumper@jiv-nsn.gov	Diegueno	Imperial,San Diego	9/5/2018
Jamul Indian Village	F	Erica Pinto, Chairperson	P.O. Box 612 Jamul, CA, 91935	(619) 669-4785	(619) 669-4817	epinto@jiv-nsn.gov	Diegueno	Imperial,San Diego	
La Posta Band of Diegueno Mission Indians	F	Eric La Chappa, Chairman	8 Crestwood Road Boulevard, CA, 91905	(619) 478-2113	(619) 478-2125	ELaChappa@lptribe.net	Diegueno	Imperial,San Diego	5/7/2025
Manzanita Band of Kumeyaay Nation	F	Angela Elliott Santos, Chairperson	P.O. Box 1302 Boulevard, CA, 91905	(619) 766-4930	(619) 766-4957		Diegueno	Imperial,San Diego	
Mesa Grande Band of Diegueno Mission Indians	F	Michael Linton, Chairperson	P.O Box 270 Santa Ysabel, CA, 92070	(760) 782-3818	(760) 782-9092		Diegueno	Imperial,San Diego	
San Pasqual Band of Diegueno Mission Indians	F	John Flores, Environmental Coordinator	P. O. Box 365 Valley Center, CA, 92082	(760) 749-3200	(760) 749-3876	johnf@sanpasqualtribe.org	Diegueno	Imperial,San Diego	8/16/2016

Native American Heritage Commission
Native American Contact List
San Diego County
1/20/2026

San Pasqual Band of Diegueno Mission Indians	F	Allen Lawson, Chairperson	P.O. Box 365 Valley Center, CA, 92082	(760) 749-3200	(760) 749-3876		Diegueno	Imperial,San Diego	
Sycuan Band of the Kumeyaay Nation	F	Cody Martinez, Chairman	Sycuan Tribal Office: 1 Kwaaypaay Court El Cajon, CA, 92019	(619) 445-2613		cmartinez@sycuan-nsn.gov	Kumeyaay	Imperial,San Diego	8/7/2023
Sycuan Band of the Kumeyaay Nation	F	Bernice Paipa, Cultural Resource Specialist	Sycuan Cultural Center: 910 Willow Glen Drive El Cajon, CA, 92019	(619) 445-6917		bpaipa2@sycuan-nsn.gov	Kumeyaay	Imperial,San Diego	8/7/2023
Viejas Band of Kumeyaay Indians	F	Ernest Pingleton, THPO	1 Viejas Grade Road Alpine, CA, 91901	(619) 445-3810		epingleton@viejas-nsn.gov	Kumeyaay	Imperial,San Diego	6/29/2023
Viejas Band of Kumeyaay Indians	F	Ray Teran, Resource Management Director	1 Viejas Grade Road Alpine, CA, 91901	(619) 659-2312		rteran@viejas-nsn.gov	Kumeyaay	Imperial,San Diego	6/29/2023

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed San Diego College of Continuing Education Facilities Master Plan Project, San Diego County.

Record: PROJ-2026-000241
Report Type: List of Tribes
Counties: San Diego
NAHC Group: All

Harris & Associates

February 12, 2026

Barona Group of the Capitan Grande
Mr. Art Bunce
P.O. Box 2516
Escondido, California 92033

RE: Sacred Lands Information Request for the San Diego Community College of Continuing Education Facilities Master Plan Project

Mr. Bunce:

Harris & Associates is conducting a cultural evaluation for the San Diego Community College of Continuing Education Facilities Master Plan Project (project). The project includes seven campuses, and all project sites are all fully developed. The proposed project is a Master Plan as outlined below.

Campus	**Proposed Improvements**
1. Educational Cultural Complex (ECC) 4343 Ocean View Boulevard, San Diego, California 92113	• Building expansion to accommodate existing programs not to exceed 10,000 square feet. • North campus entry enhancement (theater expansion [approximately 50 additional seats]/amphitheater, interior, parking, and landscaping). • Automotive Expansion – Northwest building to be demolished and a replacement building to be constructed to accommodate existing program. • Child Development relocation. • Potential surface parking enhancement/reconfiguration. • Relocation of ceramics studio to the auto shop building. • Building Trades Training Center (Welding) expansion (approximately 7,000 square feet) and improvements.
2. Cesar E. Chavez 1901 Main Street San Diego, California 92113	• Various interior and minor exterior improvements (enhancement of lobby, courtyard, rooftop, and lounge enhancement, and office area reconfiguration).
3. CE Mesa 7350 Armstrong Place San Diego, California 92111	• New courtyard creation – loss of parking stalls. • New approximately 40,000 gross square feet building (campus expansion) (0.7 acre). • New parking structure for approximately 150 parking stalls. • New classroom addition (481 square feet). • Enclosure and temperature control of existing, naturally ventilated corridors and stairs. • Main entry expansion (approximately 3,000 square feet) and enhancement, including College branding and wayfinding.
4. Mid City 3792 Fairmount Avenue San Diego., California 92105	• Various interior improvements (entry and lobby enhancement, office area reconfiguration, classroom upgrades). • The Facility Master Plan includes a campus expansion option involving the acquisition of a property. The District has selected a 0.69 acre site at 5322

Mid City Expansion 5322 El Cajon Boulevard San Diego, California	El Cajon Boulevard, located approximately 1.3 miles northeast of the existing Mid City Campus development of this expansion site would involve demolishing the existing approximately 3,800 square feet commercial building and constructing and operating a multi-story building with approximately 45,000 gross square feet and associated parking structure.
5. CE Miramar 10440 Black Mountain Road San Diego., California 92126	• Replacement of the existing building (approximately 26,580 square feet) with a two-story building (approximately 49,000 square feet). • Playground shade (canopy or large trees). • Exterior student lounge.
6. North City 8355 Aero Drive San Diego., California 92123	• Courtyard and student lounge enhancement/other interior modifications. • Parking garage rooftop enhancement/walking path creation. • Coordinate with City to enhance pathway from bus stops to the building entrance.
7. West City 3249 Fordham Street San Diego., California 92110	• New building expansion (approximately 15,400 square feet). • New parking structure to replace lost parking spaces from the building and parking structure construction. The current campus provides 208 stalls. • Front garden expansion (4,600 square feet).

The Native American Heritage Commission conducted a sacred lands file search which was positive for the presence of sacred lands. They included your name on their contact list. I am writing as part of the cultural inventory process in order to find out if you, or your tribal community, have any knowledge of cultural resources or places that may be impacted by the proposed project.

If you have any information or concerns pertaining to such information, please contact me by phone or email.

Sincerely,

DONNA BEDDOW, Senior Archaeologist
donna.beddow@weareharris.com
619-840-0097

Attachment
Figure 1 – USGS Topographic Map Book

Harris & Associates

February 12, 2026

Campo Band of Diegueno Indians
Mr. Ben Dyche, Vice Chairperson
36190 Church Road, Suite 1
Campo, California 91906

RE: Sacred Lands Information Request for the San Diego Community College of Continuing Education Facilities Master Plan Project

Vice Chairperson Dyche:

Harris & Associates is conducting a cultural evaluation for the San Diego Community College of Continuing Education Facilities Master Plan Project (project). The project includes seven campuses, and all project sites are all fully developed. The proposed project is a Master Plan as outlined below.

Campus	**Proposed Improvements**
6. Educational Cultural Complex (ECC) 4343 Ocean View Boulevard, San Diego, California 92113	• Building expansion to accommodate existing programs not to exceed 10,000 square feet. • North campus entry enhancement (theater expansion [approximately 50 additional seats]/amphitheater, interior, parking, and landscaping). • Automotive Expansion – Northwest building to be demolished and a replacement building to be constructed to accommodate existing program. • Child Development relocation. • Potential surface parking enhancement/reconfiguration. • Relocation of ceramics studio to the auto shop building. • Building Trades Training Center (Welding) expansion (approximately 7,000 square feet) and improvements.
7. Cesar E. Chavez 1901 Main Street San Diego, California 92113	• Various interior and minor exterior improvements (enhancement of lobby, courtyard, rooftop, and lounge enhancement, and office area reconfiguration).
8. CE Mesa 7350 Armstrong Place San Diego, California 92111	• New courtyard creation – loss of parking stalls. • New approximately 40,000 gross square feet building (campus expansion) (0.7 acre). • New parking structure for approximately 150 parking stalls. • New classroom addition (481 square feet). • Enclosure and temperature control of existing, naturally ventilated corridors and stairs. • Main entry expansion (approximately 3,000 square feet) and enhancement, including College branding and wayfinding.
9. Mid City 3792 Fairmount Avenue San Diego., California 92105	• Various interior improvements (entry and lobby enhancement, office area reconfiguration, classroom upgrades). • The Facility Master Plan includes a campus expansion option involving the acquisition of a property. The District has selected a

Mid City Expansion 5322 El Cajon Boulevard San Diego, California	0.69 acre site at 5322 El Cajon Boulevard, located approximately 1.3 miles northeast of the existing Mid City Campus development of this expansion site would involve demolishing the existing approximately 3,800 square feet commercial building and constructing and operating a multi-story building with approximately 45,000 gross square feet and associated parking structure.
10. CE Miramar 10440 Black Mountain Road San Diego., California 92126	• Replacement of the existing building (approximately 26,580 square feet) with a two-story building (approximately 49,000 square feet). • Playground shade (canopy or large trees). • Exterior student lounge.
6. North City 8355 Aero Drive San Diego., California 92123	• Courtyard and student lounge enhancement/other interior modifications. • Parking garage rooftop enhancement/walking path creation. • Coordinate with City to enhance pathway from bus stops to the building entrance.
7. West City 3249 Fordham Street San Diego., California 92110	• New building expansion (approximately 15,400 square feet). • New parking structure to replace lost parking spaces from the building and parking structure construction. The current campus provides 208 stalls. • Front garden expansion (4,600 square feet).

The Native American Heritage Commission conducted a sacred lands file search which was positive for the presence of sacred lands. They included your name on their contact list. I am writing as part of the cultural inventory process in order to find out if you, or your tribal community, have any knowledge of cultural resources or places that may be impacted by the proposed project.

If you have any information or concerns pertaining to such information, please contact me by phone or email.

Sincerely,

DONNA BEDDOW, Senior Archaeologist
donna.beddow@weareharris.com
619-840-0097

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Figure 1 – USGS Topographic Map Book

Harris & Associates

February 12, 2026

Campo Band of Diegueno Indians
Mr. Marcus Cuero, Chairperson
36190 Church Road, Suite 1
Campo, California 91906

RE: Sacred Lands Information Request for the San Diego Community College of Continuing Education Facilities Master Plan Project

Chairperson Cuero:

Harris & Associates is conducting a cultural evaluation for the San Diego Community College of Continuing Education Facilities Master Plan Project (project). The project includes seven campuses, and all project sites are all fully developed. The proposed project is a Master Plan as outlined below.

Campus	**Proposed Improvements**
11. Educational Cultural Complex (ECC) 4343 Ocean View Boulevard, San Diego, California 92113	• Building expansion to accommodate existing programs not to exceed 10,000 square feet. • North campus entry enhancement (theater expansion [approximately 50 additional seats]/amphitheater, interior, parking, and landscaping). • Automotive Expansion – Northwest building to be demolished and a replacement building to be constructed to accommodate existing program. • Child Development relocation. • Potential surface parking enhancement/reconfiguration. • Relocation of ceramics studio to the auto shop building. • Building Trades Training Center (Welding) expansion (approximately 7,000 square feet) and improvements.
12. Cesar E. Chavez 1901 Main Street San Diego, California 92113	• Various interior and minor exterior improvements (enhancement of lobby, courtyard, rooftop, and lounge enhancement, and office area reconfiguration).
13. CE Mesa 7350 Armstrong Place San Diego, California 92111	• New courtyard creation – loss of parking stalls. • New approximately 40,000 gross square feet building (campus expansion) (0.7 acre). • New parking structure for approximately 150 parking stalls. • New classroom addition (481 square feet). • Enclosure and temperature control of existing, naturally ventilated corridors and stairs. • Main entry expansion (approximately 3,000 square feet) and enhancement, including College branding and wayfinding.
14. Mid City 3792 Fairmount Avenue San Diego., California 92105	• Various interior improvements (entry and lobby enhancement, office area reconfiguration, classroom upgrades). • The Facility Master Plan includes a campus expansion option involving the acquisition of a property. The District has selected a 0.69 acre site at 5322

Mid City Expansion 5322 El Cajon Boulevard San Diego, California	El Cajon Boulevard, located approximately 1.3 miles northeast of the existing Mid City Campus development of this expansion site would involve demolishing the existing approximately 3,800 square feet commercial building and constructing and operating a multi-story building with approximately 45,000 gross square feet and associated parking structure.
15. CE Miramar 10440 Black Mountain Road San Diego., California 92126	• Replacement of the existing building (approximately 26,580 square feet) with a two-story building (approximately 49,000 square feet). • Playground shade (canopy or large trees). • Exterior student lounge.
6. North City 8355 Aero Drive San Diego., California 92123	• Courtyard and student lounge enhancement/other interior modifications. • Parking garage rooftop enhancement/walking path creation. • Coordinate with City to enhance pathway from bus stops to the building entrance.
7. West City 3249 Fordham Street San Diego., California 92110	• New building expansion (approximately 15,400 square feet). • New parking structure to replace lost parking spaces from the building and parking structure construction. The current campus provides 208 stalls. • Front garden expansion (4,600 square feet).

The Native American Heritage Commission conducted a sacred lands file search which was positive for the presence of sacred lands. They included your name on their contact list. I am writing as part of the cultural inventory process in order to find out if you, or your tribal community, have any knowledge of cultural resources or places that may be impacted by the proposed project.

If you have any information or concerns pertaining to such information, please contact me by phone or email.

Sincerely,

DONNA BEDDOW, Senior Archaeologist
donna.beddow@weareharris.com
619-840-0097

Attachment

Figure 1 – USGS Topographic Map Book

Harris & Associates

February 12, 2026

Campo Band of Diegueno Indians
Mr. Daniel Tsosie, THPO
36190 Church Road, Suite 1
Campo, California 91906

RE: Sacred Lands Information Request for the San Diego Community College of Continuing Education Facilities Master Plan Project

Mr. Tsosie:

Harris & Associates is conducting a cultural evaluation for the San Diego Community College of Continuing Education Facilities Master Plan Project (project). The project includes seven campuses, and all project sites are all fully developed. The proposed project is a Master Plan as outlined below.

Campus	**Proposed Improvements**
16. Educational Cultural Complex (ECC) 4343 Ocean View Boulevard, San Diego, California 92113	• Building expansion to accommodate existing programs not to exceed 10,000 square feet. • North campus entry enhancement (theater expansion [approximately 50 additional seats]/amphitheater, interior, parking, and landscaping). • Automotive Expansion – Northwest building to be demolished and a replacement building to be constructed to accommodate existing program. • Child Development relocation. • Potential surface parking enhancement/reconfiguration. • Relocation of ceramics studio to the auto shop building. • Building Trades Training Center (Welding) expansion (approximately 7,000 square feet) and improvements.
17. Cesar E. Chavez 1901 Main Street San Diego, California 92113	• Various interior and minor exterior improvements (enhancement of lobby, courtyard, rooftop, and lounge enhancement, and office area reconfiguration).
18. CE Mesa 7350 Armstrong Place San Diego, California 92111	• New courtyard creation – loss of parking stalls. • New approximately 40,000 gross square feet building (campus expansion) (0.7 acre). • New parking structure for approximately 150 parking stalls. • New classroom addition (481 square feet). • Enclosure and temperature control of existing, naturally ventilated corridors and stairs. • Main entry expansion (approximately 3,000 square feet) and enhancement, including College branding and wayfinding.
19. Mid City 3792 Fairmount Avenue San Diego., California 92105	• Various interior improvements (entry and lobby enhancement, office area reconfiguration, classroom upgrades). • The Facility Master Plan includes a campus expansion option involving the acquisition of a property. The District has selected a 0.69 acre site at 5322

Mid City Expansion 5322 El Cajon Boulevard San Diego, California	El Cajon Boulevard, located approximately 1.3 miles northeast of the existing Mid City Campus development of this expansion site would involve demolishing the existing approximately 3,800 square feet commercial building and constructing and operating a multi-story building with approximately 45,000 gross square feet and associated parking structure.
20. CE Miramar 10440 Black Mountain Road San Diego., California 92126	• Replacement of the existing building (approximately 26,580 square feet) with a two-story building (approximately 49,000 square feet). • Playground shade (canopy or large trees). • Exterior student lounge.
6. North City 8355 Aero Drive San Diego., California 92123	• Courtyard and student lounge enhancement/other interior modifications. • Parking garage rooftop enhancement/walking path creation. • Coordinate with City to enhance pathway from bus stops to the building entrance.
7. West City 3249 Fordham Street San Diego., California 92110	• New building expansion (approximately 15,400 square feet). • New parking structure to replace lost parking spaces from the building and parking structure construction. The current campus provides 208 stalls. • Front garden expansion (4,600 square feet).

The Native American Heritage Commission conducted a sacred lands file search which was positive for the presence of sacred lands. They included your name on their contact list. I am writing as part of the cultural inventory process in order to find out if you, or your tribal community, have any knowledge of cultural resources or places that may be impacted by the proposed project.

If you have any information or concerns pertaining to such information, please contact me by phone or email.

Sincerely,

DONNA BEDDOW, Senior Archaeologist
donna.beddow@weareharris.com
619-840-0097

Attachment

Figure 1 – USGS Topographic Map Book

Harris & Associates

February 12, 2026

Ewiiaapaayp Band of Kumeyaay Indians
Mr. Michael Garcia, Vice Chairperson
4054 Willows Road
Alpine, California 91901

RE: Sacred Lands Information Request for the San Diego Community College of Continuing Education Facilities Master Plan Project

Vice Chairperson Garcia:

Harris & Associates is conducting a cultural evaluation for the San Diego Community College of Continuing Education Facilities Master Plan Project (project). The project includes seven campuses, and all project sites are all fully developed. The proposed project is a Master Plan as outlined below.

Campus	**Proposed Improvements**
21. Educational Cultural Complex (ECC) 4343 Ocean View Boulevard, San Diego, California 92113	• Building expansion to accommodate existing programs not to exceed 10,000 square feet. • North campus entry enhancement (theater expansion [approximately 50 additional seats]/amphitheater, interior, parking, and landscaping). • Automotive Expansion – Northwest building to be demolished and a replacement building to be constructed to accommodate existing program. • Child Development relocation. • Potential surface parking enhancement/reconfiguration. • Relocation of ceramics studio to the auto shop building. • Building Trades Training Center (Welding) expansion (approximately 7,000 square feet) and improvements.
22. Cesar E. Chavez 1901 Main Street San Diego, California 92113	• Various interior and minor exterior improvements (enhancement of lobby, courtyard, rooftop, and lounge enhancement, and office area reconfiguration).
23. CE Mesa 7350 Armstrong Place San Diego, California 92111	• New courtyard creation – loss of parking stalls. • New approximately 40,000 gross square feet building (campus expansion) (0.7 acre). • New parking structure for approximately 150 parking stalls. • New classroom addition (481 square feet). • Enclosure and temperature control of existing, naturally ventilated corridors and stairs. • Main entry expansion (approximately 3,000 square feet) and enhancement, including College branding and wayfinding.
24. Mid City 3792 Fairmount Avenue San Diego., California 92105	• Various interior improvements (entry and lobby enhancement, office area reconfiguration, classroom upgrades). • The Facility Master Plan includes a campus expansion option involving the acquisition of a property. The District has selected a 0.69 acre site at 5322

Mid City Expansion 5322 El Cajon Boulevard San Diego, California	El Cajon Boulevard, located approximately 1.3 miles northeast of the existing Mid City Campus development of this expansion site would involve demolishing the existing approximately 3,800 square feet commercial building and constructing and operating a multi-story building with approximately 45,000 gross square feet and associated parking structure.
25. CE Miramar 10440 Black Mountain Road San Diego., California 92126	• Replacement of the existing building (approximately 26,580 square feet) with a two-story building (approximately 49,000 square feet). • Playground shade (canopy or large trees). • Exterior student lounge.
6. North City 8355 Aero Drive San Diego., California 92123	• Courtyard and student lounge enhancement/other interior modifications. • Parking garage rooftop enhancement/walking path creation. • Coordinate with City to enhance pathway from bus stops to the building entrance.
7. West City 3249 Fordham Street San Diego., California 92110	• New building expansion (approximately 15,400 square feet). • New parking structure to replace lost parking spaces from the building and parking structure construction. The current campus provides 208 stalls. • Front garden expansion (4,600 square feet).

The Native American Heritage Commission conducted a sacred lands file search which was positive for the presence of sacred lands. They included your name on their contact list. I am writing as part of the cultural inventory process in order to find out if you, or your tribal community, have any knowledge of cultural resources or places that may be impacted by the proposed project.

If you have any information or concerns pertaining to such information, please contact me by phone or email.

Sincerely,

DONNA BEDDOW, Senior Archaeologist
donna.beddow@weareharris.com
619-840-0097

Attachment

Figure 1 – USGS Topographic Map Book

Harris & Associates

February 12, 2026

Ewiiaapaayp Band of Kumeyaay Indians
Mr. Robert Pinto, Chairperson
4054 Willows Road
Alpine, California 91901

RE: Sacred Lands Information Request for the San Diego Community College of Continuing Education Facilities Master Plan Project

Chairperson Pinto:

Harris & Associates is conducting a cultural evaluation for the San Diego Community College of Continuing Education Facilities Master Plan Project (project). The project includes seven campuses, and all project sites are all fully developed. The proposed project is a Master Plan as outlined below.

Campus	**Proposed Improvements**
26. Educational Cultural Complex (ECC) 4343 Ocean View Boulevard, San Diego, California 92113	• Building expansion to accommodate existing programs not to exceed 10,000 square feet. • North campus entry enhancement (theater expansion [approximately 50 additional seats]/amphitheater, interior, parking, and landscaping). • Automotive Expansion – Northwest building to be demolished and a replacement building to be constructed to accommodate existing program. • Child Development relocation. • Potential surface parking enhancement/reconfiguration. • Relocation of ceramics studio to the auto shop building. • Building Trades Training Center (Welding) expansion (approximately 7,000 square feet) and improvements.
27. Cesar E. Chavez 1901 Main Street San Diego, California 92113	• Various interior and minor exterior improvements (enhancement of lobby, courtyard, rooftop, and lounge enhancement, and office area reconfiguration).
28. CE Mesa 7350 Armstrong Place San Diego, California 92111	• New courtyard creation – loss of parking stalls. • New approximately 40,000 gross square feet building (campus expansion) (0.7 acre). • New parking structure for approximately 150 parking stalls. • New classroom addition (481 square feet). • Enclosure and temperature control of existing, naturally ventilated corridors and stairs. • Main entry expansion (approximately 3,000 square feet) and enhancement, including College branding and wayfinding.
29. Mid City 3792 Fairmount Avenue San Diego., California 92105	• Various interior improvements (entry and lobby enhancement, office area reconfiguration, classroom upgrades). • The Facility Master Plan includes a campus expansion option involving the acquisition of a property. The District has selected a 0.69 acre site at 5322

Mid City Expansion 5322 El Cajon Boulevard San Diego, California	El Cajon Boulevard, located approximately 1.3 miles northeast of the existing Mid City Campus development of this expansion site would involve demolishing the existing approximately 3,800 square feet commercial building and constructing and operating a multi-story building with approximately 45,000 gross square feet and associated parking structure.
30. CE Miramar 10440 Black Mountain Road San Diego., California 92126	• Replacement of the existing building (approximately 26,580 square feet) with a two-story building (approximately 49,000 square feet). • Playground shade (canopy or large trees). • Exterior student lounge.
6. North City 8355 Aero Drive San Diego., California 92123	• Courtyard and student lounge enhancement/other interior modifications. • Parking garage rooftop enhancement/walking path creation. • Coordinate with City to enhance pathway from bus stops to the building entrance.
7. West City 3249 Fordham Street San Diego., California 92110	• New building expansion (approximately 15,400 square feet). • New parking structure to replace lost parking spaces from the building and parking structure construction. The current campus provides 208 stalls. • Front garden expansion (4,600 square feet).

The Native American Heritage Commission conducted a sacred lands file search which was positive for the presence of sacred lands. They included your name on their contact list. I am writing as part of the cultural inventory process in order to find out if you, or your tribal community, have any knowledge of cultural resources or places that may be impacted by the proposed project.

If you have any information or concerns pertaining to such information, please contact me by phone or email.

Sincerely,

DONNA BEDDOW, Senior Archaeologist
donna.beddow@weareharris.com
619-840-0097

Attachment

Figure 1 – USGS Topographic Map Book

Harris & Associates

February 12, 2026

Ewiiaapaayp Band of Kumeyaay Indians
Mr. Eduardo Mercado
1 Crestwood Road
Boulevard, California 91905

RE: Sacred Lands Information Request for the San Diego Community College of Continuing Education Facilities Master Plan Project

Mr. Mercado:

Harris & Associates is conducting a cultural evaluation for the San Diego Community College of Continuing Education Facilities Master Plan Project (project). The project includes seven campuses, and all project sites are all fully developed. The proposed project is a Master Plan as outlined below.

Campus	Proposed Improvements
31. Educational Cultural Complex (ECC) 4343 Ocean View Boulevard, San Diego, California 92113	• Building expansion to accommodate existing programs not to exceed 10,000 square feet. • North campus entry enhancement (theater expansion [approximately 50 additional seats]/amphitheater, interior, parking, and landscaping). • Automotive Expansion – Northwest building to be demolished and a replacement building to be constructed to accommodate existing program. • Child Development relocation. • Potential surface parking enhancement/reconfiguration. • Relocation of ceramics studio to the auto shop building. • Building Trades Training Center (Welding) expansion (approximately 7,000 square feet) and improvements.
32. Cesar E. Chavez 1901 Main Street San Diego, California 92113	• Various interior and minor exterior improvements (enhancement of lobby, courtyard, rooftop, and lounge enhancement, and office area reconfiguration).
33. CE Mesa 7350 Armstrong Place San Diego, California 92111	• New courtyard creation – loss of parking stalls. • New approximately 40,000 gross square feet building (campus expansion) (0.7 acre). • New parking structure for approximately 150 parking stalls. • New classroom addition (481 square feet). • Enclosure and temperature control of existing, naturally ventilated corridors and stairs. • Main entry expansion (approximately 3,000 square feet) and enhancement, including College branding and wayfinding.
34. Mid City 3792 Fairmount Avenue San Diego., California 92105 Mid City Expansion	• Various interior improvements (entry and lobby enhancement, office area reconfiguration, classroom upgrades). • The Facility Master Plan includes a campus expansion option involving the acquisition of a property. The District has selected a 0.69 acre site at 5322 El Cajon Boulevard, located approximately 1.3 miles northeast of the

5322 El Cajon Boulevard San Diego, California	existing Mid City Campus development of this expansion site would involve demolishing the existing approximately 3,800 square feet commercial building and constructing and operating a multi-story building with approximately 45,000 gross square feet and associated parking structure.
35. CE Miramar 10440 Black Mountain Road San Diego., California 92126	• Replacement of the existing building (approximately 26,580 square feet) with a two-story building (approximately 49,000 square feet). • Playground shade (canopy or large trees). • Exterior student lounge.
6. North City 8355 Aero Drive San Diego., California 92123	• Courtyard and student lounge enhancement/other interior modifications. • Parking garage rooftop enhancement/walking path creation. • Coordinate with City to enhance pathway from bus stops to the building entrance.
7. West City 3249 Fordham Street San Diego., California 92110	• New building expansion (approximately 15,400 square feet). • New parking structure to replace lost parking spaces from the building and parking structure construction. The current campus provides 208 stalls. • Front garden expansion (4,600 square feet).

The Native American Heritage Commission conducted a sacred lands file search which was positive for the presence of sacred lands. They included your name on their contact list. I am writing as part of the cultural inventory process in order to find out if you, or your tribal community, have any knowledge of cultural resources or places that may be impacted by the proposed project.

If you have any information or concerns pertaining to such information, please contact me by phone or email.

Sincerely,

DONNA BEDDOW, Senior Archaeologist
donna.beddow@weareharris.com
619-840-0097

Attachment

Figure 1 – USGS Topographic Map Book

Harris & Associates

February 12, 2026

Iipay Nation of Santa Ysabel
Mr. Clint Linton, Director
P.O. Box 507
Santa Ysabel, California 92070

RE: Sacred Lands Information Request for the San Diego Community College of Continuing Education Facilities Master Plan Project

Mr. Linton:

Harris & Associates is conducting a cultural evaluation for the San Diego Community College of Continuing Education Facilities Master Plan Project (project). The project includes seven campuses, and all project sites are all fully developed. The proposed project is a Master Plan as outlined below.

Campus	Proposed Improvements
36. Educational Cultural Complex (ECC) 4343 Ocean View Boulevard, San Diego, California 92113	• Building expansion to accommodate existing programs not to exceed 10,000 square feet. • North campus entry enhancement (theater expansion [approximately 50 additional seats]/amphitheater, interior, parking, and landscaping). • Automotive Expansion – Northwest building to be demolished and a replacement building to be constructed to accommodate existing program. • Child Development relocation. • Potential surface parking enhancement/reconfiguration. • Relocation of ceramics studio to the auto shop building. • Building Trades Training Center (Welding) expansion (approximately 7,000 square feet) and improvements.
37. Cesar E. Chavez 1901 Main Street San Diego, California 92113	• Various interior and minor exterior improvements (enhancement of lobby, courtyard, rooftop, and lounge enhancement, and office area reconfiguration).
38. CE Mesa 7350 Armstrong Place San Diego, California 92111	• New courtyard creation – loss of parking stalls. • New approximately 40,000 gross square feet building (campus expansion) (0.7 acre). • New parking structure for approximately 150 parking stalls. • New classroom addition (481 square feet). • Enclosure and temperature control of existing, naturally ventilated corridors and stairs. • Main entry expansion (approximately 3,000 square feet) and enhancement, including College branding and wayfinding.
39. Mid City 3792 Fairmount Avenue San Diego., California 92105	• Various interior improvements (entry and lobby enhancement, office area reconfiguration, classroom upgrades). • The Facility Master Plan includes a campus expansion option involving the acquisition of a property. The District has selected a 0.69 acre site at 5322

Mid City Expansion 5322 El Cajon Boulevard San Diego, California	El Cajon Boulevard, located approximately 1.3 miles northeast of the existing Mid City Campus development of this expansion site would involve demolishing the existing approximately 3,800 square feet commercial building and constructing and operating a multi-story building with approximately 45,000 gross square feet and associated parking structure.
40. CE Miramar 10440 Black Mountain Road San Diego., California 92126	• Replacement of the existing building (approximately 26,580 square feet) with a two-story building (approximately 49,000 square feet). • Playground shade (canopy or large trees). • Exterior student lounge.
6. North City 8355 Aero Drive San Diego., California 92123	• Courtyard and student lounge enhancement/other interior modifications. • Parking garage rooftop enhancement/walking path creation. • Coordinate with City to enhance pathway from bus stops to the building entrance.
7. West City 3249 Fordham Street San Diego., California 92110	• New building expansion (approximately 15,400 square feet). • New parking structure to replace lost parking spaces from the building and parking structure construction. The current campus provides 208 stalls. • Front garden expansion (4,600 square feet).

The Native American Heritage Commission conducted a sacred lands file search which was positive for the presence of sacred lands. They included your name on their contact list. I am writing as part of the cultural inventory process in order to find out if you, or your tribal community, have any knowledge of cultural resources or places that may be impacted by the proposed project.

If you have any information or concerns pertaining to such information, please contact me by phone or email.

Sincerely,

DONNA BEDDOW, Senior Archaeologist
donna.beddow@weareharris.com
619-840-0097

Attachment

Figure 1 – USGS Topographic Map Book

Harris & Associates

February 12, 2026

Inaja-Cosmit Band of Indians
Ms. Rebecca Osuna, Chairperson
2005 South Escondido Boulevard
Escondido, California 92025

RE: Sacred Lands Information Request for the San Diego Community College of Continuing Education Facilities Master Plan Project

Chairperson Osuna:

Harris & Associates is conducting a cultural evaluation for the San Diego Community College of Continuing Education Facilities Master Plan Project (project). The project includes seven campuses, and all project sites are all fully developed. The proposed project is a Master Plan as outlined below.

Campus	**Proposed Improvements**
41. Educational Cultural Complex (ECC) 4343 Ocean View Boulevard, San Diego, California 92113	• Building expansion to accommodate existing programs not to exceed 10,000 square feet. • North campus entry enhancement (theater expansion [approximately 50 additional seats]/amphitheater, interior, parking, and landscaping). • Automotive Expansion – Northwest building to be demolished and a replacement building to be constructed to accommodate existing program. • Child Development relocation. • Potential surface parking enhancement/reconfiguration. • Relocation of ceramics studio to the auto shop building. • Building Trades Training Center (Welding) expansion (approximately 7,000 square feet) and improvements.
42. Cesar E. Chavez 1901 Main Street San Diego, California 92113	• Various interior and minor exterior improvements (enhancement of lobby, courtyard, rooftop, and lounge enhancement, and office area reconfiguration).
43. CE Mesa 7350 Armstrong Place San Diego, California 92111	• New courtyard creation – loss of parking stalls. • New approximately 40,000 gross square feet building (campus expansion) (0.7 acre). • New parking structure for approximately 150 parking stalls. • New classroom addition (481 square feet). • Enclosure and temperature control of existing, naturally ventilated corridors and stairs. • Main entry expansion (approximately 3,000 square feet) and enhancement, including College branding and wayfinding.
44. Mid City 3792 Fairmount Avenue San Diego., California 92105	• Various interior improvements (entry and lobby enhancement, office area reconfiguration, classroom upgrades). • The Facility Master Plan includes a campus expansion option involving the acquisition of a property. The District has selected a 0.69 acre site at 5322

Mid City Expansion 5322 El Cajon Boulevard San Diego, California	El Cajon Boulevard, located approximately 1.3 miles northeast of the existing Mid City Campus development of this expansion site would involve demolishing the existing approximately 3,800 square feet commercial building and constructing and operating a multi-story building with approximately 45,000 gross square feet and associated parking structure.
45. CE Miramar 10440 Black Mountain Road San Diego., California 92126	• Replacement of the existing building (approximately 26,580 square feet) with a two-story building (approximately 49,000 square feet). • Playground shade (canopy or large trees). • Exterior student lounge.
6. North City 8355 Aero Drive San Diego., California 92123	• Courtyard and student lounge enhancement/other interior modifications. • Parking garage rooftop enhancement/walking path creation. • Coordinate with City to enhance pathway from bus stops to the building entrance.
7. West City 3249 Fordham Street San Diego., California 92110	• New building expansion (approximately 15,400 square feet). • New parking structure to replace lost parking spaces from the building and parking structure construction. The current campus provides 208 stalls. • Front garden expansion (4,600 square feet).

The Native American Heritage Commission conducted a sacred lands file search which was positive for the presence of sacred lands. They included your name on their contact list. I am writing as part of the cultural inventory process in order to find out if you, or your tribal community, have any knowledge of cultural resources or places that may be impacted by the proposed project.

If you have any information or concerns pertaining to such information, please contact me by phone or email.

Sincerely,

DONNA BEDDOW, Senior Archaeologist
donna.beddow@weareharris.com
619-840-0097

Attachment

Figure 1 – USGS Topographic Map Book

Harris & Associates

February 12, 2026

Jamul Indian Village
Ms. Erica Pinto, Chairperson
P.O. Box 612
Jamul, California 91935

RE: Sacred Lands Information Request for the San Diego Community College of Continuing Education Facilities Master Plan Project

Chairperson Pinto:

Harris & Associates is conducting a cultural evaluation for the San Diego Community College of Continuing Education Facilities Master Plan Project (project). The project includes seven campuses, and all project sites are all fully developed. The proposed project is a Master Plan as outlined below.

Campus	Proposed Improvements
46. Educational Cultural Complex (ECC) 4343 Ocean View Boulevard, San Diego, California 92113	• Building expansion to accommodate existing programs not to exceed 10,000 square feet. • North campus entry enhancement (theater expansion [approximately 50 additional seats]/amphitheater, interior, parking, and landscaping). • Automotive Expansion – Northwest building to be demolished and a replacement building to be constructed to accommodate existing program. • Child Development relocation. • Potential surface parking enhancement/reconfiguration. • Relocation of ceramics studio to the auto shop building. • Building Trades Training Center (Welding) expansion (approximately 7,000 square feet) and improvements.
47. Cesar E. Chavez 1901 Main Street San Diego, California 92113	• Various interior and minor exterior improvements (enhancement of lobby, courtyard, rooftop, and lounge enhancement, and office area reconfiguration).
48. CE Mesa 7350 Armstrong Place San Diego, California 92111	• New courtyard creation – loss of parking stalls. • New approximately 40,000 gross square feet building (campus expansion) (0.7 acre). • New parking structure for approximately 150 parking stalls. • New classroom addition (481 square feet). • Enclosure and temperature control of existing, naturally ventilated corridors and stairs. • Main entry expansion (approximately 3,000 square feet) and enhancement, including College branding and wayfinding.
49. Mid City 3792 Fairmount Avenue San Diego., California 92105	• Various interior improvements (entry and lobby enhancement, office area reconfiguration, classroom upgrades). • The Facility Master Plan includes a campus expansion option involving the acquisition of a property. The District has selected a 0.69 acre site at 5322

Mid City Expansion 5322 El Cajon Boulevard San Diego, California	El Cajon Boulevard, located approximately 1.3 miles northeast of the existing Mid City Campus development of this expansion site would involve demolishing the existing approximately 3,800 square feet commercial building and constructing and operating a multi-story building with approximately 45,000 gross square feet and associated parking structure.
50. CE Miramar 10440 Black Mountain Road San Diego., California 92126	• Replacement of the existing building (approximately 26,580 square feet) with a two-story building (approximately 49,000 square feet). • Playground shade (canopy or large trees). • Exterior student lounge.
6. North City 8355 Aero Drive San Diego., California 92123	• Courtyard and student lounge enhancement/other interior modifications. • Parking garage rooftop enhancement/walking path creation. • Coordinate with City to enhance pathway from bus stops to the building entrance.
7. West City 3249 Fordham Street San Diego., California 92110	• New building expansion (approximately 15,400 square feet). • New parking structure to replace lost parking spaces from the building and parking structure construction. The current campus provides 208 stalls. • Front garden expansion (4,600 square feet).

The Native American Heritage Commission conducted a sacred lands file search which was positive for the presence of sacred lands. They included your name on their contact list. I am writing as part of the cultural inventory process in order to find out if you, or your tribal community, have any knowledge of cultural resources or places that may be impacted by the proposed project.

If you have any information or concerns pertaining to such information, please contact me by phone or email.

Sincerely,

DONNA BEDDOW, Senior Archaeologist
donna.beddow@weareharris.com
619-840-0097

Attachment

Figure 1 – USGS Topographic Map Book

Harris & Associates

February 12, 2026

Jamul Indian Village
Ms. Lisa Cumper, THPO
P.O. Box 612
Jamul, California 91935

RE: Sacred Lands Information Request for the San Diego Community College of Continuing Education Facilities Master Plan Project

Ms. Cumper:

Harris & Associates is conducting a cultural evaluation for the San Diego Community College of Continuing Education Facilities Master Plan Project (project). The project includes seven campuses, and all project sites are all fully developed. The proposed project is a Master Plan as outlined below.

Campus	Proposed Improvements
51. Educational Cultural Complex (ECC) 4343 Ocean View Boulevard, San Diego, California 92113	• Building expansion to accommodate existing programs not to exceed 10,000 square feet. • North campus entry enhancement (theater expansion [approximately 50 additional seats]/amphitheater, interior, parking, and landscaping). • Automotive Expansion – Northwest building to be demolished and a replacement building to be constructed to accommodate existing program. • Child Development relocation. • Potential surface parking enhancement/reconfiguration. • Relocation of ceramics studio to the auto shop building. • Building Trades Training Center (Welding) expansion (approximately 7,000 square feet) and improvements.
52. Cesar E. Chavez 1901 Main Street San Diego, California 92113	• Various interior and minor exterior improvements (enhancement of lobby, courtyard, rooftop, and lounge enhancement, and office area reconfiguration).
53. CE Mesa 7350 Armstrong Place San Diego, California 92111	• New courtyard creation – loss of parking stalls. • New approximately 40,000 gross square feet building (campus expansion) (0.7 acre). • New parking structure for approximately 150 parking stalls. • New classroom addition (481 square feet). • Enclosure and temperature control of existing, naturally ventilated corridors and stairs. • Main entry expansion (approximately 3,000 square feet) and enhancement, including College branding and wayfinding.
54. Mid City 3792 Fairmount Avenue San Diego., California 92105	• Various interior improvements (entry and lobby enhancement, office area reconfiguration, classroom upgrades). • The Facility Master Plan includes a campus expansion option involving the acquisition of a property. The District has selected a 0.69 acre site at 5322

Mid City Expansion 5322 El Cajon Boulevard San Diego, California	El Cajon Boulevard, located approximately 1.3 miles northeast of the existing Mid City Campus development of this expansion site would involve demolishing the existing approximately 3,800 square feet commercial building and constructing and operating a multi-story building with approximately 45,000 gross square feet and associated parking structure.
55. CE Miramar 10440 Black Mountain Road San Diego., California 92126	• Replacement of the existing building (approximately 26,580 square feet) with a two-story building (approximately 49,000 square feet). • Playground shade (canopy or large trees). • Exterior student lounge.
6. North City 8355 Aero Drive San Diego., California 92123	• Courtyard and student lounge enhancement/other interior modifications. • Parking garage rooftop enhancement/walking path creation. • Coordinate with City to enhance pathway from bus stops to the building entrance.
7. West City 3249 Fordham Street San Diego., California 92110	• New building expansion (approximately 15,400 square feet). • New parking structure to replace lost parking spaces from the building and parking structure construction. The current campus provides 208 stalls. • Front garden expansion (4,600 square feet).

The Native American Heritage Commission conducted a sacred lands file search which was positive for the presence of sacred lands. They included your name on their contact list. I am writing as part of the cultural inventory process in order to find out if you, or your tribal community, have any knowledge of cultural resources or places that may be impacted by the proposed project.

If you have any information or concerns pertaining to such information, please contact me by phone or email.

Sincerely,

DONNA BEDDOW, Senior Archaeologist
donna.beddow@weareharris.com
619-840-0097

Attachment

Figure 1 – USGS Topographic Map Book

Harris & Associates

February 12, 2026

La Posta Band of Diegueno Mission Indians
Mr. Eric LaChappa, Chairman
8 Crestwood Road
Boulevard, California 91905

RE: Sacred Lands Information Request for the San Diego Community College of Continuing Education Facilities Master Plan Project

Chairman LaChappa:

Harris & Associates is conducting a cultural evaluation for the San Diego Community College of Continuing Education Facilities Master Plan Project (project). The project includes seven campuses, and all project sites are all fully developed. The proposed project is a Master Plan as outlined below.

Campus	**Proposed Improvements**
56. Educational Cultural Complex (ECC) 4343 Ocean View Boulevard, San Diego, California 92113	• Building expansion to accommodate existing programs not to exceed 10,000 square feet. • North campus entry enhancement (theater expansion [approximately 50 additional seats]/amphitheater, interior, parking, and landscaping). • Automotive Expansion – Northwest building to be demolished and a replacement building to be constructed to accommodate existing program. • Child Development relocation. • Potential surface parking enhancement/reconfiguration. • Relocation of ceramics studio to the auto shop building. • Building Trades Training Center (Welding) expansion (approximately 7,000 square feet) and improvements.
57. Cesar E. Chavez 1901 Main Street San Diego, California 92113	• Various interior and minor exterior improvements (enhancement of lobby, courtyard, rooftop, and lounge enhancement, and office area reconfiguration).
58. CE Mesa 7350 Armstrong Place San Diego, California 92111	• New courtyard creation – loss of parking stalls. • New approximately 40,000 gross square feet building (campus expansion) (0.7 acre). • New parking structure for approximately 150 parking stalls. • New classroom addition (481 square feet). • Enclosure and temperature control of existing, naturally ventilated corridors and stairs. • Main entry expansion (approximately 3,000 square feet) and enhancement, including College branding and wayfinding.
59. Mid City 3792 Fairmount Avenue San Diego., California 92105	• Various interior improvements (entry and lobby enhancement, office area reconfiguration, classroom upgrades). • The Facility Master Plan includes a campus expansion option involving the acquisition of a property. The District has selected a 0.69 acre site at 5322

Mid City Expansion 5322 El Cajon Boulevard San Diego, California	El Cajon Boulevard, located approximately 1.3 miles northeast of the existing Mid City Campus development of this expansion site would involve demolishing the existing approximately 3,800 square feet commercial building and constructing and operating a multi-story building with approximately 45,000 gross square feet and associated parking structure.
60. CE Miramar 10440 Black Mountain Road San Diego., California 92126	• Replacement of the existing building (approximately 26,580 square feet) with a two-story building (approximately 49,000 square feet). • Playground shade (canopy or large trees). • Exterior student lounge.
6. North City 8355 Aero Drive San Diego., California 92123	• Courtyard and student lounge enhancement/other interior modifications. • Parking garage rooftop enhancement/walking path creation. • Coordinate with City to enhance pathway from bus stops to the building entrance.
7. West City 3249 Fordham Street San Diego., California 92110	• New building expansion (approximately 15,400 square feet). • New parking structure to replace lost parking spaces from the building and parking structure construction. The current campus provides 208 stalls. • Front garden expansion (4,600 square feet).

The Native American Heritage Commission conducted a sacred lands file search which was positive for the presence of sacred lands. They included your name on their contact list. I am writing as part of the cultural inventory process in order to find out if you, or your tribal community, have any knowledge of cultural resources or places that may be impacted by the proposed project.

If you have any information or concerns pertaining to such information, please contact me by phone or email.

Sincerely,

DONNA BEDDOW, Senior Archaeologist
donna.beddow@weareharris.com
619-840-0097

Attachment

Figure 1 – USGS Topographic Map Book

Harris & Associates

February 12, 2026

Manzanita Band of the Kumeyaay Nation
Ms. Angela Elliott Santos, Chairperson
P.O. Box 1302
Boulevard, California 91905

RE: Sacred Lands Information Request for the San Diego Community College of Continuing Education Facilities Master Plan Project

Chairperson Elliott Santos:

Harris & Associates is conducting a cultural evaluation for the San Diego Community College of Continuing Education Facilities Master Plan Project (project). The project includes seven campuses, and all project sites are all fully developed. The proposed project is a Master Plan as outlined below.

Campus	**Proposed Improvements**
61. Educational Cultural Complex (ECC) 4343 Ocean View Boulevard, San Diego, California 92113	• Building expansion to accommodate existing programs not to exceed 10,000 square feet. • North campus entry enhancement (theater expansion [approximately 50 additional seats]/amphitheater, interior, parking, and landscaping). • Automotive Expansion – Northwest building to be demolished and a replacement building to be constructed to accommodate existing program. • Child Development relocation. • Potential surface parking enhancement/reconfiguration. • Relocation of ceramics studio to the auto shop building. • Building Trades Training Center (Welding) expansion (approximately 7,000 square feet) and improvements.
62. Cesar E. Chavez 1901 Main Street San Diego, California 92113	• Various interior and minor exterior improvements (enhancement of lobby, courtyard, rooftop, and lounge enhancement, and office area reconfiguration).
63. CE Mesa 7350 Armstrong Place San Diego, California 92111	• New courtyard creation – loss of parking stalls. • New approximately 40,000 gross square feet building (campus expansion) (0.7 acre). • New parking structure for approximately 150 parking stalls. • New classroom addition (481 square feet). • Enclosure and temperature control of existing, naturally ventilated corridors and stairs. • Main entry expansion (approximately 3,000 square feet) and enhancement, including College branding and wayfinding.
64. Mid City 3792 Fairmount Avenue San Diego., California 92105	• Various interior improvements (entry and lobby enhancement, office area reconfiguration, classroom upgrades). • The Facility Master Plan includes a campus expansion option involving the acquisition of a property. The District has selected a 0.69 acre site at 5322

Mid City Expansion 5322 El Cajon Boulevard San Diego, California	El Cajon Boulevard, located approximately 1.3 miles northeast of the existing Mid City Campus development of this expansion site would involve demolishing the existing approximately 3,800 square feet commercial building and constructing and operating a multi-story building with approximately 45,000 gross square feet and associated parking structure.
65. CE Miramar 10440 Black Mountain Road San Diego., California 92126	• Replacement of the existing building (approximately 26,580 square feet) with a two-story building (approximately 49,000 square feet). • Playground shade (canopy or large trees). • Exterior student lounge.
6. North City 8355 Aero Drive San Diego., California 92123	• Courtyard and student lounge enhancement/other interior modifications. • Parking garage rooftop enhancement/walking path creation. • Coordinate with City to enhance pathway from bus stops to the building entrance.
7. West City 3249 Fordham Street San Diego., California 92110	• New building expansion (approximately 15,400 square feet). • New parking structure to replace lost parking spaces from the building and parking structure construction. The current campus provides 208 stalls. • Front garden expansion (4,600 square feet).

The Native American Heritage Commission conducted a sacred lands file search which was positive for the presence of sacred lands. They included your name on their contact list. I am writing as part of the cultural inventory process in order to find out if you, or your tribal community, have any knowledge of cultural resources or places that may be impacted by the proposed project.

If you have any information or concerns pertaining to such information, please contact me by phone or email.

Sincerely,

DONNA BEDDOW, Senior Archaeologist
donna.beddow@weareharris.com
619-840-0097

Attachment

Figure 1 – USGS Topographic Map Book

Harris & Associates

February 12, 2026

Mesa Grande Band of Diegueno Mission Indians
Ms. Theresa Hernandez, Chairperson
P.O. Box 270
Santa Ysabel, California 92070

RE: Sacred Lands Information Request for the San Diego Community College of Continuing Education Facilities Master Plan Project

Chairperson Hernandez:

Harris & Associates is conducting a cultural evaluation for the San Diego Community College of Continuing Education Facilities Master Plan Project (project). The project includes seven campuses, and all project sites are all fully developed. The proposed project is a Master Plan as outlined below.

Campus	**Proposed Improvements**
66. Educational Cultural Complex (ECC) 4343 Ocean View Boulevard, San Diego, California 92113	• Building expansion to accommodate existing programs not to exceed 10,000 square feet. • North campus entry enhancement (theater expansion [approximately 50 additional seats]/amphitheater, interior, parking, and landscaping). • Automotive Expansion – Northwest building to be demolished and a replacement building to be constructed to accommodate existing program. • Child Development relocation. • Potential surface parking enhancement/reconfiguration. • Relocation of ceramics studio to the auto shop building. • Building Trades Training Center (Welding) expansion (approximately 7,000 square feet) and improvements.
67. Cesar E. Chavez 1901 Main Street San Diego, California 92113	• Various interior and minor exterior improvements (enhancement of lobby, courtyard, rooftop, and lounge enhancement, and office area reconfiguration).
68. CE Mesa 7350 Armstrong Place San Diego, California 92111	• New courtyard creation – loss of parking stalls. • New approximately 40,000 gross square feet building (campus expansion) (0.7 acre). • New parking structure for approximately 150 parking stalls. • New classroom addition (481 square feet). • Enclosure and temperature control of existing, naturally ventilated corridors and stairs. • Main entry expansion (approximately 3,000 square feet) and enhancement, including College branding and wayfinding.
69. Mid City 3792 Fairmount Avenue San Diego., California 92105	• Various interior improvements (entry and lobby enhancement, office area reconfiguration, classroom upgrades). • The Facility Master Plan includes a campus expansion option involving the acquisition of a property. The District has selected a 0.69 acre site at 5322

Mid City Expansion 5322 El Cajon Boulevard San Diego, California	El Cajon Boulevard, located approximately 1.3 miles northeast of the existing Mid City Campus development of this expansion site would involve demolishing the existing approximately 3,800 square feet commercial building and constructing and operating a multi-story building with approximately 45,000 gross square feet and associated parking structure.
70. CE Miramar 10440 Black Mountain Road San Diego., California 92126	• Replacement of the existing building (approximately 26,580 square feet) with a two-story building (approximately 49,000 square feet). • Playground shade (canopy or large trees). • Exterior student lounge.
6. North City 8355 Aero Drive San Diego., California 92123	• Courtyard and student lounge enhancement/other interior modifications. • Parking garage rooftop enhancement/walking path creation. • Coordinate with City to enhance pathway from bus stops to the building entrance.
7. West City 3249 Fordham Street San Diego., California 92110	• New building expansion (approximately 15,400 square feet). • New parking structure to replace lost parking spaces from the building and parking structure construction. The current campus provides 208 stalls. • Front garden expansion (4,600 square feet).

The Native American Heritage Commission conducted a sacred lands file search which was positive for the presence of sacred lands. They included your name on their contact list. I am writing as part of the cultural inventory process in order to find out if you, or your tribal community, have any knowledge of cultural resources or places that may be impacted by the proposed project.

If you have any information or concerns pertaining to such information, please contact me by phone or email.

Sincerely,

DONNA BEDDOW, Senior Archaeologist
donna.beddow@weareharris.com
619-840-0097

Attachment

Figure 1 – USGS Topographic Map Book

Harris & Associates

February 12, 2026

Pauma Band of Luiseno Indians
Ms. Lucia Majel, Manager
P.O. Box 369
Pauma Valley, California 92061

RE: Sacred Lands Information Request for the San Diego Community College of Continuing Education Facilities Master Plan Project

Ms. Majel:

Harris & Associates is conducting a cultural evaluation for the San Diego Community College of Continuing Education Facilities Master Plan Project (project). The project includes seven campuses, and all project sites are all fully developed. The proposed project is a Master Plan as outlined below.

Campus	**Proposed Improvements**
71. Educational Cultural Complex (ECC) 4343 Ocean View Boulevard, San Diego, California 92113	• Building expansion to accommodate existing programs not to exceed 10,000 square feet. • North campus entry enhancement (theater expansion [approximately 50 additional seats]/amphitheater, interior, parking, and landscaping). • Automotive Expansion – Northwest building to be demolished and a replacement building to be constructed to accommodate existing program. • Child Development relocation. • Potential surface parking enhancement/reconfiguration. • Relocation of ceramics studio to the auto shop building. • Building Trades Training Center (Welding) expansion (approximately 7,000 square feet) and improvements.
72. Cesar E. Chavez 1901 Main Street San Diego, California 92113	• Various interior and minor exterior improvements (enhancement of lobby, courtyard, rooftop, and lounge enhancement, and office area reconfiguration).
73. CE Mesa 7350 Armstrong Place San Diego, California 92111	• New courtyard creation – loss of parking stalls. • New approximately 40,000 gross square feet building (campus expansion) (0.7 acre). • New parking structure for approximately 150 parking stalls. • New classroom addition (481 square feet). • Enclosure and temperature control of existing, naturally ventilated corridors and stairs. • Main entry expansion (approximately 3,000 square feet) and enhancement, including College branding and wayfinding.
74. Mid City 3792 Fairmount Avenue San Diego., California 92105 Mid City Expansion	• Various interior improvements (entry and lobby enhancement, office area reconfiguration, classroom upgrades). • The Facility Master Plan includes a campus expansion option involving the acquisition of a property. The District has selected a 0.69 acre site at 5322 El Cajon Boulevard, located approximately 1.3 miles northeast of the

5322 El Cajon Boulevard San Diego, California	existing Mid City Campus development of this expansion site would involve demolishing the existing approximately 3,800 square feet commercial building and constructing and operating a multi-story building with approximately 45,000 gross square feet and associated parking structure.
75. CE Miramar 10440 Black Mountain Road San Diego., California 92126	• Replacement of the existing building (approximately 26,580 square feet) with a two-story building (approximately 49,000 square feet). • Playground shade (canopy or large trees). • Exterior student lounge.
6. North City 8355 Aero Drive San Diego., California 92123	• Courtyard and student lounge enhancement/other interior modifications. • Parking garage rooftop enhancement/walking path creation. • Coordinate with City to enhance pathway from bus stops to the building entrance.
7. West City 3249 Fordham Street San Diego., California 92110	• New building expansion (approximately 15,400 square feet). • New parking structure to replace lost parking spaces from the building and parking structure construction. The current campus provides 208 stalls. • Front garden expansion (4,600 square feet).

The Native American Heritage Commission conducted a sacred lands file search which was positive for the presence of sacred lands. They included your name on their contact list. I am writing as part of the cultural inventory process in order to find out if you, or your tribal community, have any knowledge of cultural resources or places that may be impacted by the proposed project.

If you have any information or concerns pertaining to such information, please contact me by phone or email.

Sincerely,

DONNA BEDDOW, Senior Archaeologist
donna.beddow@weareharris.com
619-840-0097

Attachment

Figure 1 – USGS Topographic Map Book

Harris & Associates

February 12, 2026

San Pasqual Band of Diegueno Mission Indians
Mr. Stephen Cope, Chairperson
P.O. Box 365
Valley Center, California 92082

RE: Sacred Lands Information Request for the San Diego Community College of Continuing Education Facilities Master Plan Project

Chairperson Cope:

Harris & Associates is conducting a cultural evaluation for the San Diego Community College of Continuing Education Facilities Master Plan Project (project). The project includes seven campuses, and all project sites are all fully developed. The proposed project is a Master Plan as outlined below.

Campus	**Proposed Improvements**
76. Educational Cultural Complex (ECC) 4343 Ocean View Boulevard, San Diego, California 92113	• Building expansion to accommodate existing programs not to exceed 10,000 square feet. • North campus entry enhancement (theater expansion [approximately 50 additional seats]/amphitheater, interior, parking, and landscaping). • Automotive Expansion – Northwest building to be demolished and a replacement building to be constructed to accommodate existing program. • Child Development relocation. • Potential surface parking enhancement/reconfiguration. • Relocation of ceramics studio to the auto shop building. • Building Trades Training Center (Welding) expansion (approximately 7,000 square feet) and improvements.
77. Cesar E. Chavez 1901 Main Street San Diego, California 92113	• Various interior and minor exterior improvements (enhancement of lobby, courtyard, rooftop, and lounge enhancement, and office area reconfiguration).
78. CE Mesa 7350 Armstrong Place San Diego, California 92111	• New courtyard creation – loss of parking stalls. • New approximately 40,000 gross square feet building (campus expansion) (0.7 acre). • New parking structure for approximately 150 parking stalls. • New classroom addition (481 square feet). • Enclosure and temperature control of existing, naturally ventilated corridors and stairs. • Main entry expansion (approximately 3,000 square feet) and enhancement, including College branding and wayfinding.
79. Mid City 3792 Fairmount Avenue San Diego., California 92105	• Various interior improvements (entry and lobby enhancement, office area reconfiguration, classroom upgrades). • The Facility Master Plan includes a campus expansion option involving the acquisition of a property. The District has selected a 0.69 acre site at 5322

Mid City Expansion 5322 El Cajon Boulevard San Diego, California	El Cajon Boulevard, located approximately 1.3 miles northeast of the existing Mid City Campus development of this expansion site would involve demolishing the existing approximately 3,800 square feet commercial building and constructing and operating a multi-story building with approximately 45,000 gross square feet and associated parking structure.
80. CE Miramar 10440 Black Mountain Road San Diego., California 92126	• Replacement of the existing building (approximately 26,580 square feet) with a two-story building (approximately 49,000 square feet). • Playground shade (canopy or large trees). • Exterior student lounge.
6. North City 8355 Aero Drive San Diego., California 92123	• Courtyard and student lounge enhancement/other interior modifications. • Parking garage rooftop enhancement/walking path creation. • Coordinate with City to enhance pathway from bus stops to the building entrance.
7. West City 3249 Fordham Street San Diego., California 92110	• New building expansion (approximately 15,400 square feet). • New parking structure to replace lost parking spaces from the building and parking structure construction. The current campus provides 208 stalls. • Front garden expansion (4,600 square feet).

The Native American Heritage Commission conducted a sacred lands file search which was positive for the presence of sacred lands. They included your name on their contact list. I am writing as part of the cultural inventory process in order to find out if you, or your tribal community, have any knowledge of cultural resources or places that may be impacted by the proposed project.

If you have any information or concerns pertaining to such information, please contact me by phone or email.

Sincerely,

DONNA BEDDOW, Senior Archaeologist
donna.beddow@weareharris.com
619-840-0097

Attachment

Figure 1 – USGS Topographic Map Book

Harris & Associates

February 12, 2026

San Pasqual Band of Diegueno Mission Indians
Mr. John Flores, Environmental Coordinator
P.O. Box 365
Valley Center, California 92082

RE: Sacred Lands Information Request for the San Diego Community College of Continuing Education Facilities Master Plan Project

Mr. Flores:

Harris & Associates is conducting a cultural evaluation for the San Diego Community College of Continuing Education Facilities Master Plan Project (project). The project includes seven campuses, and all project sites are all fully developed. The proposed project is a Master Plan as outlined below.

Campus	**Proposed Improvements**
81. Educational Cultural Complex (ECC) 4343 Ocean View Boulevard, San Diego, California 92113	• Building expansion to accommodate existing programs not to exceed 10,000 square feet. • North campus entry enhancement (theater expansion [approximately 50 additional seats]/amphitheater, interior, parking, and landscaping). • Automotive Expansion – Northwest building to be demolished and a replacement building to be constructed to accommodate existing program. • Child Development relocation. • Potential surface parking enhancement/reconfiguration. • Relocation of ceramics studio to the auto shop building. • Building Trades Training Center (Welding) expansion (approximately 7,000 square feet) and improvements.
82. Cesar E. Chavez 1901 Main Street San Diego, California 92113	• Various interior and minor exterior improvements (enhancement of lobby, courtyard, rooftop, and lounge enhancement, and office area reconfiguration).
83. CE Mesa 7350 Armstrong Place San Diego, California 92111	• New courtyard creation – loss of parking stalls. • New approximately 40,000 gross square feet building (campus expansion) (0.7 acre). • New parking structure for approximately 150 parking stalls. • New classroom addition (481 square feet). • Enclosure and temperature control of existing, naturally ventilated corridors and stairs. • Main entry expansion (approximately 3,000 square feet) and enhancement, including College branding and wayfinding.
84. Mid City 3792 Fairmount Avenue San Diego., California 92105 Mid City Expansion	• Various interior improvements (entry and lobby enhancement, office area reconfiguration, classroom upgrades). • The Facility Master Plan includes a campus expansion option involving the acquisition of a property. The District has selected a 0.69 acre site at 5322 El Cajon Boulevard, located approximately 1.3 miles northeast of the

5322 El Cajon Boulevard San Diego, California	existing Mid City Campus development of this expansion site would involve demolishing the existing approximately 3,800 square feet commercial building and constructing and operating a multi-story building with approximately 45,000 gross square feet and associated parking structure.
85. CE Miramar 10440 Black Mountain Road San Diego., California 92126	• Replacement of the existing building (approximately 26,580 square feet) with a two-story building (approximately 49,000 square feet). • Playground shade (canopy or large trees). • Exterior student lounge.
6. North City 8355 Aero Drive San Diego., California 92123	• Courtyard and student lounge enhancement/other interior modifications. • Parking garage rooftop enhancement/walking path creation. • Coordinate with City to enhance pathway from bus stops to the building entrance.
7. West City 3249 Fordham Street San Diego., California 92110	• New building expansion (approximately 15,400 square feet). • New parking structure to replace lost parking spaces from the building and parking structure construction. The current campus provides 208 stalls. • Front garden expansion (4,600 square feet).

The Native American Heritage Commission conducted a sacred lands file search which was positive for the presence of sacred lands. They included your name on their contact list. I am writing as part of the cultural inventory process in order to find out if you, or your tribal community, have any knowledge of cultural resources or places that may be impacted by the proposed project.

If you have any information or concerns pertaining to such information, please contact me by phone or email.

Sincerely,

DONNA BEDDOW, Senior Archaeologist
donna.beddow@weareharris.com
619-840-0097

Attachment

Figure 1 – USGS Topographic Map Book

Harris & Associates

February 12, 2026

Sycuan Band of the Kumeyaay Nation
Ms. Bernice Paipa
Sycuan Cultural Center
910 Willow Glen Drive
El Cajon, California 92019

RE: Sacred Lands Information Request for the San Diego Community College of Continuing Education Facilities Master Plan Project

Ms. Paipa:

Harris & Associates is conducting a cultural evaluation for the San Diego Community College of Continuing Education Facilities Master Plan Project (project). The project includes seven campuses, and all project sites are all fully developed. The proposed project is a Master Plan as outlined below.

Campus	**Proposed Improvements**
86. Educational Cultural Complex (ECC) 4343 Ocean View Boulevard, San Diego, California 92113	• Building expansion to accommodate existing programs not to exceed 10,000 square feet. • North campus entry enhancement (theater expansion [approximately 50 additional seats]/amphitheater, interior, parking, and landscaping). • Automotive Expansion – Northwest building to be demolished and a replacement building to be constructed to accommodate existing program. • Child Development relocation. • Potential surface parking enhancement/reconfiguration. • Relocation of ceramics studio to the auto shop building. • Building Trades Training Center (Welding) expansion (approximately 7,000 square feet) and improvements.
87. Cesar E. Chavez 1901 Main Street San Diego, California 92113	• Various interior and minor exterior improvements (enhancement of lobby, courtyard, rooftop, and lounge enhancement, and office area reconfiguration).
88. CE Mesa 7350 Armstrong Place San Diego, California 92111	• New courtyard creation – loss of parking stalls. • New approximately 40,000 gross square feet building (campus expansion) (0.7 acre). • New parking structure for approximately 150 parking stalls. • New classroom addition (481 square feet). • Enclosure and temperature control of existing, naturally ventilated corridors and stairs. • Main entry expansion (approximately 3,000 square feet) and enhancement, including College branding and wayfinding.
89. Mid City 3792 Fairmount Avenue San Diego., California 92105	• Various interior improvements (entry and lobby enhancement, office area reconfiguration, classroom upgrades).

Mid City Expansion 5322 El Cajon Boulevard San Diego, California	• The Facility Master Plan includes a campus expansion option involving the acquisition of a property. The District has selected a 0.69 acre site at 5322 El Cajon Boulevard, located approximately 1.3 miles northeast of the existing Mid City Campus development of this expansion site would involve demolishing the existing approximately 3,800 square feet commercial building and constructing and operating a multi-story building with approximately 45,000 gross square feet and associated parking structure.
90. CE Miramar 10440 Black Mountain Road San Diego., California 92126	• Replacement of the existing building (approximately 26,580 square feet) with a two-story building (approximately 49,000 square feet). • Playground shade (canopy or large trees). • Exterior student lounge.
6. North City 8355 Aero Drive San Diego., California 92123	• Courtyard and student lounge enhancement/other interior modifications. • Parking garage rooftop enhancement/walking path creation. • Coordinate with City to enhance pathway from bus stops to the building entrance.
7. West City 3249 Fordham Street San Diego., California 92110	• New building expansion (approximately 15,400 square feet). • New parking structure to replace lost parking spaces from the building and parking structure construction. The current campus provides 208 stalls. • Front garden expansion (4,600 square feet).

The Native American Heritage Commission conducted a sacred lands file search which was positive for the presence of sacred lands. They included your name on their contact list. I am writing as part of the cultural inventory process in order to find out if you, or your tribal community, have any knowledge of cultural resources or places that may be impacted by the proposed project.

If you have any information or concerns pertaining to such information, please contact me by phone or email.

Sincerely,

DONNA BEDDOW, Senior Archaeologist
donna.beddow@weareharris.com
619-840-0097

Attachment
Figure 1 – USGS Topographic Map Book

Harris & Associates

February 12, 2026

Sycuan Band of the Kumeyaay Nation
Mr. Cody Martinez, Chairman
Sycuan Tribal Office
1 Kwaaypaay Court
El Cajon, California 92019

RE: Sacred Lands Information Request for the San Diego Community College of Continuing Education Facilities Master Plan Project

Chairman Martinez:

Harris & Associates is conducting a cultural evaluation for the San Diego Community College of Continuing Education Facilities Master Plan Project (project). The project includes seven campuses, and all project sites are all fully developed. The proposed project is a Master Plan as outlined below.

Campus	**Proposed Improvements**
91. Educational Cultural Complex (ECC) 4343 Ocean View Boulevard, San Diego, California 92113	• Building expansion to accommodate existing programs not to exceed 10,000 square feet. • North campus entry enhancement (theater expansion [approximately 50 additional seats]/amphitheater, interior, parking, and landscaping). • Automotive Expansion – Northwest building to be demolished and a replacement building to be constructed to accommodate existing program. • Child Development relocation. • Potential surface parking enhancement/reconfiguration. • Relocation of ceramics studio to the auto shop building. • Building Trades Training Center (Welding) expansion (approximately 7,000 square feet) and improvements.
92. Cesar E. Chavez 1901 Main Street San Diego, California 92113	• Various interior and minor exterior improvements (enhancement of lobby, courtyard, rooftop, and lounge enhancement, and office area reconfiguration).
93. CE Mesa 7350 Armstrong Place San Diego, California 92111	• New courtyard creation – loss of parking stalls. • New approximately 40,000 gross square feet building (campus expansion) (0.7 acre). • New parking structure for approximately 150 parking stalls. • New classroom addition (481 square feet). • Enclosure and temperature control of existing, naturally ventilated corridors and stairs. • Main entry expansion (approximately 3,000 square feet) and enhancement, including College branding and wayfinding.
94. Mid City 3792 Fairmount Avenue San Diego., California 92105	• Various interior improvements (entry and lobby enhancement, office area reconfiguration, classroom upgrades).

Mid City Expansion 5322 El Cajon Boulevard San Diego, California	• The Facility Master Plan includes a campus expansion option involving the acquisition of a property. The District has selected a 0.69 acre site at 5322 El Cajon Boulevard, located approximately 1.3 miles northeast of the existing Mid City Campus development of this expansion site would involve demolishing the existing approximately 3,800 square feet commercial building and constructing and operating a multi-story building with approximately 45,000 gross square feet and associated parking structure.
95. CE Miramar 10440 Black Mountain Road San Diego., California 92126	• Replacement of the existing building (approximately 26,580 square feet) with a two-story building (approximately 49,000 square feet). • Playground shade (canopy or large trees). • Exterior student lounge.
6. North City 8355 Aero Drive San Diego., California 92123	• Courtyard and student lounge enhancement/other interior modifications. • Parking garage rooftop enhancement/walking path creation. • Coordinate with City to enhance pathway from bus stops to the building entrance.
7. West City 3249 Fordham Street San Diego., California 92110	• New building expansion (approximately 15,400 square feet). • New parking structure to replace lost parking spaces from the building and parking structure construction. The current campus provides 208 stalls. • Front garden expansion (4,600 square feet).

The Native American Heritage Commission conducted a sacred lands file search which was positive for the presence of sacred lands. They included your name on their contact list. I am writing as part of the cultural inventory process in order to find out if you, or your tribal community, have any knowledge of cultural resources or places that may be impacted by the proposed project.

If you have any information or concerns pertaining to such information, please contact me by phone or email.

Sincerely,

DONNA BEDDOW, Senior Archaeologist
donna.beddow@weareharris.com
619-840-0097

Attachment
Figure 1 – USGS Topographic Map Book

Harris & Associates

February 12, 2026

Viejas Band of Kumeyaay Indians
Mr. Ray Teran, Director
1 Viejas Grade Road
Alpine, California 91901

RE: Sacred Lands Information Request for the San Diego Community College of Continuing Education Facilities Master Plan Project

Mr. Teran:

Harris & Associates is conducting a cultural evaluation for the San Diego Community College of Continuing Education Facilities Master Plan Project (project). The project includes seven campuses, and all project sites are all fully developed. The proposed project is a Master Plan as outlined below.

Campus	Proposed Improvements
96. Educational Cultural Complex (ECC) 4343 Ocean View Boulevard, San Diego, California 92113	• Building expansion to accommodate existing programs not to exceed 10,000 square feet. • North campus entry enhancement (theater expansion [approximately 50 additional seats]/amphitheater, interior, parking, and landscaping). • Automotive Expansion – Northwest building to be demolished and a replacement building to be constructed to accommodate existing program. • Child Development relocation. • Potential surface parking enhancement/reconfiguration. • Relocation of ceramics studio to the auto shop building. • Building Trades Training Center (Welding) expansion (approximately 7,000 square feet) and improvements.
97. Cesar E. Chavez 1901 Main Street San Diego, California 92113	• Various interior and minor exterior improvements (enhancement of lobby, courtyard, rooftop, and lounge enhancement, and office area reconfiguration).
98. CE Mesa 7350 Armstrong Place San Diego, California 92111	• New courtyard creation – loss of parking stalls. • New approximately 40,000 gross square feet building (campus expansion) (0.7 acre). • New parking structure for approximately 150 parking stalls. • New classroom addition (481 square feet). • Enclosure and temperature control of existing, naturally ventilated corridors and stairs. • Main entry expansion (approximately 3,000 square feet) and enhancement, including College branding and wayfinding.
99. Mid City 3792 Fairmount Avenue San Diego., California 92105	• Various interior improvements (entry and lobby enhancement, office area reconfiguration, classroom upgrades). • The Facility Master Plan includes a campus expansion option involving the acquisition of a property. The District has selected a 0.69 acre site at 5322

Mid City Expansion 5322 El Cajon Boulevard San Diego, California	El Cajon Boulevard, located approximately 1.3 miles northeast of the existing Mid City Campus development of this expansion site would involve demolishing the existing approximately 3,800 square feet commercial building and constructing and operating a multi-story building with approximately 45,000 gross square feet and associated parking structure.
100. CE Miramar 10440 Black Mountain Road San Diego., California 92126	• Replacement of the existing building (approximately 26,580 square feet) with a two-story building (approximately 49,000 square feet). • Playground shade (canopy or large trees). • Exterior student lounge.
6. North City 8355 Aero Drive San Diego., California 92123	• Courtyard and student lounge enhancement/other interior modifications. • Parking garage rooftop enhancement/walking path creation. • Coordinate with City to enhance pathway from bus stops to the building entrance.
7. West City 3249 Fordham Street San Diego., California 92110	• New building expansion (approximately 15,400 square feet). • New parking structure to replace lost parking spaces from the building and parking structure construction. The current campus provides 208 stalls. • Front garden expansion (4,600 square feet).

The Native American Heritage Commission conducted a sacred lands file search which was positive for the presence of sacred lands. They included your name on their contact list. I am writing as part of the cultural inventory process in order to find out if you, or your tribal community, have any knowledge of cultural resources or places that may be impacted by the proposed project.

If you have any information or concerns pertaining to such information, please contact me by phone or email.

Sincerely,

DONNA BEDDOW, Senior Archaeologist
donna.beddow@weareharris.com
619-840-0097

Attachment

Figure 1 – USGS Topographic Map Book

Harris & Associates

February 12, 2026

Viejas Band of Kumeyaay Indians
Mr. Ernest Pingleton, THPO
1 Viejas Grade Road
Alpine, California 91901

RE: Sacred Lands Information Request for the San Diego Community College of Continuing Education Facilities Master Plan Project

Mr. Pingleton:

Harris & Associates is conducting a cultural evaluation for the San Diego Community College of Continuing Education Facilities Master Plan Project (project). The project includes seven campuses, and all project sites are all fully developed. The proposed project is a Master Plan as outlined below.

Campus	**Proposed Improvements**
101. Educational Cultural Complex (ECC) 4343 Ocean View Boulevard, San Diego, California 92113	• Building expansion to accommodate existing programs not to exceed 10,000 square feet. • North campus entry enhancement (theater expansion [approximately 50 additional seats]/amphitheater, interior, parking, and landscaping). • Automotive Expansion – Northwest building to be demolished and a replacement building to be constructed to accommodate existing program. • Child Development relocation. • Potential surface parking enhancement/reconfiguration. • Relocation of ceramics studio to the auto shop building. • Building Trades Training Center (Welding) expansion (approximately 7,000 square feet) and improvements.
102. Cesar E. Chavez 1901 Main Street San Diego, California 92113	• Various interior and minor exterior improvements (enhancement of lobby, courtyard, rooftop, and lounge enhancement, and office area reconfiguration).
103. CE Mesa 7350 Armstrong Place San Diego, California 92111	• New courtyard creation – loss of parking stalls. • New approximately 40,000 gross square feet building (campus expansion) (0.7 acre). • New parking structure for approximately 150 parking stalls. • New classroom addition (481 square feet). • Enclosure and temperature control of existing, naturally ventilated corridors and stairs. • Main entry expansion (approximately 3,000 square feet) and enhancement, including College branding and wayfinding.
104. Mid City 3792 Fairmount Avenue San Diego., California 92105	• Various interior improvements (entry and lobby enhancement, office area reconfiguration, classroom upgrades). • The Facility Master Plan includes a campus expansion option involving the acquisition of a property. The District has selected a 0.69 acre site at 5322

Mid City Expansion 5322 El Cajon Boulevard San Diego, California	El Cajon Boulevard, located approximately 1.3 miles northeast of the existing Mid City Campus development of this expansion site would involve demolishing the existing approximately 3,800 square feet commercial building and constructing and operating a multi-story building with approximately 45,000 gross square feet and associated parking structure.
105. CE Miramar 10440 Black Mountain Road San Diego., California 92126	• Replacement of the existing building (approximately 26,580 square feet) with a two-story building (approximately 49,000 square feet). • Playground shade (canopy or large trees). • Exterior student lounge.
6. North City 8355 Aero Drive San Diego., California 92123	• Courtyard and student lounge enhancement/other interior modifications. • Parking garage rooftop enhancement/walking path creation. • Coordinate with City to enhance pathway from bus stops to the building entrance.
7. West City 3249 Fordham Street San Diego., California 92110	• New building expansion (approximately 15,400 square feet). • New parking structure to replace lost parking spaces from the building and parking structure construction. The current campus provides 208 stalls. • Front garden expansion (4,600 square feet).

The Native American Heritage Commission conducted a sacred lands file search which was positive for the presence of sacred lands. They included your name on their contact list. I am writing as part of the cultural inventory process in order to find out if you, or your tribal community, have any knowledge of cultural resources or places that may be impacted by the proposed project.

If you have any information or concerns pertaining to such information, please contact me by phone or email.

Sincerely,

DONNA BEDDOW, Senior Archaeologist
donna.beddow@weareharris.com
619-840-0097

Attachment

Figure 1 – USGS Topographic Map Book

Matt Decarlo

From: Matt Decarlo
Sent: Thursday, February 26, 2026 9:52 AM
To: 'crm@pauma-nsn.gov'
Cc: 'emajel@pauma-nsn.gov'; Donna Beddow
Subject: RE: Sacred Lands Information Request for the San Diego Community College of Continuing Education Facilities Master Plan Project

Hello Ms. Pico,
Thank you for your response. In our current cultural resources study, I will include the following:

1. Pauma Band recommends that a Tribal be present during all project related ground disturbance to ensure unanticipated cultural resources finds.
2. Pauma Band requests to be immediately notified of any inadvertent discoveries or potential impacts to cultural resources, sacred sites, or ancestral remains that may occur during project activities.

Thank you for your input.

Matthew M. DeCarlo, M.A., RPA
Principal Archaeologist

Harris & Associates

Office: 1.619.481.5019
Mobile: 1.619.753.4277
www.WeAreHarris.com

From: Cultural Resource Management <crm@Pauma-nsn.gov>
Sent: Wednesday, February 25, 2026 1:37 PM
To: Donna Beddow <Donna.Beddow@weareharris.com>
Cc: Evelyn Majel <emajel@Pauma-nsn.gov>
Subject: Sacred Lands Information Request for the San Diego Community College of Continuing Education Facilities Master Plan Project

You don't often get email from crm@pauma-nsn.gov. Learn why this is important

Thank you for your notification regarding the above-mentioned project. On behalf of the Pauma Band of Luiseno Mission Indian's Cultural Resource Department, we are emailing to respectfully request that our office be immediately notified of any inadvertent discoveries or potential impacts to cultural resources, sacred sites, or ancestral remains that may occur during project activities. We also recommend that tribal monitors be present during all ground disturbing activities to limit any impact to cultural resources but defer to a tribe that resides in closer proximity to the project area.

Since the project area is within Pauma's ancestral area, it is important that the tribe be informed promptly of any such findings to ensure that appropriate measures are taken in accordance with tribal protocols, cultural sensitivity, and applicable laws and regulations.

Please direct all notification via email to CRM@pauma-nsn.gov and emajel@pauma-nsn.gov or by phone at (760)742-1289 ext. 317.

Alisha Pico
Pauma Band of Luiseno Indians
Cultural Department
Work: (760)742-1289 ext. 317
Cell: (619)212-2118
CRM@pauma-nsn.gov
PO Box 369, Pauma Valley, CA 92061

From:	Donna Beddow
To:	Ray Teran
Cc:	Matt Decarlo; Jasmine Alvarez Ceja
Subject:	RE: San Diego Community College District (SDCCD) Continuing Education Master Plan; Sacred Lands Information Request
Date:	Thursday, February 12, 2026 4:02:00 PM
Attachments:	image001.png

Ray –

Thank you for your response. Could you provide us with any information on sacred sites in the area as identified in your comments below so that they may be addressed in the environmental documents.

Sincerely,

Donna Beddow
Senior Archaeologist
Harris & Associates
2375 Northside Drive, Suite 125
San Diego, CA 92108
Phone: 619-840-0097
www.WeAreHarris.com

From: Ray Teran <rteran@viejas-nsn.gov>
Sent: Thursday, February 12, 2026 3:47 PM
To: Donna Beddow <Donna.Beddow@weareharris.com>
Cc: Matt Decarlo <Matt.Decarlo@weareharris.com>; Jasmine Alvarez Ceja <Jasmine.Alvarez-Ceja@weareharris.com>
Subject: RE: San Diego Community College District (SDCCD) Continuing Education Master Plan; Sacred Lands Information Request

In reviewing the above referenced projects, the Viejas Band of Kumeyaay Indians ("Viejas") would like to comment at this time.

The project areas may contain many sacred sites to the Kumeyaay people. We request that these sacred sites be avoided with adequate buffer zones.

Additionally, Viejas is requesting, as appropriate, the following:

- All NEPA/CEQA/NAGPRA/CALNAGPRA laws be followed
- Immediately contact Viejas on any changes or inadvertent discoveries.

Please call Ernest Pingleton at 619-655-0410 or email, epingleton@viejas-nsn.gov, for additional information. Thank you.

From: Donna Beddow <Donna.Beddow@weareharris.com>
Sent: Thursday, February 12, 2026 3:35 PM
To: Ray Teran <rteran@viejas-nsn.gov>
Cc: Matt Decarlo <Matt.Decarlo@weareharris.com>; Jasmine Alvarez Ceja <Jasmine.Alvarez-Ceja@weareharris.com>
Subject: San Diego Community College District (SDCCD) Continuing Education Master Plan; Sacred Lands Information Request

Mr. Teran:

The Native American Heritage Commission conducted a sacred lands file search which was positive for the presence of sacred lands. They included your name on their contact list. I am writing as part of the cultural inventory process in order to find out if you, or your tribal community, have any knowledge of cultural resources or places that may be impacted by the proposed project. The attached letter provides the details of the project.

Sincerely,

Donna Beddow
Senior Archaeologist
Harris & Associates
2375 Northside Drive, Suite 125
San Diego, CA 92108
Phone: 619-840-0097
www.WeAreHarris.com

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Appendix E1. Paleontological Resources Data – ECC

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July 7, 2026

Elizabeth Kim
Harris & Associates
2375 Northside Drive Suite 125
San Diego, CA 92108

RE: Paleontological records search, SDCCE Educational Cultural Complex

Dear Ms. Kim:

This letter presents the results of a paleontological records search conducted for the San Diego College of Continuing Education (SDCCE) Educational Cultural Complex (ECC) project (Project), located at 4343 Ocean View Boulevard in the Southeastern San Diego Community Planning Area of the City of San Diego, California.

Methods

A review of published geological maps covering the Project site and surrounding area was conducted to determine the specific geologic units underlying the Project site. Each geologic unit was subsequently assigned a paleontological resource sensitivity (City of San Diego, 2022). In addition, a search of the paleontological collection records housed at the San Diego Natural History Museum (SDNHM) was conducted in order to determine if any documented fossil collection localities occur within or nearby the Project site.

Results

Published geological mapping covering the Project area by Kennedy and Tan (2008) indicates that the Project site is underlain by late Pleistocene- to Holocene-age young alluvial flood plain deposits and late Pleistocene-age old paralic deposits, Unit 6 (broadly equivalent to the Bay Point Formation). These geologic units and their paleontological sensitivity are summarized below.

The SDNHM has eight recorded fossil localities that lie within one mile of the Project site, seven of which are from the Bay Point Formation; these localities are discussed in greater detail below. The remaining locality is from the San Diego Formation, which is not anticipated to be impacted by Project construction. A map (Figure A1) and list of the fossil localities in its vicinity are attached in Confidential Appendix A.

Young alluvial flood plain deposits – Late Pleistocene- to Holocene-age (less than approximately 129,000 years old) young alluvial flood plain deposits underlie the northwestern portion of the Project site at the surface. These deposits generally consist of unconsolidated sandy, silty, or clay-bearing alluvium deposited by the action of recently active streams, in this case the South Fork of Chollas Creek. These deposits are assigned a low paleontological sensitivity based on their relatively young geologic age and lack of recorded fossil collection localities. However, these deposits may be underlain in the relatively shallow subsurface by a geologic unit with high paleontological sensitivity (i.e., the Bay Point Formation, see below).

Quaternary old paralic deposits, Unit 6 (Bay Point Formation) – The nearshore marine deposits of the Pleistocene-age Bay Point Formation underlie most of the Project site at the surface and underlie young alluvial flood plain deposits in the subsurface. More specifically, these deposits rest on the Nestor terrace of Kern and Rockwell (1992), and are equivalent to Unit 6, old paralic deposits, of Kennedy and Tan (2008). These deposits are late Pleistocene in age (approximately 120,000 years old). The SDNHM has seven recorded fossil collection localities from the Bay Point Formation within a one-mile radius of the Project site, of which five are assigned to the Broadway Faunal Horizon, which is also mapped under Unit 6 by Kennedy and Tan (2008). Collectively, these localities produced trace fossils, fossil remains of red algae, marine invertebrates (e.g., snails, clams, bryozoans, and barnacles), and extinct horse. The Bay Point Formation has been assigned a high paleontological sensitivity for the diverse and well-preserved fossils of marine invertebrates and marine vertebrates that have been recovered from these deposits.

Summary and Recommendations

The high paleontological resource sensitivity of the Bay Point Formation (City of San Diego, 2022), as well as the presence of fossil collection localities in the vicinity of the Project site, suggests the potential for construction of the proposed Project to result in impacts to paleontological resources. Any proposed excavation activities that extend deep enough to encounter previously undisturbed deposits of this geologic unit (i.e., below the depth of any previously imported artificial fill or disturbed sediments present within the Project site) have the potential to impact the paleontological resources preserved therein. If such excavation is required for Project construction, implementation of a complete paleontological resource mitigation program during ground-disturbing activities is recommended. The mitigation program must include, at a minimum, measures for construction monitoring, fossil salvage and data recovery, laboratory preparation and curation of the fossils into the permanent fossil collections of an appropriate regional repository, and production of a final paleontological mitigation report.

The fossil collection locality information contained within this paleontological records search should be considered private and is the sole property of the San Diego Natural History Museum. Any use or reprocessing of information contained within this document beyond the scope of the SDCCE Educational Cultural Complex project is prohibited.

This document reports solely on paleontological collection records held by the San Diego Natural History Museum and is not intended to serve in place of a paleontological resources assessment for the purposes of California Environmental Quality Act (CEQA) or National Environmental Policy Act (NEPA) review.

If you have any questions concerning these findings, please feel free to contact me at 619-255-0250 or zbrook@sdnhm.org.

Sincerely,



Zev Brook, M.S.
Report Writer

Department of PaleoServices
San Diego Natural History Museum

Enc: Appendix A (Confidential): Map of SDSNH fossil localities in the vicinity of the project site; List of SDSNH fossil localities in the vicinity of the project.

Literature Cited

City of San Diego. 2022. California Environmental Quality Act, Significance Determination Thresholds. Development Services Department, 86 p.

Deméré, T.A., and Walsh, S.L. 1993. Paleontological Resources, County of San Diego. Prepared for the San Diego Planning Commission: 1–68.

Kennedy, M.P. 1975. Geology of the San Diego metropolitan area, California. California Division of Mines and Geology Bulletin 200, Section A: 9–39.

Kennedy, M.P., and Tan, S.S. 2008. Geologic Map of the San Diego 30' x 60' Quadrangle, California. California Geological Survey, Regional Geologic Map Series 1:100,000 scale, map no. 3.

Kern, J.P., and Rockwell, T.K. 1992. Chronology and deformation of Quaternary marine shorelines, San Diego County, California. In, Quaternary Coasts of the United States: Marine and Lacustrine Systems. Society of Economic Paleontologists and Mineralogists, Special Publication 48: 377382.

SDNHM unpublished paleontological collections data.

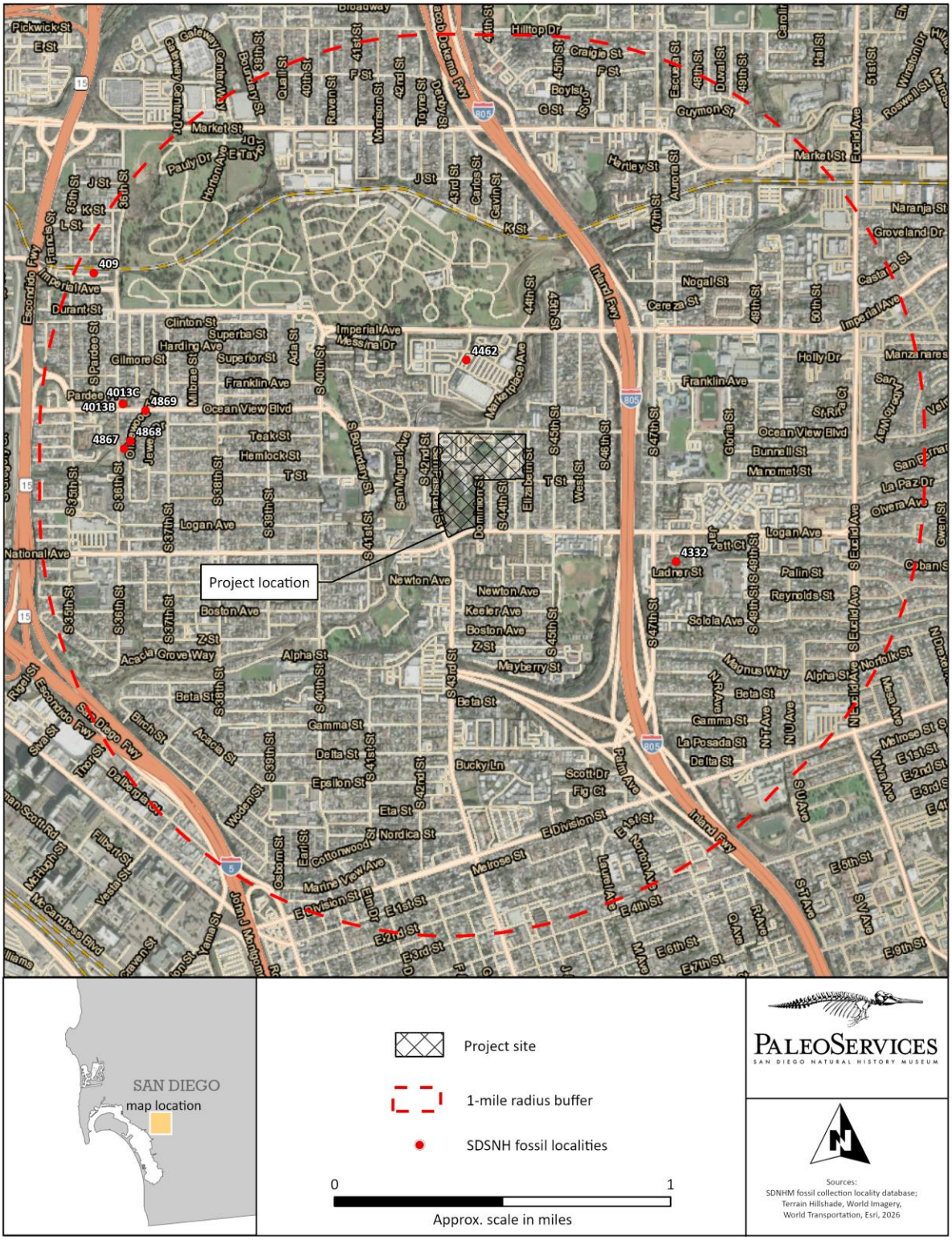


Figure A1. Map of the Project site and nearby SDNHM fossil collection localities.

Appendix A: Locality List
San Diego Natural History Museum
Department of Paleontology

Locality number	Geologic unit	Elevation (feet)	Era	Period	Epoch
4332	Bay Point Formation, unnamed marine deposit	75	Cenozoic	Quaternary	late Pleistocene
4867	Bay Point Formation, Broadway Faunal Horizon	42	Cenozoic	Quaternary	middle Pleistocene
4868	Bay Point Formation, Broadway Faunal Horizon		Cenozoic	Quaternary	middle Pleistocene
4869	Bay Point Formation, Broadway Faunal Horizon	41	Cenozoic	Quaternary	middle Pleistocene
4013B	Bay Point Formation, Broadway Faunal Horizon	70	Cenozoic	Quaternary	middle Pleistocene
4013C	Bay Point Formation, Broadway Faunal Horizon	70	Cenozoic	Quaternary	middle Pleistocene
4462	Bay Point Formation, unnamed nonmarine deposit	78	Cenozoic	Quaternary	Pleistocene
409	San Diego Formation?	50	Cenozoic	Neogene	Pliocene

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Appendix E2. Paleontological Resources Data – CE MES

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July 7, 2026

Elizabeth Kim
Harris & Associates
2375 Northside Drive Suite 125
San Diego, CA 92108

RE: Paleontological records search, SDCCE Continuing Education Mesa

Dear Ms. Kim:

This letter presents the results of a paleontological records search conducted for the San Diego College of Continuing Education (SDCCE) Continuing Education (CE) Mesa project (Project), located at 7350 Armstrong Place in the Clairemont Mesa Community Planning Area of the City of San Diego, California.

Methods

A review of published geological maps covering the Project site and surrounding area was conducted to determine the specific geologic units underlying the Project site. Each geologic unit was subsequently assigned a paleontological resource sensitivity (City of San Diego, 2022). In addition, a search of the paleontological collection records housed at the San Diego Natural History Museum (SDNHM) was conducted in order to determine if any documented fossil collection localities occur within or nearby the Project site.

Results

Published geological mapping covering the Project area by Kennedy and Tan (2008) indicates that the Project site is underlain by early Pleistocene-age very old paralic deposits, Unit 9 (broadly equivalent to the Lindavista Formation). This geologic unit and its paleontological sensitivity are summarized below.

The SDNHM has 13 recorded fossil localities that lie within one mile of the Project site, one of which is from the Lindavista Formation; this locality is discussed in greater detail below. The remaining localities are from Eocene-age rock units, which are not anticipated to be impacted by Project construction. A map (Figure A1) and list of the fossil localities in its vicinity are attached in Confidential Appendix A.

Very old paralic deposits, Unit 9 (Lindavista Formation) – The entirety of the Project site is underlain at the surface by very old paralic deposits, unit 9 (broadly equivalent to the Lindavista Formation of Kennedy, 1975), which rest on the Linda Vista terrace of Kern and Rockwell (1992) and are early Pleistocene in age (approximately 855,000 years old). The SDNHM has one recorded fossil locality from the Lindavista Formation within a one-mile radius of the Project site, which yielded internal and external molds of pholad clams. Elsewhere in San Diego County, the Lindavista Formation has produced remains of nearshore marine invertebrates (e.g., clams, snails, barnacles, and sand dollars), as well as sparse remains of marine vertebrates (e.g., sharks and baleen whales). Fossils have primarily been recovered from localities in Tierrasanta and Mira Mesa; elsewhere in San Diego County, including in the

vicinity of the Project site, the Lindavista Formation is assigned a moderate paleontological resource sensitivity.

Summary and Recommendations

The moderate paleontological resource sensitivity of the Lindavista Formation in this area (City of San Diego, 2022), as well as the presence of fossil collection localities in the vicinity of the Project site, suggests the potential for construction of the proposed Project to result in impacts to paleontological resources. Any proposed excavation activities that extend deep enough to encounter previously undisturbed deposits of this geologic unit (i.e., below the depth of any previously imported artificial fill or disturbed sediments present within the Project site) have the potential to impact the paleontological resources preserved therein. If such excavation is required for Project construction, implementation of a complete paleontological resource mitigation program during ground-disturbing activities is recommended. The mitigation program must include, at a minimum, measures for construction monitoring, fossil salvage and data recovery, laboratory preparation and curation of the fossils into the permanent fossil collections of an appropriate regional repository, and production of a final paleontological mitigation report.

The fossil collection locality information contained within this paleontological records search should be considered private and is the sole property of the San Diego Natural History Museum. Any use or reprocessing of information contained within this document beyond the scope of the SDCCE CE Mesa project is prohibited.

This document reports solely on paleontological collection records held by the San Diego Natural History Museum and is not intended to serve in place of a paleontological resources assessment for the purposes of California Environmental Quality Act (CEQA) or National Environmental Policy Act (NEPA) review.

If you have any questions concerning these findings, please feel free to contact me at 619-255-0250 or zbrook@sdnhm.org.

Sincerely,



Zev Brook, M.S.
Report Writer
Department of PaleoServices
San Diego Natural History Museum

Enc: Appendix A (Confidential): Map of SDSNH fossil localities in the vicinity of the project site; List of SDSNH fossil localities in the vicinity of the project.

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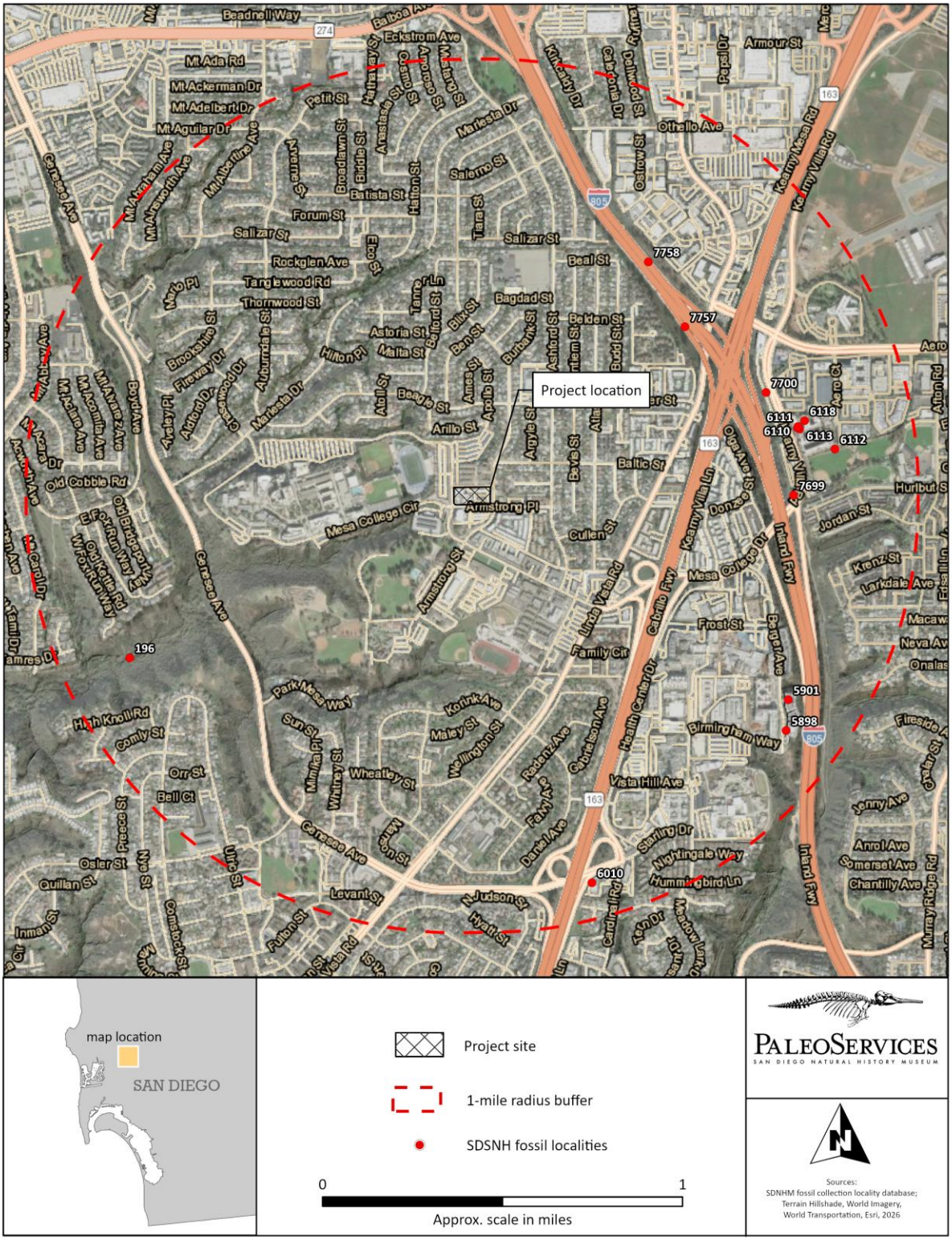


Figure A1. Map of the Project site and nearby SDNHM fossil collection localities.

Appendix A: Locality List
San Diego Natural History Museum
Department of Paleontology

Locality number	Geologic unit	Elevation (feet)	Era	Period	Epoch
6118	Lindavista Formation	389	Cenozoic	Quaternary	Pleistocene
5898	Mission Valley Formation	361	Cenozoic	Paleogene	middle Eocene
5901	Mission Valley Formation	359	Cenozoic	Paleogene	middle Eocene
6010	Mission Valley Formation	340	Cenozoic	Paleogene	middle Eocene
6112	Mission Valley Formation	379	Cenozoic	Paleogene	middle Eocene
6113	Mission Valley Formation	377	Cenozoic	Paleogene	middle Eocene
7699	Mission Valley Formation	377	Cenozoic	Paleogene	middle Eocene
7700	Mission Valley Formation	392	Cenozoic	Paleogene	middle Eocene
7757	Mission Valley Formation	392	Cenozoic	Paleogene	middle Eocene
7758	Mission Valley Formation	398	Cenozoic	Paleogene	middle Eocene
6110	Stadium Conglomerate	375	Cenozoic	Paleogene	middle Eocene
6111	Stadium/Mission Valley	375	Cenozoic	Paleogene	middle Eocene
196	Scripps Formation	220	Cenozoic	Paleogene	middle Eocene

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Appendix E3. Paleontological Resources Data – CE MIR

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PALEOSERVICES
SAN DIEGO NATURAL HISTORY MUSEUM

Paleontological Resources Technical Report

San Diego Community College District
San Diego Miramar College
Facility Master Plan
City of San Diego, California

February 25, 2026

Prepared for:

San Diego Community College District

Under contract to:

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Executive Summary

This paleontological resources technical report was prepared for the San Diego Miramar College (SDMC) campus, located in the City of San Diego, San Diego County, California. The San Diego Community College District (SDCCD) prepared a Miramar College Facilities Path to 2035 (Master Plan) for the SDMC campus in 2022. The SDMC campus is located in the Mira Mesa neighborhood and Community Planning Area of the City of San Diego, and is bounded to the west by Black Mountain Road, to the north by Hillery Drive, to the east by North Campus Drive and South Campus Drive, and to the south by Gold Coast Drive. The Master Plan recommends a series of physical improvements across the SDMC campus. The proposed projects would generally demolish existing aging facilities on the campus and replace them with more modern facilities that accommodate existing programming.

The purpose of this report is to summarize existing paleontological resource data for the SDMC campus, discuss the significance of these resources, conduct a program-level analysis of impacts that may result from implementation of the Master Plan, and provide a mitigation framework for reviewing future projects associated with implementation of the Master Plan. The report also includes a project-level discussion of three near-term projects: the English Gallery and Performing Arts Center Building, Early Education Center Building, and South Campus Drive and North Campus Drive Connection projects. This report also includes the results of a literature review and an institutional paleontological records search conducted at the San Diego Natural History Museum (SDNHM). No paleontological field survey of the SDMC campus was conducted due to the extensive prior development within the campus and an evident lack of natural or manmade bedrock exposures available for inspection.

According to published geologic mapping and the revised stratigraphy of Walsh et al. (1996), the SDMC campus area is reported to be primarily underlain by early Pleistocene-age (approximately 1.16 million to 975,000 years old) very old paralic deposits (equivalent to the Lindavista Formation), in addition to the conglomerate tongue of the middle Eocene-age (approximately 46 to 45 million years old) Friars Formation. Late Pleistocene- to Holocene-age (less than 129,000 years old) young alluvial flood plain deposits are also mapped in the southeastern corner of the SDMC campus. In addition, artificial fill associated with previous construction activities within the SDMC campus is also anticipated to be present.

Previously placed artificial fill is assigned no paleontological resource sensitivity based on the lack of original geographic and stratigraphic context associated with fossils that may be present within these deposits. Young alluvial flood plain deposits are assigned a low paleontological resource sensitivity due to their relatively young geologic age and the recognition that any contained organic remains are likely conspecific with organisms inhabiting the area today. The Lindavista Formation is assigned a high paleontological resource sensitivity in the Mira Mesa area based on the preservation of primarily marine invertebrate fossils recovered from this geologic unit. The Friars Formation is assigned a high paleontological resource sensitivity based on the documented occurrence of diverse marine invertebrate and terrestrial vertebrate fossil assemblages preserved within these geologic units.

It is anticipated that the Lindavista Formation and Friars Formation may be impacted by future projects associated with implementation of the Master Plan, including the three proposed near-term projects. While the City of San Diego is not the lead agency for the Master Plan, thresholds established by the city were used to guide the analysis in this report given the same geologic units occur within the SDMC campus as within the city. Under the City of San Diego's Significance Determination Thresholds, potential impacts to paleontological resources are considered significant if a project would require over

1,000 cubic yards of excavation in a high resource sensitivity geologic deposit/formation/rock unit, or if excavation would occur on or near a previously documented fossil recovery site (i.e., within 100 feet of an existing fossil collection locality). No geologic units assigned a moderate resource sensitivity are present within the SDMC campus, so the additional threshold metric of 2,000 cubic yards is not applicable. While the city typically also employs a 10-foot depth threshold for required paleontological monitoring, because the SDMC campus has been previously graded and surficial weathered deposits removed, this depth threshold is not applicable for evaluating the potential impacts of proposed projects under the SDMC Master Plan. In its place, a project-specific depth threshold based on the depth of artificial fill in proposed areas of excavation may be defined upon review of site-specific geotechnical data. In the absence of site-specific geotechnical data, a 2-foot depth threshold should be used. If a project proposed under the Master Plan would exceed the project-specific thresholds of significance, then impacts to paleontological resources are deemed to be potentially significant and construction monitoring would be required.

The following mitigation framework is provided to guide review of near-term and future projects proposed under the SDMC Master Plan:

- All projects involving earthwork shall be reviewed to determine whether they would have a potentially significant impact on paleontological resources under Mitigation Measure (MM) PALEO-1:
    - If the total cut volume exceeds 1,000 cubic yards and excavation would exceed the project-specific depth threshold determined above, implementation of MM PALEO-2 and MM PALEO-3 shall be required.
    - If the total cut volume is less than 1,000 cubic yards and excavation would exceed the project-specific depth threshold determined above and the project occurs on or within 100 feet of an existing fossil locality, implementation of MM PALEO-2 and MM PALEO-3 shall be required.
    - If the total cut volume exceeds 1,000 cubic yards and excavation would not exceed the project-specific depth threshold determined above (regardless of proximity to existing fossil localities), implementation of MM PALEO-4 shall be required.
    - If the total cut volume is less than 1,000 cubic yards and the project does not occur on or within 100 feet of an existing fossil collection locality (regardless of excavation depth), implementation of MM PALEO-4 shall be required.

For projects that are determined to exceed the established grading thresholds based on the initial review required by MM PALEO-1, implementation of a paleontological mitigation program shall be required, as outlined in MM PALEO-2 (Monitoring) and MM PALEO-3 (Treatment of Fossil Discoveries). For projects that are not anticipated to exceed the established grading thresholds, implementation of MM PALEO-4 addressing unanticipated fossil discoveries shall be required. Implementation of these mitigation measures would reduce project-related impacts to paleontological resources to a level that is less than significant.

Contents

Executive Summary ..... **i**

1.0 Introduction **1**

1.1 Project Description 1
1.1.1 English Gallery and Performing Arts Center Building 3
1.1.2 Early Education Center Building 3
1.1.3 South Campus Drive and North Campus Drive Connection 3
1.2 Scope of Work 3
1.3 Definition of Paleontological Resources 3
1.3.1 Definition of Scientifically Significant Fossils 4
1.4 Regulatory Framework 4
1.4.1 State 4
1.4.2 Local: City of San Diego 5

2.0 Methods **6**

2.1 Paleontological Literature Review and Records Search 6
2.2 Paleontological Resource Assessment Criteria 6
2.3 Paleontological Impact Analysis 7

3.0 Existing Conditions: Geologic Setting **7**

4.0 Results **8**

4.1 Results of the Literature Review and Records Search 8
4.1.1 Summary of SDMC Campus Stratigraphy 8
4.1.2 Summary of Known Paleontological Resources 10
4.2 Results of the Paleontological Resource Assessment 11
4.3 Results of the Paleontological Impact Analysis 11
4.3.1 English Gallery and Performing Arts Center Building 13
4.3.2 Early Education Center Building 13
4.3.3 South Campus Drive and North Campus Drive Connection 14

5.0 SDMC Master Plan Mitigation Framework **14**

5.1 Mitigation Framework for Future Projects 14
5.1.1 Impact Significance Determination 14
5.1.2 Proposed Mitigation Measures 15

6.0 References **17**

Appendix A (Confidential) **A1**

1.0 Introduction

1.1 Project Description

This technical report provides an assessment of paleontological resources at the San Diego Miramar College (SDMC) campus, located in the City of San Diego, San Diego County, California (Figure 1). The Miramar College Facilities Path to 2035 (Master Plan) was finalized in 2022 and proposed campus-wide improvements at Miramar College to replace aging buildings and enhance campus connectivity.

The SDMC campus is located in the Mira Mesa neighborhood and Community Planning Area of the City of San Diego, and is bounded to the west by Black Mountain Road, to the north by Hillery Drive, to the east by North Campus Drive and South Campus Drive, and to the south by Gold Coast Drive.

The Master Plan recommends a series of future physical improvements across the SDMC campus. The anticipated improvements recommended for construction under the Master Plan would involve the demolition of approximately 42,897 square feet of existing buildings, construction of approximately 218,000 square feet of new buildings, and renovation of approximately 109,000 square feet of existing buildings. As the Master Plan is conceptual in nature, the exact architectural programming and design of each project would be developed during project implementation. Specific projects identified for development under the Master Plan include:

- English Gallery and Performing Arts Center Building (including demolition of the eastern portion of Lot 2)
- Early Education Center Building (including demolition of Child Development Center F-2 Building and Student Resource and Welcome Center K-2 Building)
- South Campus Drive and North Campus Drive Connection
- Public Safety A-2 Building Modernization
- Heavy Duty Diesel Technology C-1 (including demolition of C-1 building)
- Welcome and Multicultural Center Building (including demolition of English I Building)
- Parking Structure with Athletic Facilities (including demolition of Lot A and tennis courts)
- Science and Automotive S-2 through S-6 Buildings Modernization
- Miramar College Driveway Modification
- Athletics Building and Courts (including demolition of basketball court and eastern portion of Hourglass Field)
- Hourglass Field Modernization
- STEM Lab and Student Health Center Building (including demolition of Lot 3)

Campus-wide projects to improve circulation and utilities across campus may be incorporated into specific projects or as holistic campus improvement programs. Interior renovations and minor construction could also occur throughout existing campus buildings. The English Gallery and Performing Arts Center Building, Early Education Center Building, and South Campus Drive and North Campus Drive Connection projects are anticipated to be designed and constructed in the near term (2027–2030).



Figure 1. Overview map of the SDMC campus, City of San Diego, California.

The remaining projects or campus-wide improvements are anticipated to be designed and constructed in the long term (2032–2045).

1.1.1 English Gallery and Performing Arts Center Building

A new 115,000-gross square foot (gsf) English Gallery and Performing Arts Center Building is proposed in the northwest portion of campus. The existing eastern portion of Lot 2, consisting of 210 parking spaces, would be demolished to make way for the proposed building. The project would also include the removal of approximately ten trees. The new building, which would have a height of approximately 75 feet, would host English classes along with a new Performing Arts Center.

1.1.2 Early Education Center Building

The proposed Early Education Center Building would include the demolition of the existing 6,876-gsf Child Development Center F-2 Building (and associated 16 parking spaces) and the demolition of the existing 10,080-gsf Student Resource and Welcome Center K-2 Building. The project would also include the removal of approximately ten trees. The proposed Early Education Center Building would be approximately 18,500 gsf with a maximum height of approximately 40 feet and would include an open space and community garden use to the north of the building. In addition, a new drop-off area and traffic circle would be constructed adjacent to the new Early Education Center Building.

1.1.3 South Campus Drive and North Campus Drive Connection

On the eastern boundary of campus, east of existing Parking Structure PS-4, the southern terminus of North Campus Drive would be connected to the northern terminus of South Campus Drive. This roadway connection project would allow for improved vehicle circulation along the eastern edge of campus.

1.2 Scope of Work

This report is being prepared to support preparation of a Program Environmental Impact Report (PEIR) for the Master Plan. The purpose of this report is to summarize existing paleontological resource data for the SDMC campus, discuss the significance of these resources, conduct a program-level analysis of impacts that may result from implementation of the Master Plan, and provide a mitigation framework for reviewing future projects associated with implementation of the Master Plan. The report also includes a project-level discussion of three near-term projects: the English Gallery and Performing Arts Center Building, Early Education Center Building, and South Campus Drive and North Campus Drive Connection projects.

The report includes the results of a literature review and an institutional paleontological records search conducted at the San Diego Natural History Museum (SDNHM). No paleontological field survey of the SDMC campus was conducted due to the extensive prior development within the campus and an evident lack of natural or manmade bedrock exposures available for inspection. This report was written by Zev Brook, Katie M. McComas, and Thomas A. Deméré of the Department of PaleoServices, SDNHM.

1.3 Definition of Paleontological Resources

As defined here, paleontological resources (i.e., fossils) are the buried remains and/or traces of prehistoric organisms (i.e., animals, plants, and microbes). Body fossils such as bones, teeth, shells, leaves, and wood, as well as trace fossils such as tracks, trails, burrows, and footprints, are found in the geologic units/formations within which they were originally buried. The primary factor determining whether an object is a fossil or not is not how the organic remain or trace is preserved (e.g., “petrified”), but rather the age of the organic remain or trace. Although typically it is assumed that fossils must be older than ~11,700 years (i.e., the generally accepted end of the last glacial period of the Pleistocene

Epoch), organic remains older than recorded human history and/or older than middle Holocene (about 5,000 radiocarbon years) can also be considered to represent fossils (Society of Vertebrate Paleontology [SVP], 2010).

Fossils are considered important scientific and educational resources because they serve as direct and indirect evidence of prehistoric life and are used to understand the history of life on Earth, the nature of past environments and climates, the membership and structure of ancient ecosystems, and the pattern and process of organic evolution and extinction. In addition, fossils are considered to be non-renewable resources because typically the organisms they represent no longer exist. Thus, once destroyed, a particular fossil can never be replaced.

The paleontological site, or locality, includes both the geographic and stratigraphic context of fossils—the place on the Earth and stratum (deposited during a particular time in Earth's history) from which the fossils were collected. Localities themselves may persist for decades, in the case of a fossil-bearing outcrop that is protected from natural or human impacts, or may be temporarily exposed and ultimately destroyed, as is the case for fossil-bearing strata uncovered by erosion or construction. Localities are documented with a set of coordinates and a measured stratigraphic section tied to elevation detailing the lithology of the fossil-bearing stratum as well as overlying and underlying strata. This information provides essential context for future scientific study of the recovered fossils.

1.3.1 Definition of Scientifically Significant Fossils

SVP has defined significant paleontological resources as consisting of "fossils and fossiliferous deposits […] consisting of identifiable vertebrate fossils, large or small, uncommon invertebrate, plant, and trace fossils, and other data that provide taphonomic, taxonomic, phylogenetic, paleoecologic, stratigraphic, and/or biochronologic information" (SVP, 2010).

1.4 Regulatory Framework

Paleontological resources are considered scientifically and educationally significant nonrenewable resources; they are protected under a variety of laws, regulations, and ordinances. The SDMC campus is located within the City of San Diego in San Diego County, California. Pursuant to Government Code Section 53094, local City of San Diego zoning and development regulations are not applicable to Master Plan development as implementation of the Master Plan would facilitate the education of community college students. However, SDCCD may consider aspects of local plans and policies for the communities surrounding the campus when it is appropriate and feasible. Relative to paleontological resources, city grading regulations and thresholds of significance are not applicable to Master Plan development but provide relevant guidance for the evaluation of the potential to disturb paleontological resources given the presence of geologic units on SDMC campus consistent with surrounding areas of the city. As such, state regulations applicable to the Master Plan and local regulations providing relevant guidance are summarized below.

1.4.1 State

The **California Environmental Quality Act (CEQA, Public Resources Code Section 21000 et seq.)** protects paleontological resources on both state and private lands in California. This act requires the identification of environmental impacts of a project, the determination of significance of the impacts, and the identification of alternative and/or mitigation measures to reduce adverse environmental impacts. The Guidelines for the Implementation of CEQA (Title 14, Chapter 3, California Code of Regulations: 15000 et seq.) outline these necessary procedures for complying with CEQA. Paleontological resources are specifically included as a question in the CEQA Environmental Checklist

(Appendix G of the CEQA Guidelines): "Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?"

Most CEQA lead agencies follow the definitions and guidelines provided by SVP (2010), which are in line with industry standards (e.g., Murphey et al., 2019). SVP (2010) additionally provides criteria for determining the significance of paleontological resources (see Section 1.3.1), and for appropriate measures to minimize impacts to paleontological resources. As advised by SVP (2010), impacts to paleontological resources can be minimized to a level below the threshold of significance through 1.) the permanent preservation of a fossil locality and its contained fossil resources); or 2.) the implementation of a paleontological mitigation program that would reduce adverse impacts to a level below the threshold of significance through the salvage and permanent storage of salvaged fossils in an established scientific institution.

Other state requirements for paleontological resource management are included in the **Public Resources Code (Chapter 1.7), Sections 5097.5 and 30244**. These statutes prohibit the removal of any paleontological site or feature on public lands without permission of the jurisdictional agency, defines the removal of paleontological sites or features as a misdemeanor, and requires reasonable mitigation of adverse impacts to paleontological resources from developments on public (state) lands.

1.4.2 Local: City of San Diego

In the absence of SDCCD adopted thresholds related to paleontological resources, SDCCD considers the City's adopted guidance appropriate to the evaluation of paleontological resource impacts at its campuses located within the City. The **City of San Diego** has developed specific guidelines for the implementation of CEQA regarding the management of paleontological resources within the city's boundaries (City of San Diego, 2022). In reviewing the significance of potential impacts to paleontological resources, the city asks if the project would:

1. Require over 1,000 cubic yards of excavation in a high resource potential geologic deposit/formation/rock unit?
2. Require over 2,000 cubic yards of excavation in a moderate resource potential geologic deposit/formation/rock unit?

Additional factors considered in the city's review, as outlined in City of San Diego (2022), include:

- Whether grading will occur on a fossil recovery site or near a fossil recovery site in the same geologic deposit/formation/rock unit as the project site, in which case monitoring is always required.
- Whether the site has been previously graded and/or if unweathered geologic deposits/formations/rock units are present at the surface, in which case monitoring may be required for shallow grading (<10 feet deep).
- Whether documented or undocumented artificial fill will be graded, in which case monitoring is not required.

Following the significance determination thresholds developed by the City of San Diego (2022), **San Diego Municipal Code (SDMC)** Section §142.0151 establishes the following paleontological resources requirements for grading activities:

a) Paleontological resources monitoring shall be required in accordance with the General Grading Guidelines for Paleontological Resources in the Land Development Manual for any of the following:

(1) Grading that involves 1,000 cubic yards or greater, and 10 feet or greater in depth, in a High Resource Potential Geologic Deposit/Formation/Rock Unit; or

(2) Grading that involves 2,000 cubic yards or greater, and 10 feet or greater in depth, in Moderate Resource Potential Geologic Deposit/Formation/Rock Unit; or

(3) Grading on a fossil recovery site or within 100 feet of the mapped location of a fossil recovery site.

b) If paleontological resources, as defined in the General Grading Guidelines for Paleontological Resources, are discovered during grading, notwithstanding [Land Development Code] Section 142.0151(a), all grading in the area of discovery shall cease until a qualified paleontological monitor has observed the discovery, and the discovery has been recovered in accordance with the General Grading Guidelines for Paleontological Resources.

2.0 Methods

2.1 Paleontological Literature Review and Records Search

A review was conducted of relevant published geologic maps, published geological and paleontological reports, and other relevant literature (e.g., field trip guidebooks, theses and dissertations, and unpublished paleontological mitigation reports). This approach was followed in recognition of the direct relationship between paleontological resources and the geologic formations within which they are entombed. Knowing the geologic history of a particular area and the fossil productivity of geologic formations that occur in that area, it is possible to predict where fossils will, or will not, be encountered.

In addition, a paleontological records search was conducted at the SDNHM in order to determine if any documented San Diego Society of Natural History (SDSNH) fossil collection localities occur within the SDMC campus or in the surrounding vicinity. The records search specifically involved examination of the paleontological database for records of known fossil collection localities within a one-mile radius of the SDMC campus.

2.2 Paleontological Resource Assessment Criteria

The Society of Vertebrate Paleontology has developed mitigation guidelines for paleontological resources (SVP, 2010, 2025), which were developed with input from a variety of federal and state land management agencies and conform with established industry professional standards (Murphey et al., 2019). These guidelines recognize that paleontological resources are considered to include not only actual fossil remains and traces, but also the fossil collecting localities and the geologic units containing those fossils and localities, and thus are designed to evaluate the paleontological potential (or "paleontological sensitivity") of individual geologic units within a project area. Paleontological sensitivity is determined based on the existence of known fossil localities within a given geologic unit, and/or the potential for future fossil discoveries, given the age and depositional environment of a particular geologic unit. This procedure assigns ranks to geologic units based on the relative abundance of vertebrate fossils or scientifically significant invertebrate or plant fossils (SVP, 2010, 2025).

The City of San Diego utilizes the paleontological potential/sensitivity scale developed by Deméré and Walsh (1993) and used by San Diego County (County of San Diego, 2009), but does not utilize a "marginal" category (City of San Diego, 2022). Specific criteria for each paleontological sensitivity rating are outlined below in Table 1.

Table 1. Summary of paleontological resource sensitivity rankings and criteria used by the City of San Diego.

Paleontological Resource Sensitivity Ranking	Assessment Criteria
High resource sensitivity	High resource potential and high sensitivity are assigned to geologic formations known to contain paleontological localities with rare, well preserved, critical fossil materials for stratigraphic or paleoenvironmental interpretation, and fossils providing important information about the paleoclimatic, paleobiological and/or evolutionary history (phylogeny) of animal and plant groups. In general, formations with high resource potential are considered to have the highest potential to produce unique invertebrate fossil assemblages or unique vertebrate fossil remains and are, therefore, highly sensitive.
Moderate resource sensitivity	Moderate resource potential and moderate sensitivity are assigned to geologic formations known to contain paleontological localities. These geologic formations are judged to have a strong, but often unproven, potential for producing unique fossil remains.
Low resource sensitivity	Low resource potential and low sensitivity are assigned to geologic formations that, based on their relatively young age and/or high-energy depositional history, are judged unlikely to produce unique fossil remains. Low resource potential formations rarely produce fossil remains of scientific significance and are considered to have low sensitivity. However, when fossils are found in these formations, they are often very significant additions to our geologic understanding of the area.
No resource sensitivity	No resource potential is assigned to geologic formations that are composed entirely of volcanic or plutonic igneous rock, such as basalt or granite, and therefore do not have any potential for producing fossil remains. These formations have no paleontological resource potential (i.e., they are not sensitive).

2.3 Paleontological Impact Analysis

Direct impacts to paleontological resources occur when earthwork activities (e.g., grading, trenching, or augering) cut into the geologic formations within which fossils are buried and physically destroy the fossil remains. As such, only earthwork activities that would disturb potentially fossil-bearing geologic units (i.e., those rated with a moderate or high paleontological resource sensitivity) have the potential to significantly impact paleontological resources.

The City of San Diego's CEQA Significance Determination Thresholds (outlined in Section 1.4.2) were utilized in the impact analysis in combination with project-specific threshold adjustments to determine whether project-related impacts to paleontological resources are considered potentially significant and would require monitoring by a trained paleontologist. The impact analysis also includes a conceptual project-level discussion of the three near-term projects proposed under the Master Plan. Because detailed information regarding the depths and volumes of excavation associated with the proposed projects is not currently available for review, a mitigation framework is provided in Section 5.1 to analyze and properly mitigate impacts to paleontological resources once detailed project information is available.

3.0 Existing Conditions: Geologic Setting

The SDMC campus is located along the coastal plain of San Diego County, within the Peninsular Ranges Geomorphic Province of California. Along the coastal plain, crystalline basement rocks of the late Jurassic-age Peñasquitos Formation, the early Cretaceous-age Santiago Peak Volcanics, and the Cretaceous-age Peninsular Ranges Batholith are nonconformably overlain by a "layer cake" sequence of

sedimentary strata of late Cretaceous, Eocene, Oligocene, Miocene, Pliocene, and/or Pleistocene age (Givens and Kennedy, 1979; Hanna, 1926; Kennedy, 1975; Kennedy and Moore, 1971; Kennedy and Peterson, 1975; Kimbrough et al., 2014; Peterson and Kennedy, 1974; Walsh and Deméré, 1991).

During the middle part of the Eocene (approximately 48 to 33 million years ago), a large river delta formed at the base of coastal mountains and extended westward forming a broad coastal flood plain characterized from east to west by active and abandoned distributary channels, extensive marsh and estuarine habitats, nearshore barrier islands, and offshore continental shelf sea floors incised by a deep submarine canyon. During the early and middle Pleistocene (approximately 2.5 to 0.1 million years ago), dramatic changes in global sea level related to the advance and retreat of continental ice sheets, combined with regional uplift created the flat mesas and deep valleys characteristic of the coastal San Diego region today. During interglacial periods of high sea level, marine transgressions (coastal flooding) led to wave-erosion of planar marine abrasion platforms (ancient seafloors) into the soft sedimentary rocks, and subsequent deposition of shallow marine and nonmarine sediments by prograding deltas from the east. During glacial periods of low sea level, marine regressions resulted in the carving out of deep river valleys by the west-flowing prehistoric rivers and streams of coastal San Diego County. Subsequent marine transgressions caused flooding of the ancient river valleys and the formation of estuaries and small bays, which were eventually filled in by alluvium transported from the east by local rivers and streams.

4.0 Results

4.1 Results of the Literature Review and Records Search

According to mapping by Kennedy and Tan (2008), amended with the revised stratigraphy of Walsh et al. (1996), the SDMC campus is reported to be primarily underlain by mesa-capping early Pleistocene-age (approximately 1.16 million to 975,000 years old) very old paralic deposits (equivalent to the Lindavista Formation), as well as the conglomerate tongue of the middle Eocene-age (approximately 46 to 45 million years old) Friars Formation, with late Pleistocene- to Holocene-age (less than 129,000 years old) young alluvial flood plain deposits mapped in the southeastern corner of the campus (Figure 2). While not indicated on published geologic maps, artificial fill associated with previous construction activities is also anticipated to be present within the SDMC campus.

4.1.1 Summary of SDMC Campus Stratigraphy

The SDMC campus is situated on the level surface of the Lindavista Mesa, a geomorphic landform that was once continuous to the south with the broad San Diego Mesa and to the west with the narrow mesa surface forming the top of the Point Loma Peninsula. In all three areas the mesa surface is underlain by strata traditionally mapped by geologists as the Lindavista Formation. These strata were deposited in a transitional marine and nonmarine environment under shallow nearshore marine, coastal aeolian, and deltaic conditions (Kennedy, 1975). In the Project area, the basal strata of the Lindavista Formation were deposited on a planar marine abrasion platform correlated with the Black Mountain Terrace of Kern (in Kennedy and Tan, 2008), which is estimated to have been eroded into older Eocene sedimentary rocks during a middle Pleistocene high sea stand approximately one million years ago. Unfortunately, the exact stratigraphic thickness of the Lindavista Formation on the Project site was not explored during the various geotechnical investigations.

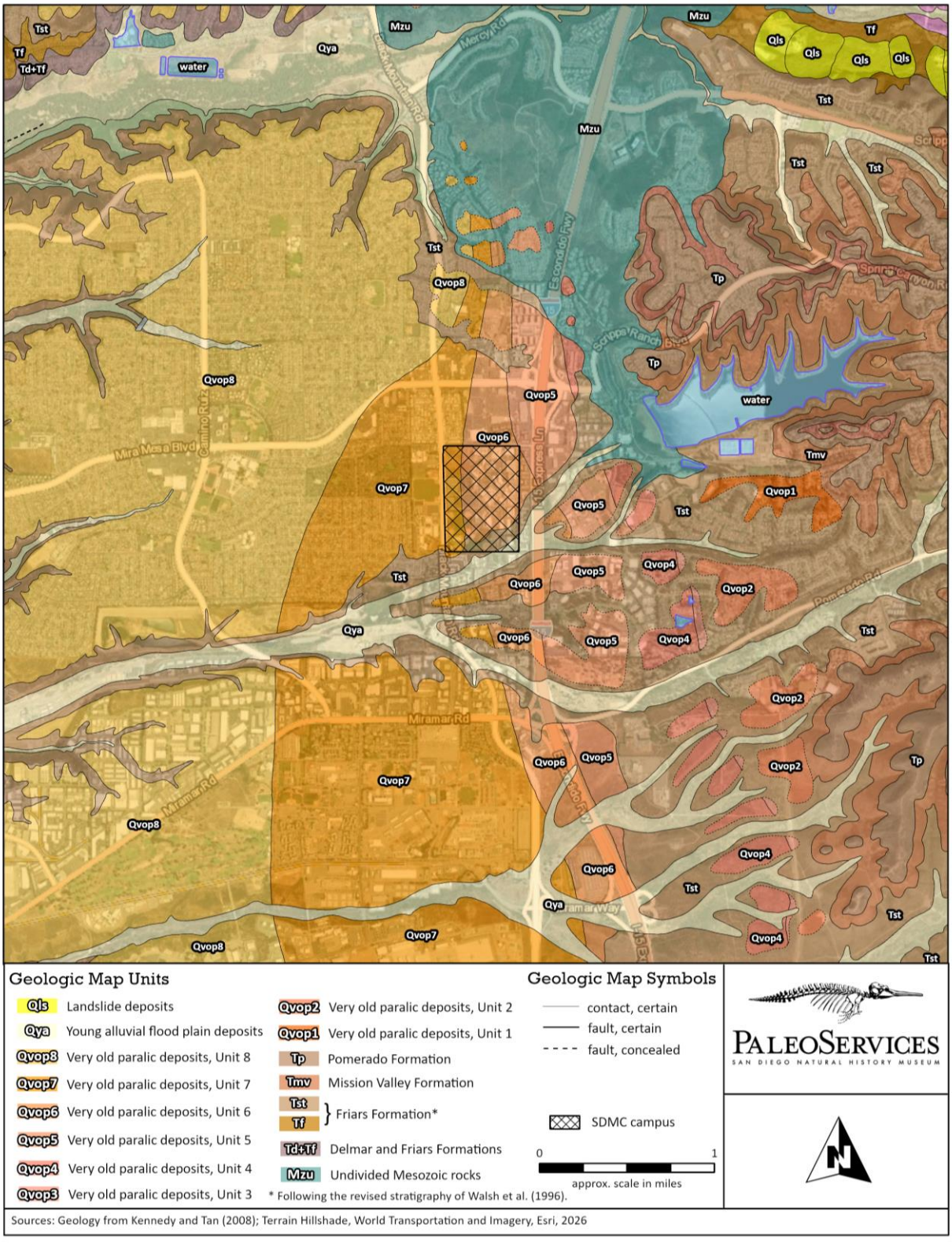


Figure 2. Geologic map of the SDMC campus, City of San Diego, California.

Underlying the Lindavista Formation and exposed in the walls of coastal valleys and canyons, including Carroll Canyon on the southern side of the SDMC campus, is an older geologic unit deposited during the middle Eocene. These strata are mapped by Kennedy and Tan (2008) as the Stadium Conglomerate, but paleontological evidence demonstrates that they in fact belong to the conglomerate tongue of the older Friars Formation (Walsh, 1996; Walsh et al., 1996). Kennedy and Moore (1971) divided the Eocene sedimentary sequence of coastal San Diego County into the late early and early middle Eocene La Jolla Group and late middle Eocene Poway Group, which together include nine geologic units. These Eocene geologic units record a series of intertonguing marine and terrestrial paleoenvironments deposited in a large depositional basin (the ancient San Diego Embayment) that spanned a relatively short lateral distance (east to west). This depositional basin was actively accumulating sediments over a period of approximately 10 million years (50 to 40 million years ago). A large river system occupied the eastern portion of the area, and to the west, these alluvial and fluvial paleoenvironments mixed with nearshore marine paleoenvironments in a river-dominated braid delta. Farther west were continental shelf and slope paleoenvironments. A submarine canyon system that was eroded into the ancient continental shelf allowed large volumes of coarse sediment to bypass the continental shelf and feed a growing submarine fan system on the deep bathyal seafloor to the west (Abbott, 1999).

Four geotechnical reports covering portions of the SDMC campus broadly confirm the mapped geology along with the presence of unmapped colluvium and artificial fill in this area (Geotechnics Incorporated, 2007; Ninyo & Moore, 2004, 2012, 2025). These reports characterized the Lindavista Formation (referred to as "very old paralic deposits" in these reports) here as consisting of yellowish brown, moderately to strongly cemented, silty sandstone to sandy cobble conglomerate (Ninyo & Moore, 2025). The conglomerate tongue of the Friars Formation (referred to as the Stadium Conglomerate in these reports) was characterized as moderately to strongly cemented sandstone and sandy cobble conglomerate (Ninyo & Moore, 2025). Colluvium, which was encountered at shallow depths in test pits around the A-100 building, was characterized as dark brown sandy clay with cobbles (Ninyo & Moore, 2012). Artificial fill measuring between less than one and 1.5 feet thick was observed in several borings in the vicinity of the A-100 building (Ninyo & Moore, 2012); at the English Gallery and Performing Arts Center Building site, it was limited to up to two inches of asphalt and three inches of aggregate base (Geotechnics Incorporated, 2007). No other geotechnical reports covering the SDMC campus were available for review.

4.1.2 Summary of Known Paleontological Resources

A search of the SDNHM paleontological collections database identified four fossil localities within a one-mile radius of the SDMC campus, none of which are located within the campus itself. Of these, two localities are from the Lindavista Formation and two localities are from the Friars Formation. These localities are discussed below. A list and map (Figure A1) of the localities are included in Confidential Appendix A.

Lindavista Formation: The SDNHM has two recorded fossil localities from the Lindavista Formation (referred to as "very old paralic deposits" in the geotechnical reports and as $Qvop_6$ equals the Black Mountain Terrace of Kern, in Kennedy and Tan, 2006) within a one-mile radius of the SDMC campus. These localities produced internal and external molds of at least six species of bivalves. Fossil localities are generally rare within the Lindavista Formation, but have produced remains of nearshore marine invertebrates (e.g., clams, scallops, snails, barnacles, and sand dollars) and sparse remains of sharks and baleen whales (Kennedy, 1973; Deméré and Walsh, 1993).

Friars Formation: The SDNHM has two recorded fossil localities from the Friars Formation (referred to as the Stadium Conglomerate in the geotechnical reports) located within a one-mile radius of the SDMC

campus, both of which are from the conglomerate tongue. These localities produced fossil remains of freshwater invertebrates (pulmonate snails) and terrestrial vertebrates (e.g., reptiles, opossums, insectivorans, rodents, protoceratid artiodactyls, and primates). A diverse assemblage of fossil mammals has been recovered from the Friars Formation in San Diego (as documented by Golz, 1976; Golz and Lillegraven, 1977; Novacek and Lillegraven, 1979; Stock, 1934; Walsh, 1991, 1996, 1997, 1998, 2000, 2010; Wilson, 1940a,b), including insectivorans (Walsh, 1998), primates (Gunnell, 1995; Rasmussen et al., 1995; Rose et al., 1999; Atwater and Kirk, 2018), rodents (Walsh, 1997, 2010), creodonts (Tomiya, 2011), carnivorans (Wesley and Flynn, 2003; Tomiya, 2013), brontotheres (Mihlbachler and Deméré, 2009), tapirs (Colbert, 2006), and artiodactyls (Theodor, 1999; Walsh, 2000). The Friars Formation has also produced well-preserved marine invertebrate assemblages dominated by species of warm water, shallow marine mollusks (Givens and Kennedy, 1979; Squires and Deméré, 1991), as well as localized concentrations of petrified wood and leaf compressions (Deméré and Walsh, 1993).

4.2 Results of the Paleontological Resource Assessment

Previously placed artificial fill is assigned no paleontological resource sensitivity based on the lack of original geographic and stratigraphic context associated with any redeposited fossils that may be present within these materials. Young alluvial flood plain deposits and colluvium are assigned a low paleontological resource sensitivity due to their relatively young geologic age and the recognition that any contained organic remains are likely conspecific with organisms inhabiting the area today. The Lindavista Formation is assigned a high paleontological resource sensitivity in the Mira Mesa area based on the recovery of rare but significant marine invertebrate and vertebrate fossils recovered from this geologic unit. The Friars Formation is assigned a high paleontological resource sensitivity based on the documented occurrence of diverse marine invertebrate and terrestrial vertebrate fossil assemblages preserved within this geologic unit. These paleontological resource potential ratings are summarized in Table 2 and their general extent is depicted in Figure 3 (mapped geologic units only).

Table 2. Summary of geologic units underlying the SDMC campus and their paleontological resource potential ratings.

Geologic Unit	Age	Paleontological Resource Sensitivity
Artificial fill	Recent	No/zero resource sensitivity
Young alluvial flood plain deposits and colluvium	Late Pleistocene to Holocene	Low resource sensitivity
Lindavista Formation	Early Pleistocene	High resource sensitivity
Friars Formation	Middle Eocene	High resource sensitivity

4.3 Results of the Paleontological Impact Analysis

The SDMC campus is primarily underlain by geologic units assigned a high paleontological resource sensitivity (the Lindavista Formation and Friars Formation), with some areas additionally underlain at the surface by unmapped geologic units assigned no paleontological resource sensitivity (previously placed fill deposits) or low paleontological resource sensitivity (young alluvial flood plain deposits). Only excavation activities within previously undisturbed deposits of the Lindavista Formation and/or Friars Formation have the potential to result in impacts to paleontological resources.

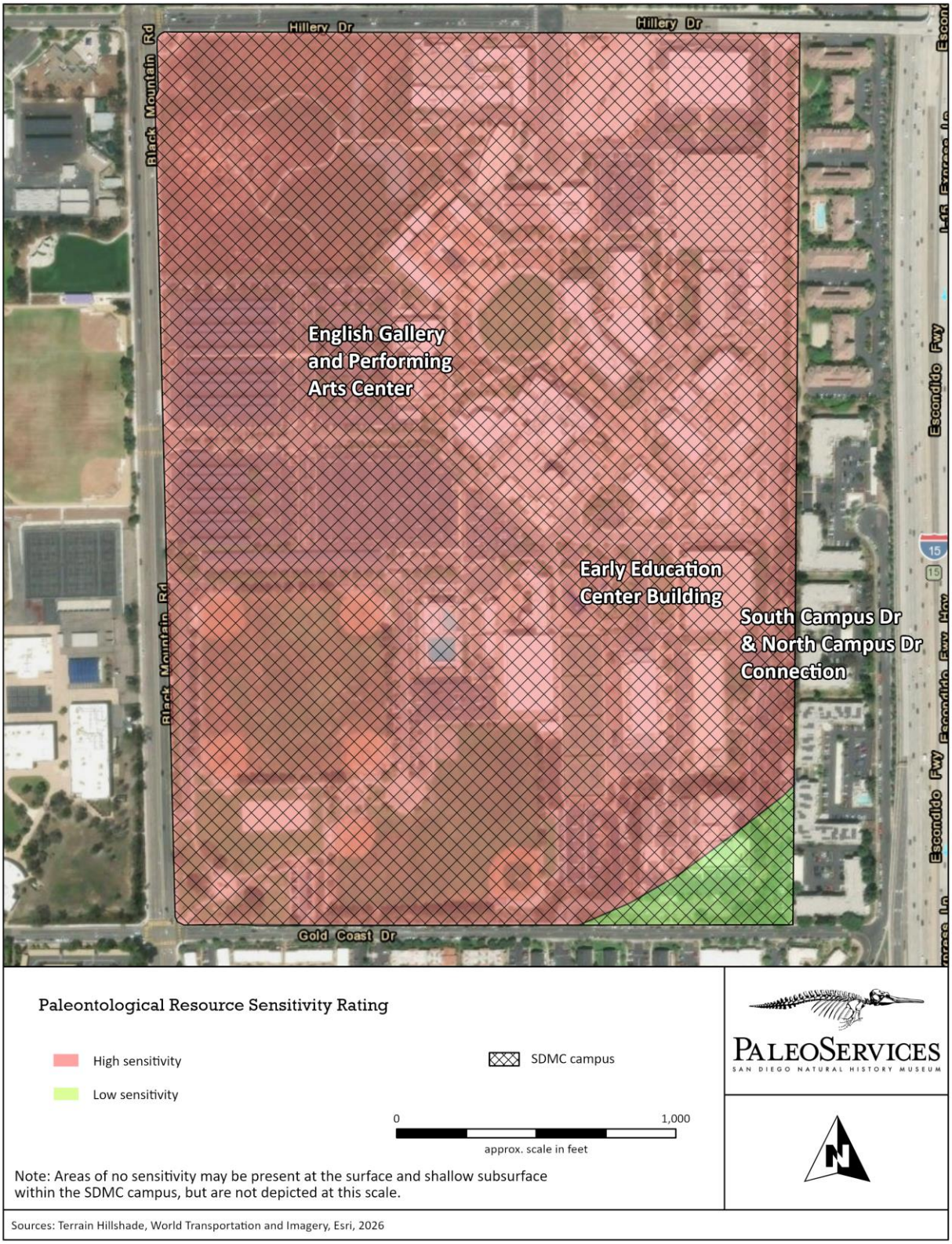


Figure 3. Paleontological resource sensitivity map of the SDMC campus, City of San Diego, California.

Improvements proposed under the SDMC Master Plan include replacement of existing aging facilities with new modern facilities, improvements to utility infrastructure and circulation, and interior renovations and minor construction at existing campus buildings:

- Generally, demolition of existing facilities would not require significant ground impacts to previously undisturbed bedrock deposits; most earthwork is anticipated to impact previously placed artificial fill that was imported during original construction of the facilities.
- Construction of replacement facilities is anticipated to involve ground disturbing activities such as grading to create level building pads, excavation for shallow and deep foundations, trenching for subgrade utilities, and borehole augering for foundations and retaining walls.
- Improvements to utility infrastructure and roads may involve minor grading, borehole augering for utility poles, and trenching for subgrade pipelines or electrical lines.
- Interior renovations and most minor construction occurring at existing campus buildings are not likely to result in significant ground disturbance, but the specific details of each project would need to be evaluated on a case-by-case basis.

For future projects proposed under the Master Plan, a mitigation framework is provided in Section 5.1 to evaluate and properly mitigate potential impacts to paleontological resources. The three short-term priority projects are not yet in the design stage and therefore precise construction plans and details about proposed locations, depths, volumes, and methods of excavation are not currently available for review. A preliminary impact analysis is provided below given these limitations.

4.3.1 English Gallery and Performing Arts Center Building

A geotechnical report covering this area reported less than half a foot of artificial fill overlying the Lindavista Formation (Geotechnics Incorporated, 2007).

This project is anticipated to involve demolition of the existing eastern portion of Lot 2. Demolition is likely to primarily impact previously placed artificial fill, and is considered unlikely to significantly impact previously undisturbed deposits of the Lindavista Formation. However, construction of the new building complex and installation of site utilities would likely involve site grading to prepare level building pads, excavation of footings, trenching, and other subgrade improvements that are anticipated to impact previously undisturbed deposits of the Lindavista Formation. **Therefore, construction of the English Gallery and Performing Arts Center Building project has the potential to result in impacts to paleontological resources.**

4.3.2 Early Education Center Building

No geotechnical reports covering the proposed Early Education Center Building site were available for review. Published geologic maps covering this area indicate that the project site is reported to be underlain by strata of the Lindavista Formation. It is assumed that previously placed artificial fill associated with construction of existing facilities is likely present as well.

This project is anticipated to involve demolition of two existing buildings and associated parking spaces. Demolition is likely to primarily impact previously placed artificial fill, and is considered unlikely to significantly impact previously undisturbed deposits of the Lindavista Formation. However, construction of the new Early Education Center Building and replacement of site utilities would likely involve site grading to prepare a level building pad, excavation of footings, trenching, and other subgrade improvements that are anticipated to impact previously undisturbed deposits of the Lindavista

Formation. **Therefore, construction of the Early Education Center Building project has the potential to result in impacts to paleontological resources.**

4.3.3 South Campus Drive and North Campus Drive Connection

No geotechnical reports covering the proposed connection site were available for review, but the geotechnical report for the adjacent A-100 building confirms the presence of artificial fill and strata of the Lindavista Formation (Ninyo & Moore, 2012). As the exact boundaries of this project have not been defined, it may also extend into an area where the Friars Formation is mapped at the surface.

This project is anticipated to involve construction of a new road segment connecting North Campus Drive and South Campus Drive. Construction of the new road would likely involve grading that is anticipated to impact previously undisturbed deposits of the Lindavista Formation and/or Friars Formation. **Therefore, construction of the South Campus Drive and North Campus Drive Connection project has the potential to result in impacts to paleontological resources.**

5.0 SDMC Master Plan Mitigation Framework

Consistent with the City of San Diego's Significance Determination Thresholds being applied for this project, potential impacts to paleontological resources are considered significant if a project would require over 1,000 cubic yards of excavation in a high resource sensitivity geologic deposit/formation/rock unit, or if excavation would occur on or near a previously documented fossil collection locality (i.e., within 100 feet of an existing fossil collection locality). No geologic units assigned a moderate resource sensitivity are present within the SDMC campus, so the additional threshold metric of 2,000 cubic yards is not applicable. While the city typically also employs a 10-foot depth threshold for required paleontological monitoring, because the SDMC campus has been previously graded and fossils have been recovered in near-surface exposures in this area, this depth threshold is not recommended for evaluating the potential impacts of proposed projects under the SDMC Master Plan. In its place, a project-specific depth threshold based on the depth of artificial fill in proposed areas of excavation may be defined upon review of site-specific geotechnical data.

If a project proposed under the SDMC Master Plan would exceed the city's defined thresholds of significance (i.e., if a project would require over 1,000 cubic yards of excavation in a high resource sensitivity geologic deposit/formation/rock unit, or if excavation would occur on or within 100 feet of an existing fossil collection locality), then impacts to paleontological resources are deemed to be potentially significant and construction monitoring would be required.

The following mitigation framework is provided to guide review of near-term and future projects proposed under the SDMC Master Plan.

5.1 Mitigation Framework for Future Projects

5.1.1 Impact Significance Determination

Implementation of the Master Plan, including development of individual near-term projects, would involve a variety of ground-disturbing activities, including grading, excavating, and trenching. The potential for encountering significant paleontological deposits or features during construction activities is considered high given that most of the SDMC campus is located within areas classified as having a high paleontological sensitivity. Therefore, the potential for destruction and loss of paleontological resources would be considered a potentially significant impact for near-term and future projects pursuant to the Master Plan.

5.1.2 Proposed Mitigation Measures

The following mitigation measures are designed to reduce potentially significant impacts to paleontological resources associated with projects proposed under the SDMC Master Plan. The steps outlined below are based on established industry best practices (SVP, 2010, 2025; Murphey et al., 2019). Implementation of the mitigation measures detailed below will reduce project-related impacts to paleontological resources to less-than-significant levels.

Mitigation Measure (MM) PALEO-1. Initial Project Review.

Project grading plans for projects located within previously undisturbed high sensitivity areas (Lindavista Formation and/or Friars Formation) shall be reviewed to determine the total cut volume associated with construction of the project. If available, a project-specific geotechnical investigation report shall be consulted to determine where and at what depths these geologic units would be impacted. In the absence of site-specific geotechnical data, it shall be assumed that unweathered deposits of the Lindavista Formation or Friars Formation are present at depths of 2 feet or more below existing grade. Finally, if a paleontological records search has not been conducted within one year of proposed project construction, an updated paleontological records search shall be requested from the SDNHM to determine whether there are documented fossil collection localities present within or within 100 feet of the site.

Based on the results of the above review, one of the following scenarios shall apply:

- If the total cut volume exceeds 1,000 cubic yards and excavation would exceed the project-specific depth threshold determined above, implementation of **MM PALEO-2** and **MM PALEO-3** shall be required.
- If the total cut volume is less than 1,000 cubic yards and excavation would exceed the project-specific depth threshold determined above and the project occurs on or within 100 feet of an existing fossil locality, implementation of **MM PALEO-2** and **MM PALEO-3** shall be required.
- If the total cut volume exceeds 1,000 cubic yards and excavation would not exceed the project-specific depth threshold determined above (regardless of proximity to existing fossil localities), implementation of MM PALEO-4 shall be required.
- If the total cut volume is less than 1,000 cubic yards and the project does not occur on or within 100 feet of an existing fossil collection locality (regardless of excavation depth), implementation of MM PALEO-4 shall be required.

MM PALEO-2. Monitoring.

Prior to the commencement of construction, a qualified Project Paleontologist shall be retained by SDCCD or its Designated Representative(s) to oversee the mitigation program (a Project Paleontologist is a person with a Ph.D. or Master's Degree in Paleontology or related field, and who has knowledge of San Diego County paleontology and documented experience in professional paleontological procedures and techniques). In addition, a regional fossil repository shall be designated to receive discovered fossils (because the Project is in the County of San Diego, the recommended repository is the San Diego Natural History Museum). The Project Paleontologist shall review available geotechnical data and project construction plans prior to the start of monitoring to determine precisely where and at what depths paleontological monitoring should occur.

The Project Paleontologist or a designated representative shall attend the Project pre-construction meeting to consult with the grading and excavation contractors and environmental and engineering staff concerning excavation schedules, paleontological monitoring requirements and field techniques, and safety issues.

A paleontological monitor (working under the direction of the Project Paleontologist) shall be on-site on a full-time basis during all earthwork impacting previously undisturbed deposits of the Lindavista Formation and/or Friars Formation to inspect exposures for unearthed fossils. Monitoring of the Friars Formation should include testing for the presence of microfossils, which can be accomplished by collecting and screenwashing test samples of potentially fossil-bearing sediment, as deemed appropriate by the Project Paleontologist. Monitoring may be reduced or terminated at the discretion of the Project Paleontologist based on the results of initial monitoring.

If no fossils are discovered during monitoring, an abbreviated summary report shall be prepared at the completion of monitoring and submitted to SDCCD to signal completion of the mitigation program.

MM PALEO-3. Treatment of Fossil Discoveries.

If fossils are discovered, the Project Paleontologist (or paleontological monitor) shall evaluate their significance, document, and recover them. In most cases, fossil recovery can be completed in a short period of time. However, some fossil specimens (e.g., a partial or complete large mammal skeleton) may require an extended salvage period. In these instances, the Project Paleontologist (or paleontological monitor) has the authority to temporarily direct, divert, or halt earthwork within 50 feet of the discovery site to allow recovery of fossil remains in a timely manner.

Fossil remains collected during monitoring and salvage shall be cleaned, repaired, sorted, identified, and catalogued as part of the mitigation program. Prepared fossils, along with copies of all pertinent field notes, photos, and maps, shall be deposited (as a donation) in the designated fossil repository. Fossils shall be deposited in the designated fossil repository within 90 days of completion of monitoring unless the Project Paleontologist determines that more time is required to prepare, stabilize, and/or curate the recovered fossils and communicates this revised timeline to SDCCD and the designated fossil repository. Donation of the fossils shall be accompanied by financial support for initial specimen storage, provided by SDCCD or its Designated Representative(s).

If fossils were discovered and salvaged during monitoring, an expanded summary report shall be prepared in place of the abbreviated summary report required under MM PALEO-2. The report shall detail the results of the mitigation program, and shall include discussions of the methods used, stratigraphic section(s) exposed, recovered fossils and their significance, and an inventory list of catalogued fossils. The summary report shall be submitted to the designated fossil repository and to SDCCD to signal completion of the mitigation program.

MM PALEO-4. Unanticipated Fossil Discoveries.

If fossils are discovered during construction when a paleontological monitor is not on site (i.e., during earthwork that was not anticipated to encounter paleontological resources), a 50-foot buffer shall be established around the discovery site and work shall cease in this area. The construction contractor shall contact SDCCD and SDCCD shall contact a qualified Project Paleontologist to evaluate the discovery and its significance. The Project Paleontologist shall recommend whether further mitigation (i.e., monitoring of remaining earthwork and treatment of

the fossil discovery, as outlined in MM PALEO-2 and MM PALEO-3) is required. The Project Paleontologist shall document their recommendation in a memo submitted to SDCCD, after which work may resume in the location of the discovery.

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Appendix A (Confidential)

Paleontological records search results, SDNHM.

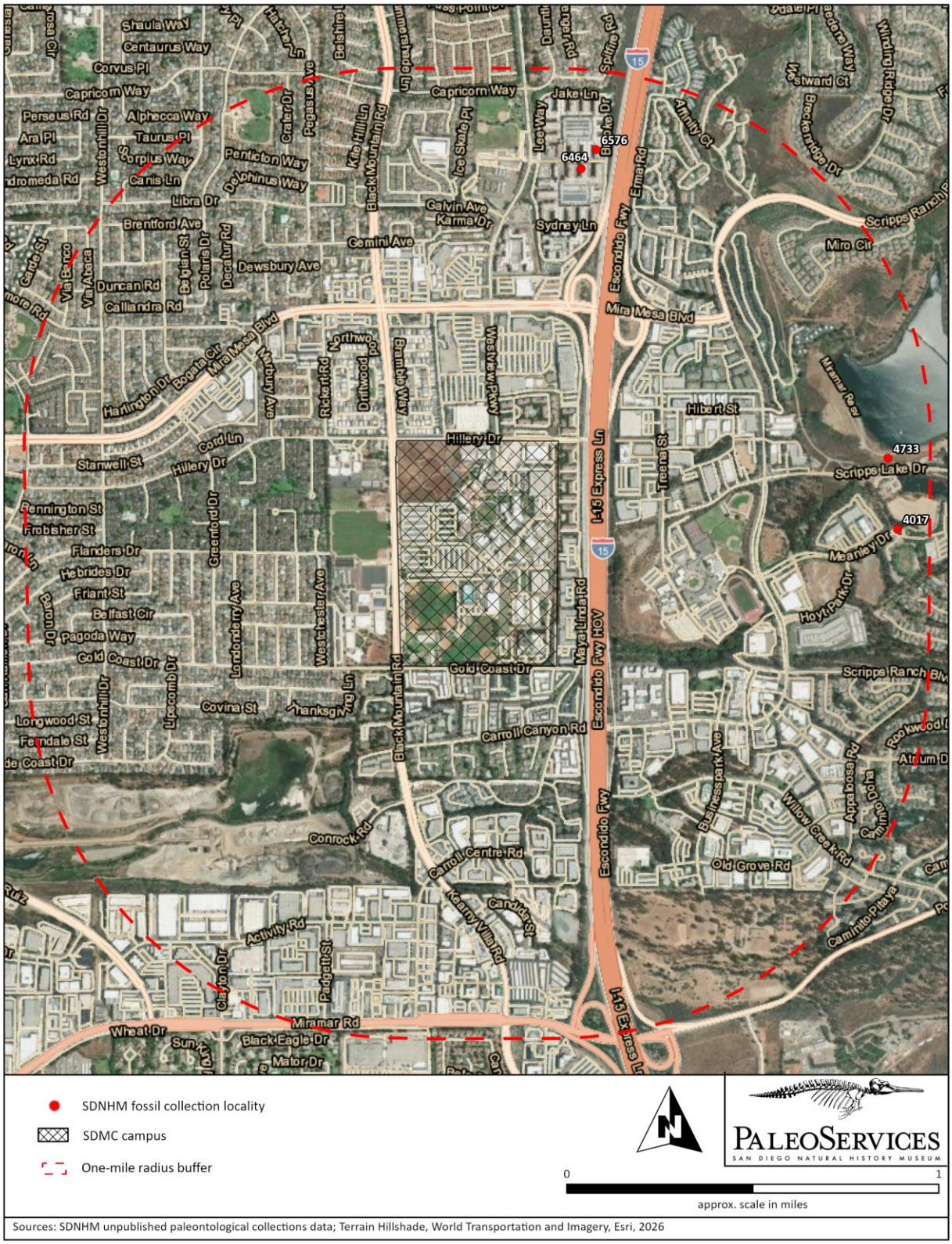


Figure A1. Fossil locality map, SDMC campus and vicinity, City of San Diego, California.

Appendix A: Locality List

San Diego Natural History Museum

Department of Paleontology

Locality number	Elevation (feet)	Geologic unit	Era	Period	Epoch
6464	504	Lindavista Formation	Cenozoic	Quaternary	early Pleistocene
6576	502	Lindavista Formation	Cenozoic	Quaternary	early Pleistocene
4017	616	Friars Formation, conglomerate tongue	Cenozoic	Paleogene	middle Eocene
4733	640	Friars Formation, conglomerate tongue	Cenozoic	Paleogene	middle Eocene

Appendix E4. Paleontological Resources Data – WCC

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July 7, 2026

Elizabeth Kim
Harris & Associates
2375 Northside Drive Suite 125
San Diego, CA 92108

RE: Paleontological records search, SDCCE West City

Dear Ms. Kim:

This letter presents the results of a paleontological records search conducted for the San Diego College of Continuing Education (SDCCE) West City project (Project), located at 3249 Fordham Street in the Midway-Pacific Highway Community Planning Area of the City of San Diego, California.

Methods

A review of published geological maps covering the Project site and surrounding area was conducted to determine the specific geologic units underlying the Project site. Each geologic unit was subsequently assigned a paleontological resource sensitivity (City of San Diego, 2022). In addition, a search of the paleontological collection records housed at the San Diego Natural History Museum (SDNHM) was conducted in order to determine if any documented fossil collection localities occur within or nearby the Project site.

Results

Published geological mapping covering the Project area by Kennedy and Tan (2008) indicates that the Project site is underlain by artificial fill, which is in turn likely underlain by late Pleistocene-age old paralic deposits, Unit 6 (broadly equivalent to the Bay Point Formation). These geologic units and their paleontological sensitivity are summarized below.

The SDNHM has 29 recorded fossil localities that lie within one mile of the Project site, 22 of which are from the Bay Point Formation; these localities are discussed in greater detail below. The remaining localities are from Eocene-age rock units, which are not anticipated to be impacted by Project construction. A map (Figure A1) and list of the fossil localities in its vicinity are attached in Confidential Appendix A.

Artificial fill – Artificial fill derived from historic dredging is mapped at the surface of the entire Project site. Because artificial fill has been previously disturbed and may have been imported to a project site, any contained fossil remains have lost their original stratigraphic contextual data and are thus of little scientific value. For these reasons, artificial fill is assigned no paleontological sensitivity.

Quaternary old paralic deposits, Unit 6 (Bay Point Formation) – The nearshore marine deposits of the Pleistocene-age Bay Point Formation may underlie the Project site in the subsurface. More specifically, these deposits rest on the Nestor terrace of Kern and Rockwell (1992), and are equivalent to Unit 6, old paralic deposits, of Kennedy and Tan (2008). These deposits are late Pleistocene in age (approximately 120,000 years old). The SDNHM has 22 recorded fossil collection localities from the Bay Point Formation within a one-mile radius of the Project site, of which three are

assigned to the Nestor Terrace and ten are assigned to the Broadway Faunal Horizon, which is also mapped under Unit 6 by Kennedy and Tan (2008). Collectively, these localities produced trace fossils, fossil remains of vascular plants, marine invertebrates (e.g., forams, sponges, snails, clams, bryozoans, brachiopods, echinoids, barnacles, ostracods, shrimp, and crabs), marine vertebrates (e.g., rays and bony fishes), and terrestrial vertebrates (e.g., rodents, extinct horse, and mammoth). The Bay Point Formation has been assigned a high paleontological sensitivity for the diverse and well-preserved fossils of marine invertebrates and marine vertebrates that have been recovered from these deposits.

Summary and Recommendations

The high paleontological resource sensitivity of the Bay Point Formation (City of San Diego, 2022), as well as the presence of fossil collection localities in the vicinity of the Project site, suggests the potential for construction of the proposed Project to result in impacts to paleontological resources. Any proposed excavation activities that extend deep enough to encounter previously undisturbed deposits of this geologic unit (i.e., below the depth of any previously imported artificial fill or disturbed sediments present within the Project site) have the potential to impact the paleontological resources preserved therein. If such excavation is required for Project construction, implementation of a complete paleontological resource mitigation program during ground-disturbing activities is recommended. The mitigation program must include, at a minimum, measures for construction monitoring, fossil salvage and data recovery, laboratory preparation and curation of the fossils into the permanent fossil collections of an appropriate regional repository, and production of a final paleontological mitigation report.

The fossil collection locality information contained within this paleontological records search should be considered private and is the sole property of the San Diego Natural History Museum. Any use or reprocessing of information contained within this document beyond the scope of the SDCCE West City project is prohibited.

This document reports solely on paleontological collection records held by the San Diego Natural History Museum and is not intended to serve in place of a paleontological resources assessment for the purposes of California Environmental Quality Act (CEQA) or National Environmental Policy Act (NEPA) review.

If you have any questions concerning these findings, please feel free to contact me at 619-255-0250 or zbrook@sdnhm.org.

Sincerely,



Zev Brook, M.S.
Report Writer
Department of PaleoServices
San Diego Natural History Museum

Enc: Appendix A (Confidential): Map of SDSNH fossil localities in the vicinity of the project site; List of SDSNH fossil localities in the vicinity of the project.

Literature Cited

City of San Diego. 2022. California Environmental Quality Act, Significance Determination Thresholds. Development Services Department, 86 p.

Deméré, T.A., and Walsh, S.L. 1993. Paleontological Resources, County of San Diego. Prepared for the San Diego Planning Commission: 1–68.

Kennedy, M.P. 1975. Geology of the San Diego metropolitan area, California. California Division of Mines and Geology Bulletin 200, Section A: 9–39.

Kennedy, M.P., and Tan, S.S. 2008. Geologic Map of the San Diego 30' x 60' Quadrangle, California. California Geological Survey, Regional Geologic Map Series 1:100,000 scale, map no. 3.

Kern, J.P., and Rockwell, T.K. 1992. Chronology and deformation of Quaternary marine shorelines, San Diego County, California. In, Quaternary Coasts of the United States: Marine and Lacustrine Systems. Society of Economic Paleontologists and Mineralogists, Special Publication 48: 377382.

SDNHM unpublished paleontological collections data.

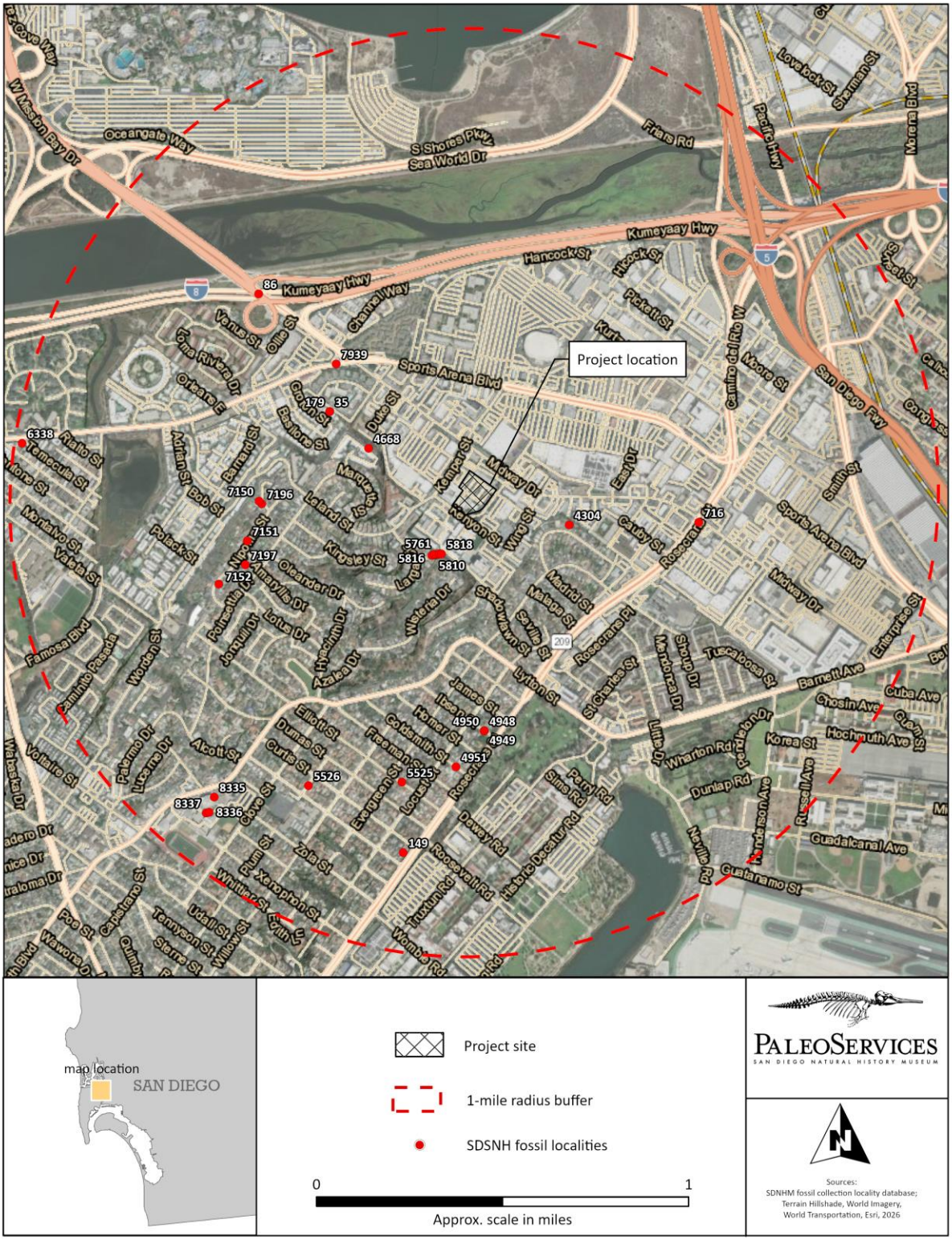


Figure A1. Map of the Project site and nearby SDNHM fossil collection localities.

Appendix A: Locality List
San Diego Natural History Museum
Department of Paleontology

Locality number	Geologic unit	Elevation (feet)	Era	Period	Epoch
8335	Bay Point Formation, Nestor Terrace	166	Cenozoic	Quaternary	late Pleistocene
8336	Bay Point Formation, Nestor Terrace	166	Cenozoic	Quaternary	late Pleistocene
8337	Bay Point Formation, Nestor Terrace	167	Cenozoic	Quaternary	late Pleistocene
5761	Bay Point Formation, unnamed marine deposit	21	Cenozoic	Quaternary	late Pleistocene
5819	Bay Point Formation, unnamed marine deposit	18	Cenozoic	Quaternary	late Pleistocene
4668	Bay Point Formation, unnamed nonmarine deposit	50	Cenozoic	Quaternary	Pleistocene
86	Bay Point Formation, Broadway Faunal Horizon		Cenozoic	Quaternary	middle Pleistocene
716	Bay Point Formation, Broadway Faunal Horizon		Cenozoic	Quaternary	middle Pleistocene
4304	Bay Point Formation, Broadway Faunal Horizon	30	Cenozoic	Quaternary	middle Pleistocene
4948	Bay Point Formation, Broadway Faunal Horizon	52	Cenozoic	Quaternary	middle Pleistocene
4949	Bay Point Formation, Broadway Faunal Horizon	57	Cenozoic	Quaternary	middle Pleistocene
4950	Bay Point Formation, Broadway Faunal Horizon	62	Cenozoic	Quaternary	middle Pleistocene
4951	Bay Point Formation, Broadway Faunal Horizon	55	Cenozoic	Quaternary	middle Pleistocene
5525	Bay Point Formation, Broadway Faunal Horizon	63	Cenozoic	Quaternary	middle Pleistocene
7196	Bay Point Formation, Broadway Faunal Horizon	105	Cenozoic	Quaternary	middle Pleistocene
7197	Bay Point Formation, Broadway Faunal Horizon	130	Cenozoic	Quaternary	middle Pleistocene
149	Bay Point Formation	50	Cenozoic	Quaternary	late Pleistocene
5810	Bay Point Formation	19	Cenozoic	Quaternary	late Pleistocene
5816	Bay Point Formation	22	Cenozoic	Quaternary	late Pleistocene
5817	Bay Point Formation	19	Cenozoic	Quaternary	late Pleistocene
5818	Bay Point Formation	18	Cenozoic	Quaternary	late Pleistocene
6338	Bay Point Formation	10	Cenozoic	Quaternary	Pleistocene

Appendix A: Locality List
San Diego Natural History Museum
Department of Paleontology

Locality number	Geologic unit	Elevation (feet)	Era	Period	Epoch
35	Mount Soledad Formation	10	Cenozoic	Paleogene	Eocene
179	Mount Soledad Formation		Cenozoic	Paleogene	Eocene
7150	Mount Soledad Formation	105	Cenozoic	Paleogene	Eocene
7151	Mount Soledad Formation	114	Cenozoic	Paleogene	Eocene
7152	Mount Soledad Formation	117	Cenozoic	Paleogene	Eocene
7939	Mount Soledad Formation	12	Cenozoic	Paleogene	Eocene
5526	Mount Soledad Formation?	133	Cenozoic	Paleogene	Eocene

Appendix E5. Paleontological Resources Data – MCC Expansion Site

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July 7, 2026

Elizabeth Kim
Harris & Associates
2375 Northside Drive Suite 125
San Diego, CA 92108

RE: Paleontological records search, SDCCE Mid-City Campus Expansion Site

Dear Ms. Kim:

This letter presents the results of a paleontological records search conducted for the San Diego College of Continuing Education (SDCCE) Mid-City Campus Expansion Site project (Project), located at 5322 El Cajon Boulevard in the Mid-City: City Heights Community Planning Area of the City of San Diego, California.

Methods

A review of published geological maps covering the Project site and surrounding area was conducted to determine the specific geologic units underlying the Project site. Each geologic unit was subsequently assigned a paleontological resource sensitivity (City of San Diego, 2022). In addition, a search of the paleontological collection records housed at the San Diego Natural History Museum (SDNHM) was conducted in order to determine if any documented fossil collection localities occur within or nearby the Project site.

Results

Published geological mapping covering the Project area by Kennedy and Tan (2008) indicates that the Project site is underlain by early Pleistocene-age very old paralic deposits, Unit 8 (broadly equivalent to the Lindavista Formation), which are in turn underlain by the Pliocene- to early Pleistocene-age San Diego Formation. These geologic units and their paleontological sensitivity are summarized below.

The SDNHM has 31 recorded fossil localities that lie within one mile of the Project site, 25 of which are from the San Diego Formation; these localities are discussed in greater detail below. The remaining localities are from Eocene-age rock units, which are not anticipated to be impacted by Project construction. A map (Figure A1) and list of the fossil localities in its vicinity are attached in Confidential Appendix A.

Very old paralic deposits, Unit 8 (Lindavista Formation) –

The entirety of the Project site is underlain at the surface by very old paralic deposits, unit 8 (broadly equivalent to the Lindavista Formation of Kennedy, 1975), which rest on the Tierra Santa terrace of Kern and Rockwell (1992) and are early Pleistocene in age (approximately 930,000 years old). The SDNHM does not have any recorded fossil localities from the Lindavista Formation within a one-mile radius of the Project site. Elsewhere in San Diego County, the Lindavista Formation has produced remains of nearshore marine invertebrates (e.g., clams, scallops, snails, barnacles, and sand dollars), as well as sparse remains of marine vertebrates (e.g., sharks and baleen whales). Fossils have primarily been recovered from localities in Tierrasanta and

Mira Mesa; elsewhere in San Diego County, including in the vicinity of the Project site, the Lindavista Formation is assigned a moderate paleontological resource sensitivity.

San Diego Formation – Marine sedimentary deposits of the late Pliocene- to early Pleistocene-age (approximately 3.5 to 1.5 million years old) San Diego Formation underlie the Lindavista Formation in the subsurface in the Project area. The SDNHM has 25 fossil collection localities from the San Diego Formation within a one-mile radius of the Project site, of which nine were assigned to the lower member and the remainder not assigned to an informal member. These fossil collection localities produced trace fossils, (e.g., burrows and borings), as well as fossil impressions or remains of marine invertebrates (e.g., forams, sponges, segmented worms, clams, snails, echinoids, ostracods, barnacles, crabs), marine vertebrates (e.g., sharks, rays, bony fishes, dolphins, toothed and baleen whales, walruses, seals, and seabirds), and a terrestrial vertebrate (extinct horse). Elsewhere in southwestern San Diego County, the San Diego Formation has produced diverse assemblages of marine clams, scallops, snails, crabs, barnacles, sand dollars, sharks, rays, bony fishes, sea birds, and marine mammals (e.g., walrus, fur seals, sea cows, dolphins, baleen whales) (Deméré and Walsh, 1993). Rare remains of terrestrial mammals, including cat, wolf, skunk, peccary, camel, antelope, deer, horse, and gomphothere, have also been recovered from the San Diego Formation, along with fossil wood and leaves of terrestrial plants (Deméré and Walsh, 1993). Based on the important fossil remains recovered from this geologic unit, the San Diego Formation has been assigned a high paleontological resource sensitivity.

Summary and Recommendations

The high paleontological resource sensitivity of the San Diego Formation and the moderate paleontological resource sensitivity of the Lindavista Formation in this area (City of San Diego, 2022), as well as the presence of fossil collection localities in the vicinity of the Project site, suggests the potential for construction of the proposed Project to result in impacts to paleontological resources. Any proposed excavation activities that extend deep enough to encounter previously undisturbed deposits of these geologic units (i.e., below the depth of any previously imported artificial fill or disturbed sediments present within the Project site) have the potential to impact the paleontological resources preserved therein. If such excavation is required for Project construction, implementation of a complete paleontological resource mitigation program during ground-disturbing activities is recommended. The mitigation program must include, at a minimum, measures for construction monitoring, fossil salvage (including bulk sampling for vertebrate microfossils) and data recovery, laboratory preparation and curation of the fossils into the permanent fossil collections of an appropriate regional repository, and production of a final paleontological mitigation report.

The fossil collection locality information contained within this paleontological records search should be considered private and is the sole property of the San Diego Natural History Museum. Any use or reprocessing of information contained within this document beyond the scope of the SDCCE Mid-City Campus Expansion Site project is prohibited.

This document reports solely on paleontological collection records held by the San Diego Natural History Museum and is not intended to serve in place of a paleontological resources assessment for the purposes of California Environmental Quality Act (CEQA) or National Environmental Policy Act (NEPA) review.

If you have any questions concerning these findings, please feel free to contact me at 619-255-0250 or zbrook@sdnhm.org.

Sincerely,



Zev Brook, M.S.
Report Writer
Department of PaleoServices
San Diego Natural History Museum

Enc: Appendix A (Confidential): Map of SDSNH fossil localities in the vicinity of the project site; List of SDSNH fossil localities in the vicinity of the project.

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Deméré, T.A., and Walsh, S.L. 1993. Paleontological Resources, County of San Diego. Prepared for the San Diego Planning Commission: 1–68.

Kennedy, M.P. 1975. Geology of the San Diego metropolitan area, California. California Division of Mines and Geology Bulletin 200, Section A: 9–39.

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SDNHM unpublished paleontological collections data.

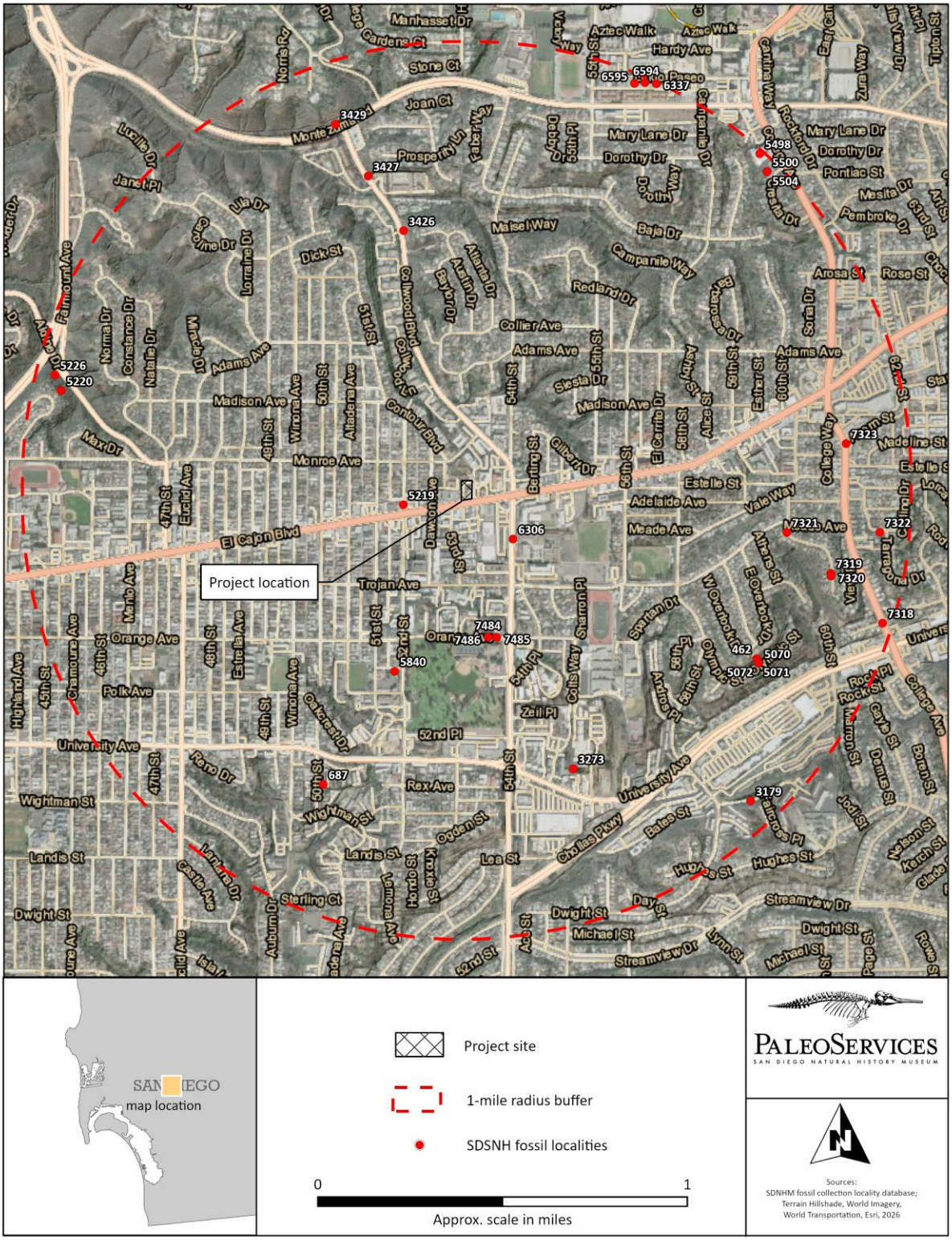


Figure A1. Map of the Project site and nearby SDNHM fossil collection localities.

Appendix A: Locality List
San Diego Natural History Museum
Department of Paleontology

Locality number	Geologic unit	Elevation (feet)	Era	Period	Epoch
7318	San Diego Formation, lower member	347	Cenozoic	Neogene	Pliocene
7319	San Diego Formation, lower member	449	Cenozoic	Neogene	Pliocene
7320	San Diego Formation, lower member	444	Cenozoic	Neogene	Pliocene
7321	San Diego Formation, lower member	454	Cenozoic	Neogene	Pliocene
7322	San Diego Formation, lower member	437	Cenozoic	Neogene	Pliocene
7323	San Diego Formation, lower member	447	Cenozoic	Neogene	Pliocene
7484	San Diego Formation, lower member	378	Cenozoic	Neogene	Pliocene
7485	San Diego Formation, lower member	378	Cenozoic	Neogene	Pliocene
7486	San Diego Formation, lower member	370	Cenozoic	Neogene	Pliocene
462	San Diego Formation	450	Cenozoic	Neogene	Pliocene
687	San Diego Formation	274	Cenozoic	Neogene	Pliocene
3179	San Diego Formation	420	Cenozoic	Neogene	Pliocene
5070	San Diego Formation	400	Cenozoic	Neogene	Pliocene
5071	San Diego Formation	400	Cenozoic	Neogene	Pliocene
5072	San Diego Formation	400	Cenozoic	Neogene	Pliocene
5073	San Diego Formation	400	Cenozoic	Neogene	Pliocene
5219	San Diego Formation	360	Cenozoic	Neogene	Pliocene
5220	San Diego Formation	265	Cenozoic	Neogene	Pliocene
5226	San Diego Formation	240	Cenozoic	Neogene	Pliocene
5498	San Diego Formation	439	Cenozoic	Neogene	Pliocene
5500	San Diego Formation	445	Cenozoic	Neogene	Pliocene
5504	San Diego Formation	439	Cenozoic	Neogene	Pliocene

Appendix A: Locality List
San Diego Natural History Museum
Department of Paleontology

Locality number	Geologic unit	Elevation (feet)	Era	Period	Epoch
6306	San Diego Formation	385	Cenozoic	Neogene	Pliocene
6337	San Diego Formation	439	Cenozoic	Neogene	Pliocene
6595	San Diego Formation	438	Cenozoic	Neogene	Pliocene
3273	Mission Valley Formation	330	Cenozoic	Paleogene	middle Eocene
3426	Mission Valley Formation	280	Cenozoic	Paleogene	middle Eocene
3427	Mission Valley Formation	270	Cenozoic	Paleogene	middle Eocene
3429	Mission Valley Formation	280	Cenozoic	Paleogene	middle Eocene
6594	Mission Valley Formation	415	Cenozoic	Paleogene	middle Eocene
5840	Sweetwater Formation	335	Cenozoic	Paleogene	middle Eocene

Appendix F. Noise Data

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TRAFFIC NOISE LEVELS AND NOISE CONTOURS

Project Number:
Project Name: MCC Expansion

Background Information

Model Description: FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels.
Source of Traffic Volumes: Linscott, Law, and Greenspan, July 2026
Community Noise Descriptor: L_{dn}: CNEL: X

"-" = contour is located within the roadway right-of-way.
Distance is from the centerline of the roadway segment to the receptor location.

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

Analysis Condition		Median	ADT	Design Speed	Alpha	Vehicle Mix Medium	Heavy	**Distance from Centerline of Roadway** **CNEL at**	Distance to Contour			
Roadway, Segment	Lanes	Width	Volume	(mph)	Factor	Trucks	Trucks	**50 Feet**	70 CNEL	65 CNEL	60 CNEL	55 CNEL
El Cajon Boulevard												
Winona Ave to 52nd Street, existing	4	0	24,975	30	0.5	3.0%	2.0%	**69.6**	47	101	219	471
Winona Ave to 52nd Street, existing + project	4	0	25,105	30	0.5	3.0%	2.0%	**69.6**	47	102	219	472
El Cajon Boulevard												
52nd Street to Marcellena Road, existing	4	10	23,580	30	0.5	3.0%	2.0%	**69.7**	-	103	221	476
52nd Street to Marcellena Road, existing + project	4	10	23,759	30	0.5	3.0%	2.0%	**69.7**	-	103	222	479
El Cajon Boulevard												
Marcellena Road to 54th Street, existing	4	10	24,164	35	0.5	3.0%	2.0%	**70.5**	54	117	252	542
Marcellena Road to 54th Street, existing + project	4	10	24,407	35	0.5	3.0%	2.0%	**70.6**	55	118	253	546
Collwood Boulevard												
Monroe Ave to 54th Street, existing	3	0	22,666	40	0.5	3.0%	2.0%	**70.9**	58	124	267	575
Monroe Ave to 54th Street, existing + project	3	0	22,744	40	0.5	3.0%	2.0%	**70.9**	58	124	268	576
Collwood Boulevard												
54th Street to El Cajon Boulevard, existing	4	0	22,055	40	0.5	3.0%	2.0%	**71.1**	59	127	273	588
54th Street to El Cajon Boulevard, existing + project	4	0	22,133	40	0.5	3.0%	2.0%	**71.1**	59	127	273	589

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Appendix G1. Education Cultural Complex Transportation Screening Memo

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4542 Ruffner Street
Suite 100
San Diego, CA 92111
858.300.8800 T
www.llgengineers.com

Pasadena
Irvine
San Diego

August 19, 2026

Ms. Elizabeth Kim
Harris & Associates

LLG Reference: 3-26-4213

Subject: SDCCE Facilities Master Plan Project
Educational Cultural Complex Campus
Transportation Screening Memo
San Diego, California

Dear Ms. Kim,

Linscott, Law & Greenspan, Engineers (LLG) has prepared this transportation screening memorandum for the proposed San Diego College of Continuing Education (SDCCE) Facilities Master Plan (FMP) Project at the **Educational Cultural Complex (ECC)** campus (Project). The Project's primary purpose is to improve on-site programming at the existing ECC campus. The Project is further described below.

PROJECT BACKGROUND

As one of the largest non-credit colleges in California, the SDCCE continually engages in planning to guide future decisions, using many documents such as an organizational strategic plan, sustainability and technology plans, and individual departmental plans. The FMP is an important part of the SDCCE's planning resources, with a specific focus on future decisions related to campus architecture and physical spaces. It provides a physical planning framework to guide decision-making regarding campus architecture and site development, and it identifies development opportunities as opportunity sites and performance improvements. Pre-project planning began in May 2021 and involved regular engagement with college and District leadership, as well as campus stakeholder groups, continuing through January 2022. The FMP was finalized in March 2022.

On November 5, 2024, San Diego voters passed the $3.5 billion Measure HH Bond Program to fund new construction, facility modernization, sustainability improvements, safety upgrades, and campus infrastructure enhancements across District's colleges, including SDCCE. Future bond sales authorized by Measure HH would fund additional improvements described in the FMP as well as the master plans for the other District colleges.

This memorandum focuses on the SDCCE FMP for the **ECC** site.

David S. Shender, PE
John A. Boarman, PE
Richard E. Barretto, PE
Keil D. Maberry, PE
KC Yellapu, PE
Dave Roseman, PE
Shankar Ramakrishnan, PE

PROJECT LOCATION

The **ECC** site is located at 4343 Ocean View Boulevard, San Diego, California 92113 (APN 5475502000 and 5475611400). The ECC project site is in the Southeastern San Diego community planning area.

The existing ECC campus is 27 acres and is developed with multiple buildings totaling 220,982 SF building area and 460 parking stalls. The ECC campus contains a main, central administration and classroom building with the theater located at the hinge, a large Automotive court to the east, parking and IT to the north, and a large open space to the west and south.

The City of San Diego Mountain View/Beckwourth Library is located within the ECC campus boundary off San Pasqual Street to the southwest. The main building south wing generally contains classrooms, the east-west wing houses SDCCE headquarters, faculty and classified professionals, student services, culinary arts, and welding.

The ECC project site is surrounded by residential uses to the east; open space, commercial, and residential to the north; residential, institutional, and open space to the west; and residential, open space, and multiple us to the south. Other major uses in the area include Baker Elementary School and Mountain View Community Center to the west, Henderson Sports Complex to the south, Greenwood Memorial Park to the north, and the City of San Diego Mountain View/Beckwourth Library located off San Pasqual Street to the southwest.

Figure A shows the Project Vicinity and ***Figure B*** shows a more detailed Project area map.

PROJECT DESCRIPTION

The Project's primary purpose is to improve on-site programming at the existing ECC campus rather than to support future enrollment growth. Enrollment growth is not a basis for the Facilities Master Plan for this campus. Enrollment will fluctuate from year to year and could rise or fall depending on the cycle. The proposed new construction is intended to accommodate existing programs by expanding existing space.

The FMP provides the following key initiatives for the ECC campus:

- Honor the historical legacy of the campus by integrating program spaces that celebrate ECC's unique heritage in social justice and performing arts
- Articulate the campus perimeter to strengthen institutional identity
- Address common interests of campus and community by creating a safe and accessible environment for pedestrians

- Infill strategically located Opportunity Sites to increase density and accommodate future growth
- Foster a sense of community by enhancing campus interior and exterior spaces and linking them through pedestrian promenades, pathways and galleries

To support these initiatives, the FMP focuses on improving spaces and programs related to the theater and associated lobbies, ceramics studio, automotive, welding, culinary arts, office press, and Cisco technology. These proposed improvements are categorized as ECC Opportunity Sites (ECC-O) and Performance Improvements & Pilot Projects (ECC-P). The FMP identifies six Opportunity Sites (ECC-O1 through ECC-O6) and 24 Performance Improvements & Pilot Projects (ECC-P1 through ECC-P24) for the ECC campus, as described below and in ***Table 1***: *ECC Campus Performance Improvements & Pilot Projects*. ***Figure C***: *Educational Cultural Complex Opportunity Site*s, shows these opportunity areas.

ECC-O1 Campus Expansion. ECC requires additional space to accommodate programs that cannot expand within existing building envelopes. Expansion could occur as one or two new buildings located in several potential areas on campus. Building expansion to accommodate the following existing programs would not exceed 10,000 square feet:

- Expansion of Culinary Arts, including one additional Pastry Kitchen Lab and lab support spaces
- Expansion of Headquarters with space to relocate Research/Planning from CE Mesa
- Additional space for students to study, eat, and lounge
- Expansion and enhancement of faculty and classified professionals offices and workroom
- Modernization, expansion and relocation of Student Services and Counseling to have more prominent presence
- Additional work space and storage for IT support

The ECC campus expansion also includes approximately 7,000 square feet expansion and improvements to trades training center (welding). The potential expansion areas are shown on ***Figure D:*** *Educational Cultural Complex Conceptual Expansion Plan.* Although the FMP mentions potential campus expansion to accommodate District housing growth, no details are provided for meaningful consideration in the CEQA analysis. Therefore, this potential expansion is not included in the PEIR analysis.

Although the FMP would expand the ECC building area by 17,000 square feet, as described, the expansion would mainly support the existing programs and would not

meaningfully increase the instructional space. The Project's primary purpose is to improve on-site programming at the existing ECC campus rather than to support future enrollment growth.

ECC-O2 North Campus Entry Enhancement. Although the main building's official entrance is located on the south side, most users approach from the surface parking lot to the north. Creating a new secondary main entrance from the north would make the campus more welcoming, easier to navigate, and better connected to the community. The northern entrance would begin at Ocean View Boulevard with new exterior signage and continue as a landscaped promenade to the renovated theater, lobby, and foyer. The theater renovation would include approximately 50 additional seats and expanded shop and support spaces. Accessibility improvements would include a second elevator and Level 1 theater access. A new exterior amphitheater could also serve as study and lounge space during non-performance times.

ECC-O3 Automotive Expansion + Weather Protection. Demolish the northwest building and construct a new two-story replacement building to accommodate additional classroom space on the second level. Add weather protection at exterior bays to protect from sun, heat, and rain.

ECC-O4 Child Development Relocation & Expansion. Relocate the Child Development (Head Start program leased by the Neighborhood House Association) facility, currently located near the ceramics studio, to the west side of the main building, where it would have improved access to the City of San Diego Mountain View/Beckwourth Library.

ECC-O5 Ceramics Studio Relocation. The FMP recommends relocating the ceramics studio to an alternate on-campus location. The District proposes relocating the ceramics studio to the existing auto shop building.

ECC-O6 Parking Enhancement. Campus parking deficiencies have been identified. Any future parking reconfiguration or enhancement would maintain the equivalent number of displaced parking stalls elsewhere on campus. If new buildings are constructed, additional parking would be incorporated to accommodate growth. Renewable energy (photovoltaic panels) and electric vehicle charging stations would be integrated into parking enhancements to the extent feasible.

TABLE 1. ECC CAMPUS PERFORMANCE IMPROVEMENTS & PILOT PROJECTS

Number	Description
Identity & Wayfinding	
ECC-P1	Enhance campus ID signage at San Pasqual St & Logan Ave; and at Ocean View Blvd & Marketplace Ave
ECC-P2	Add directory maps at main pedestrian circulation areas from parking lot access
ECC-P3	Improve building ID (expand use of letter designations for buildings)
ECC-P4	Improve contrast of building ID signage on neutral color buildings
ECC-P5	Add freestanding sign type in front of buildings to display listing of departments within
ECC-P6	Banners to display SDCCE brand and ECC class offerings along Ocean View Blvd & San Pasqual St
ECC-P7	Consolidate regulatory information at parking entrances
ECC-P8	Replace “finger” type directional signs with dedicated freestanding signs
Campus Life	
ECC-P9	Renovate and enhance Student Services and Counseling, relocating to a more prominent location
ECC-P10	Add workstations at Career Center
ECC-P11	Relocate lactation room from behind theater to a more central location
Sustainability & Resiliency	
ECC-P12	Add additional vehicle electrical charging stations to parking
ECC-P13	Engage in a comprehensive sustainability study to determine how the campus can reach Net Zero or Carbon Neutral goals
Safety & Security	
ECC-P14	Add security locks to front desk & Student Services
ECC-P15	Improve security to glass at Career Center & DSPS
ECC-P16	Add phones, emergency buttons, and/or interior operated locks to all classrooms
ECC-P17	Add locks to office entries
ECC-P18	Add campus-wide emergency communications system
Technology	
ECC-P19	Update technology in all classrooms to accommodate online & hybrid classes (Hy-Flex Classroom)
ECC-P20	Improve Wi-fi in L1 & Theater
Maintenance, Operations, & Service.	
ECC-P21	Add restrooms near office area, including separate faculty & classified professional restrooms, & add waterless urinals
ECC-P22	Improve lighting in Skills Center & L2 Restroom
ECC-P23	Add nighttime access to faculty workroom
ECC-P24	Update & secure showers

PROJECT TRIP GENERATION

As previously noted, the main intent of the ECC Project summarized above is to improve existing on-site programming. The proposed new construction is intended to accommodate existing programs by expanding existing space and therefore no increase in trips to the site are expected.

LMA SCREENING

Based on the City's TSM, all projects must complete a Local Mobility Analysis (LMA) unless certain criteria are met, including the following: "*Consistent with community plan and zoning designation and generates less than 1,000 daily unadjusted driveway vehicle trips*".

The Project is consistent with the community plan and zoning designation and is not expected to result in additional trips, as described above. Therefore, an LMA is not required for the Project.

VMT ANALYSIS SCREENING

METHODOLOGY

The San Diego Community College District (District) is the CEQA lead agency for the Project and therefore has the discretion to choose the most appropriate methodology to evaluate VMT. The methodology for VMT analysis of the Project was developed based on a review of the following documents:

- *Technical Advisory on Evaluating Transportation Impacts in CEQA* prepared by the State Office of Planning and Research (OPR), December 2018
- *City of San Diego's Transportation Study Manual (TSM)*, September 19, 2022
- California State University *Transportation Impact Study Manual*, March 11, 2019

Neither the OPR or City of San Diego guidelines include detailed procedures for specifically analyzing VMT from non-credit, continuing education college use types, which are considered unique and complex land-use types from a VMT perspective, and instead group these uses with other types of public facility uses that have different travel patterns and characteristics.

Alternatively, the California State University (CSU) *Transportation Impact Study Manual* (TIS) provides comprehensive and relevant guidance on the preparation of transportation impact assessments for continuing education uses, consistent with both the CEQA Guidelines and OPR's Technical Advisory. While these guidelines were developed for projects on CSU campuses, they are considered applicable to the proposed Project due to the similar land use characteristics, commuter patterns, and travel behavior associated with continuing education college use types. Therefore, the Project's VMT analysis methodology was based on CSU's *TIS Manual*, included as ***Attachment A***.

Based on CSU's *TIS Manual*, screening from a project-level assessment may be appropriate for certain project types, including those within Transit Priority Areas (TPA), and it can be assumed those project types would not result in significant VMT impacts.

The CSU *TIS Manual* defines TPAs as those areas located within one-half mile of either an existing major transit stop (defined as a rail transit stop, ferry terminal served by either bus or rail transit, or the intersection of two or more major bus routes with 15-minute or better headways during the peak commute periods) **OR** a stop along an existing high quality transit corridor (defined as a fixed route bus service with headways of 15-minutes or better).

Additionally, although these types of projects would be screened from project level VMT assessment, they would still need to complete a *cumulative* level assessment to determine consistency with the Regional Transportation Plan (RTP). If a project is consistent with the RTP assumptions, it can be presumed to have a less than significant cumulative impact related to VMT.

PROJECT LEVEL SCREENING ASSESSMENT

The Project is screened from requiring a project-level VMT assessment based on the sites' location within a TPA. The Project site is considered to be located within a TPA since it is within one-half mile of Metropolitan Transit System (MTS) Routes 3, 4, 12, and 955 which provide fixed route bus service with headways of 15 minutes or better. Existing transit facilities adjacent to the site are shown on ***Figure E***.

A description of the routes is provided below. ***Attachment B*** includes the bus route timetables.

Bus stops for **Route 3** near the project site are located along Ocean View Boulevard, including stops at the intersections of Ocean View Blvd & San Pasqual Drive, Ocean View Blvd & Marketplace Ave, and Ocean View Blvd & Elizabeth Street. Route 3 runs between the Euclid Avenue Transit Center and UCSD Medical/Hillcrest along Euclid Avenue, Logan Avenue, Ocean View Blvd, Market Street, and 4th/5th Avenue. Weekday service begins at 4:39 AM and ends at 11:18 PM, with 15-minute headways.

Bus stops for **Route 4** near the project site are located along Imperial Avenue. The closest Route 4 bus stop is located at the intersection of Imperial Ave & Greenwood Cemetery. Route 4 runs between Lomita Village and the 12th/Imperial Transit Center along Imperial Avenue, Jamacha Road, and Meadowbrook Drive. Weekday service begins at 4:43 AM and ends at 10:14 PM, with 30-minute headways.

Bus stops for **Route 12** near the project site are located along National Avenue, including stops located at the intersection of National Avenue & San Pasqual Street and Logan Avenue & Dominion Street. Route 12 runs between the 12th & Imperial

Transit Center and Skyline Hills along National Avenue, Logan Avenue, and Skyline Drive. Weekday service begins at 5:43 AM and ends at 11:43 PM, with 15-minute headways.

Bus stops for **Route 955** near the project site are located along National Avenue. The closest Route 955 bus stop is located at the intersection of Logan Avenue & Dominion Street. Route 955 runs between the 8th Street Imperial Transit Center and SDSU Transit Center along 43rd Street, Logan Avenue, 47th Street, 54th Street, and Montezuma Road. Weekday service begins at 4:43 AM and ends at 10:26 PM, with 15-minute headways.

As described above, the proposed Project is within a TPA as that term is defined by the CSU *TIS Manual*. Therefore, the proposed Project is presumed to result in a less than significant impact and, as a result, the Project is appropriately screened from a project level assessment.

CUMULATIVE LEVEL SCREENING ASSESSMENT

The CSU *TIS Manual* notes that although a proposed project may be screened from project level VMT assessment, the project would nevertheless need to be assessed for its consistency with the applicable RTP. To assess the project's consistency with the RTP, it is necessary to review the land use information and assumptions contained in the local or regional travel demand forecasting model.

The currently approved RTP for the San Diego region is the San Diego Association of Governments (SANDAG) 2025 Regional Plan, which was adopted in December of 2025. The RTP utilizes the SANDAG Series 15 ABM 3 Regional Plan travel demand forecasting model. Within this model, the Project is located within TAZ 2713.

The RTP travel demand forecasting model assumes the continued use of the site with uses consistent with the current '*Institutional & Public and Semi-Public Facilities*' zoning through 2050. Therefore, the Project is considered consistent with the RTP land-use type assumptions for the area.

Since the proposed Project is consistent with the zoning assumptions utilized in the preparation of the current SANDAG RTP, it is not necessary to conduct a cumulative-level VMT assessment of the proposed Project.

VMT SCREENING ASSESSMENT SUMMARY

Based on its location within a TPA as defined by the CSU *TIS Manual*, consistency with the adopted regional land use assumptions of the SANDAG Regional Plan, and absence of evidence demonstrating a substantial increase in VMT beyond baseline conditions, the Project would result in less than significant project-level and cumulative impacts related to VMT under CEQA. Consistent with CEQA Guidelines Section 15064.3, no further analysis of VMT-related impacts is required.

SUMMARY

TRIP GENERATION:

- The main intent of the ECC Project is to improve existing on-site programming. The proposed new construction is intended to accommodate existing programs by expanding existing space and therefore no increase in trips to the site are expected.

LMA ANALYSIS SCREENING:

- The Project is consistent with the community plan and zoning designation and is not expected to result in additional trips. Therefore, an LMA is not required for the Project.

VMT ANALYSIS SCREENING:

- Based on its location within a TPA as defined by the CSU *TIS Manual*, consistency with the adopted regional land use assumptions of the SANDAG Regional Plan, and absence of evidence demonstrating a substantial increase in VMT beyond baseline conditions, the Project would result in less than significant project-level and cumulative impacts related to VMT under CEQA. Consistent with CEQA Guidelines Section 15064.3, no further analysis of VMT-related impacts is required.

Sincerely,

Linscott, Law & Greenspan, Engineers

John Boarman, RTE
Principal

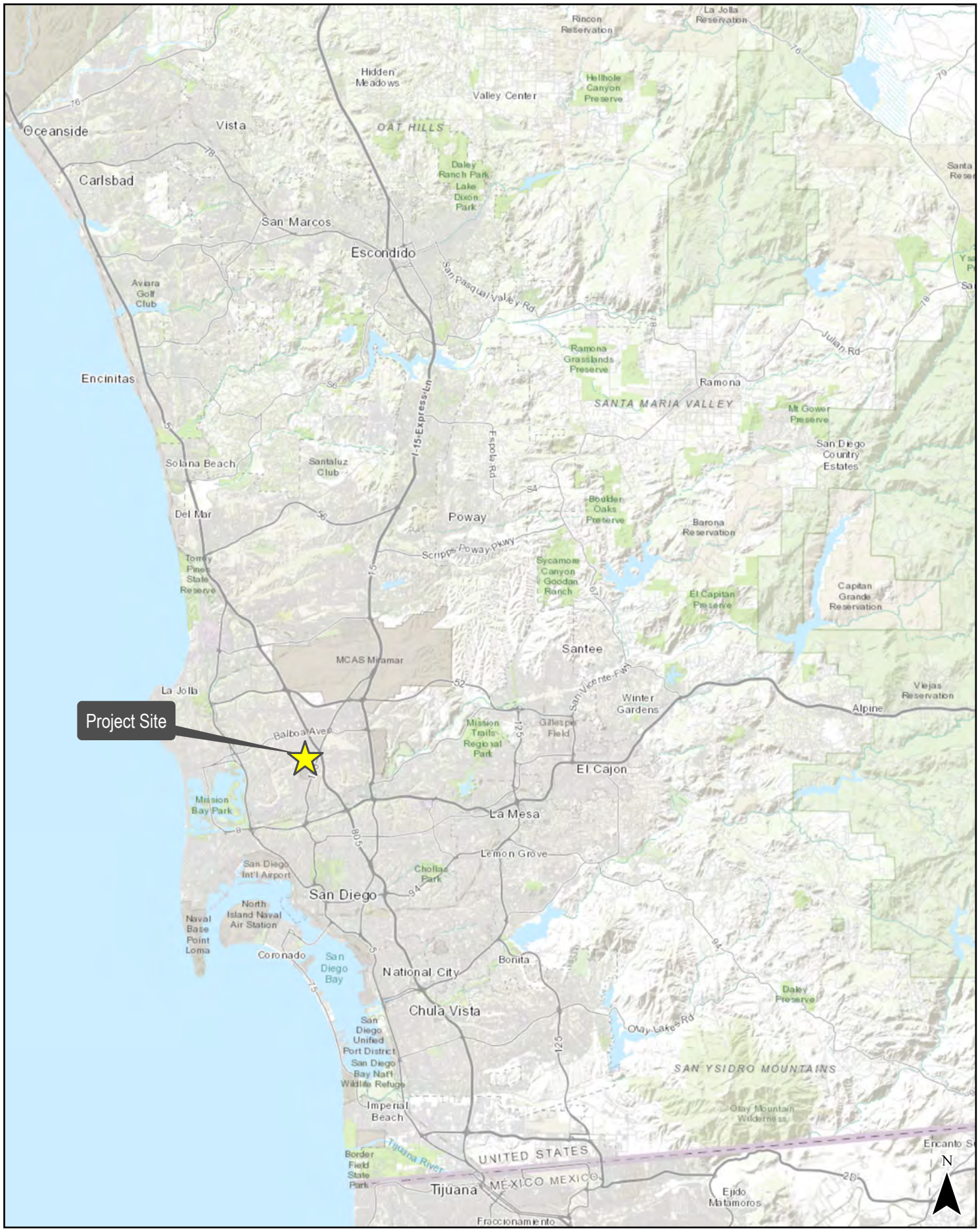
Amelia Giacalone
Senior Transportation Planner

Figures:

A Project Vicinity
B Project Area Map
C Educational Cultural Complex Opportunity Sites
D Educational Cultural Complex Conceptual Expansion Plan
E Existing Transit Facilities

Attachments:

A California State University's *Transportation Impact Study Manual*, March 11, 2019
B MTS Bus Route Timetables and Route Information

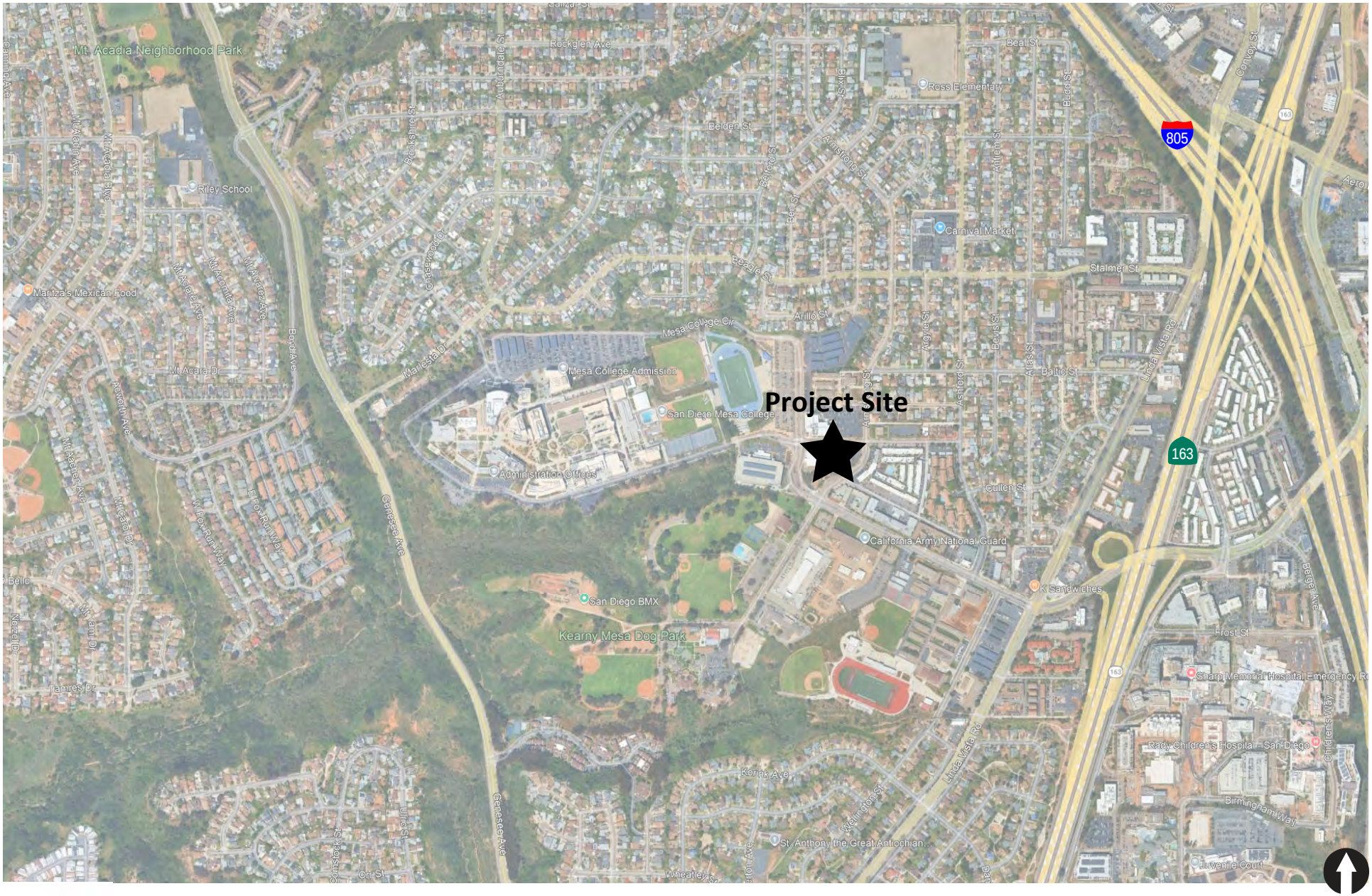


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SanGIS, Bureau of Land Management, Esri, HERE, Garmin, USGS, NGA, EPA, USDA, NPS

Figure A
Vicinity Map

SDCCE Facilities - MP



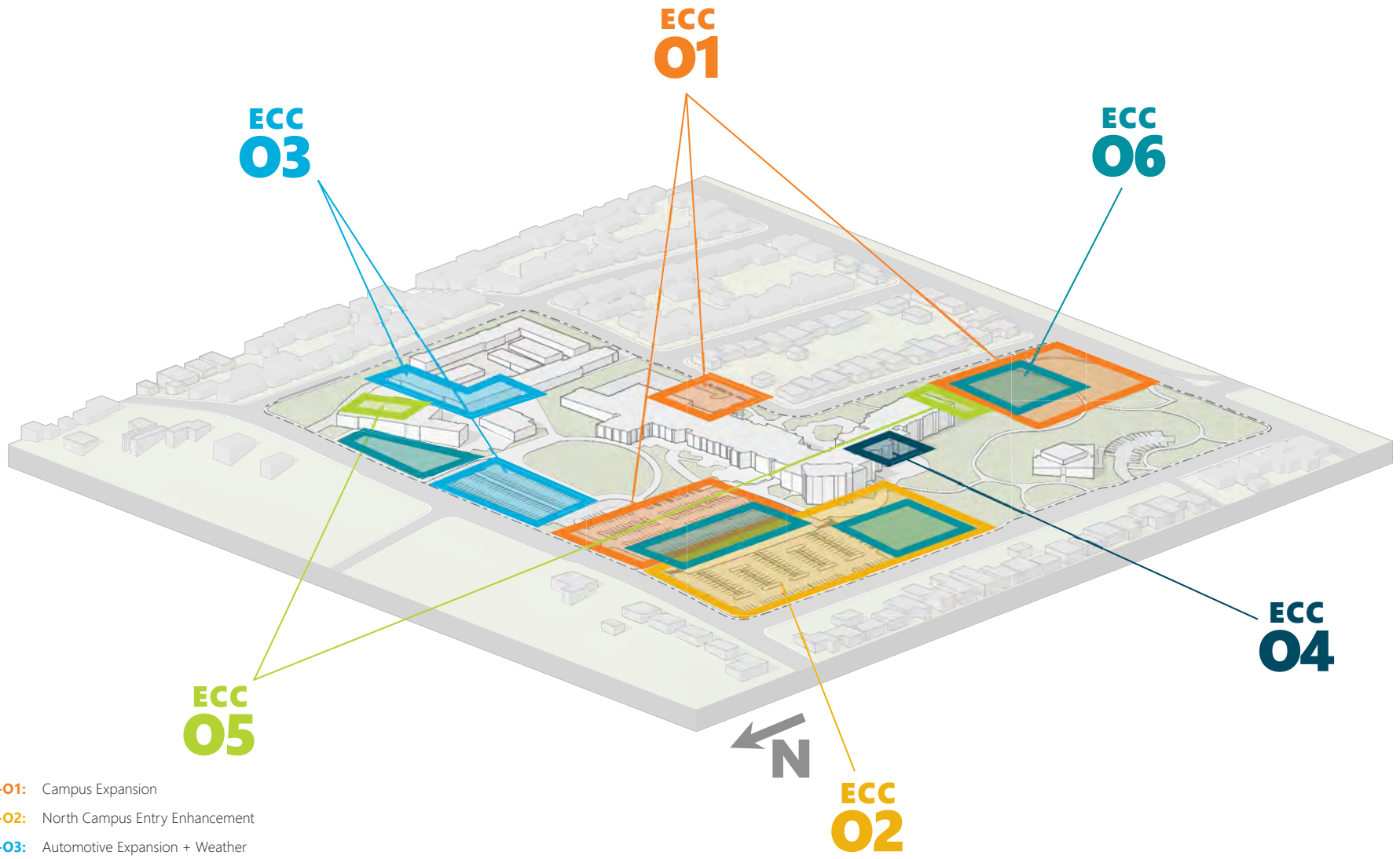
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Figure B

Project Area Map

SDCCE Facilities - MP



ECC-O1: Campus Expansion

ECC-O2: North Campus Entry Enhancement

ECC-O3: Automotive Expansion + Weather Protection

ECC-O4: Child Development Relocation & Expansion

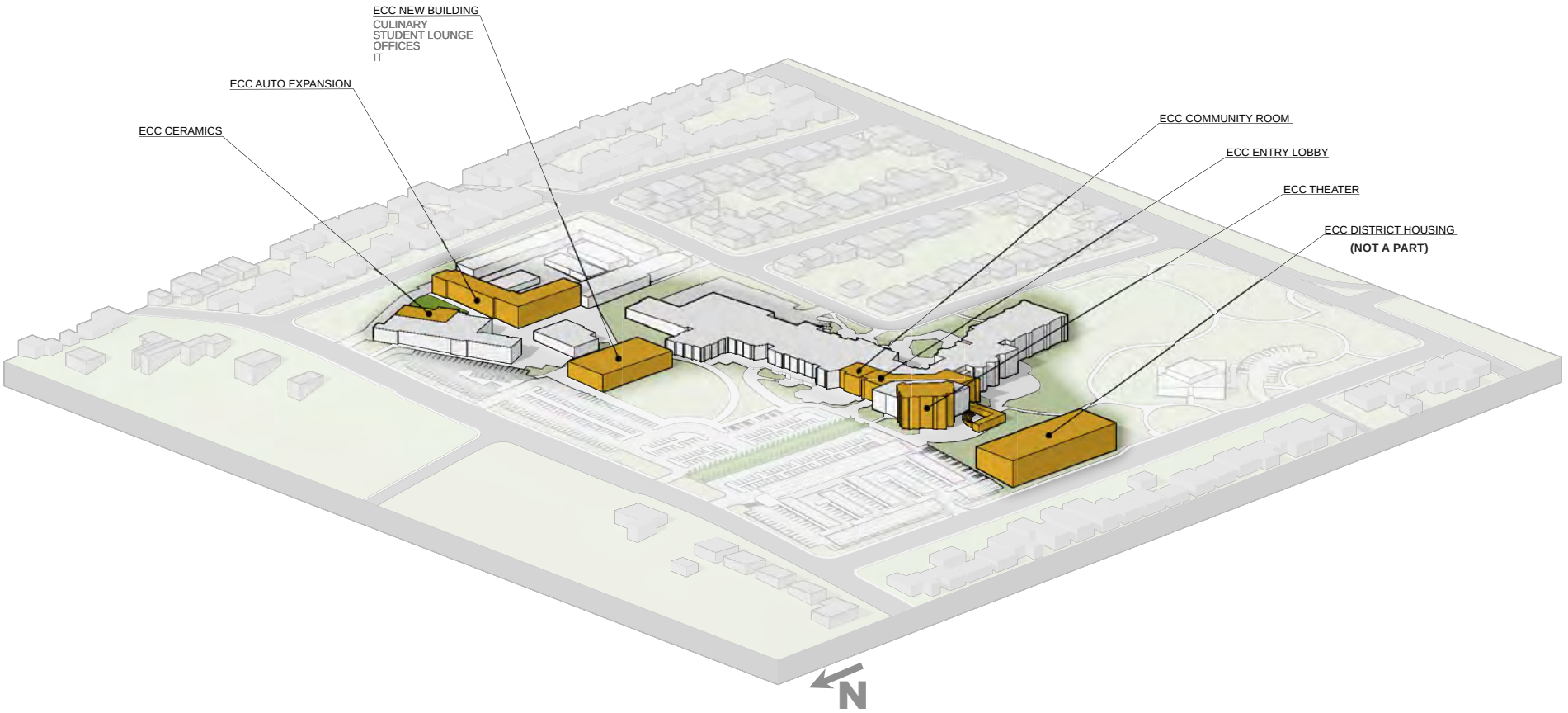
ECC-O5: Ceramics Studio Relocation

ECC-O6: Parking Enhancement

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Figure C

Educational Cultural Complex Opportunity Sites



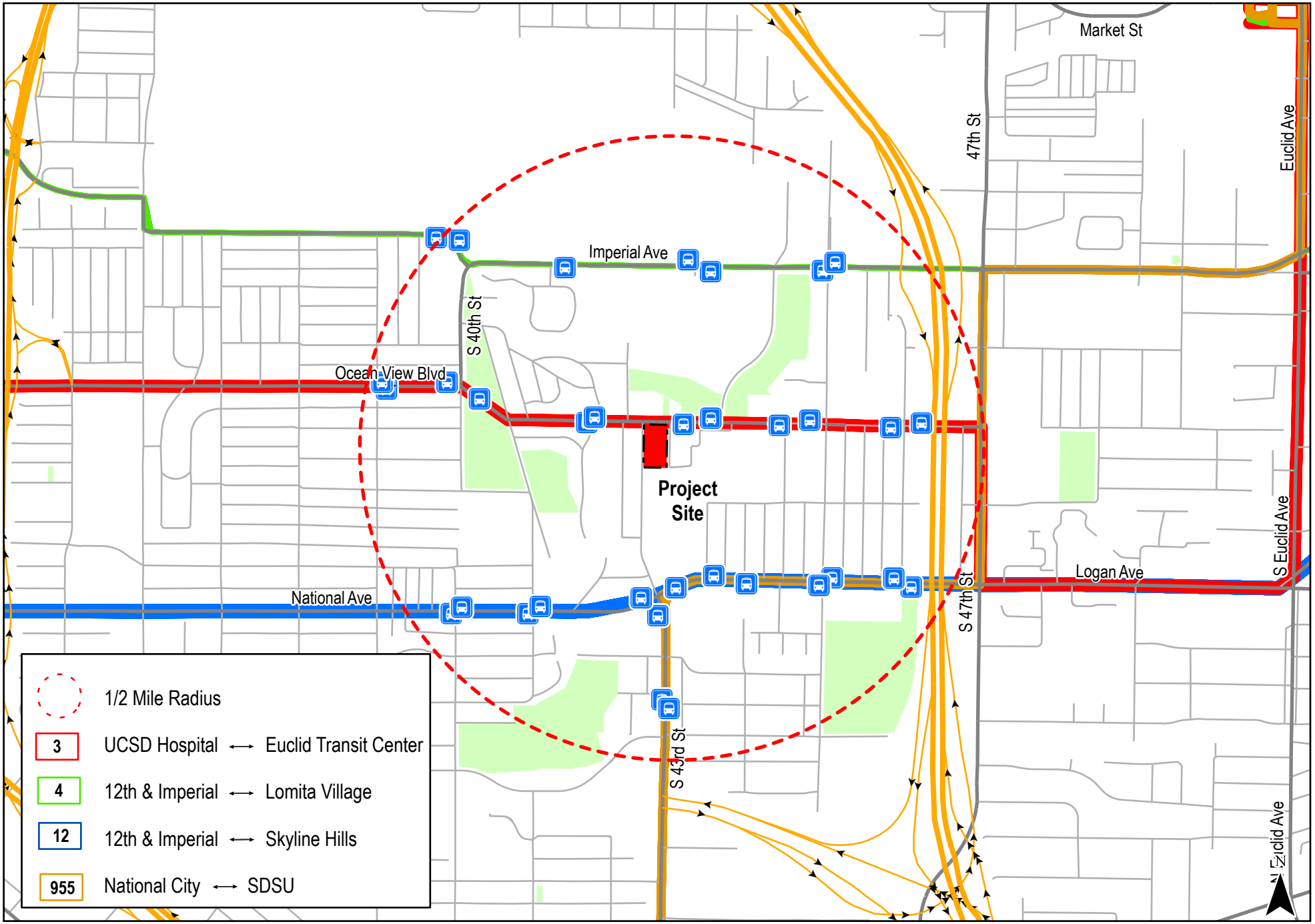
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Figure D

Educational Cultural Complex Conceptual Expansion Plan

SDCCE Facilities - MP



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Figure 1
Existing Transit Conditions
ECC

Attachment A

California State University's
Transportation Impact Study Manual,
March 11, 2019

California State University

Transportation Impact Study Manual

March 11, 2019

FEHR & PEERS

Table of Contents

1. Background Information 1
   1.1 Manual Purpose 1
   1.2 SB 743 Background 2
   1.3 When is a VMT Study Needed 3
   1.4 Chancellor's Office Coordination 4
2. Report and Analysis Requirements 5
   2.1 CEQA Checklist 5
   2.2 Report Requirements 7
      2.2.1 Project Description and Project Setting 7
      2.2.2 Significance Criteria, Methodologies, and Results 9
   2.3 Impact Findings and Mitigation Measures 19
   2.4 Site Access and On-Site Circulation 21
3. Agency Coordination and Guidance 23
   3.1 Congestion Management Agency 23
   3.2 Caltrans 24
   3.3 Regional Transportation Planning Agencies 25
   3.4 Air Quality Management Districts 26
   3.5 Coastal Commission 26
   3.6 Local Agencies 27

List of Tables

Table 1: Significance Criteria 10
Table 2: VMT Significance Thresholds 14
Table 3: VMT Normalization Guidance 16
Table 4: Potential Mitigation Measures 19

Appendix

Appendix A – Glossary of Acronyms
Appendix B – RTP Assumptions by Campus
Appendix C – Test Case: CSUSB Master Plan

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1. Background Information

1.1 Manual Purpose

In November 2012, the California State University (CSU) issued a Transportation Impact Study Manual (2012 CSU Manual) to assist the campuses within the CSU system in addressing transportation-related impacts under the California Environmental Quality Act (CEQA). At that time, level of service (LOS), which is based on delay to single occupant vehicles, was the metric utilized to evaluate CEQA impacts to the transportation system. Following issuance of the 2012 CSU Manual, the California legislature approved Senate Bill (SB) 743, which directed the California Office of Planning and Research (OPR) to update the CEQA Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3, sections 15000-15387) and identify an alternative metric for determining significant impacts.

The OPR process, described in greater detail below, identified use of Vehicle Miles of Travel (VMT) as the new metric in assessing impacts associated with vehicle travel. VMT is calculated, generally, by multiplying the number of trips generated by a project by the average distance those trips traveled. Furthermore, VMT can be normalized on a per person basis to evaluate the efficiency of that trip (e.g. the lower the VMT per person, the more efficient travel is).

In December of 2018, the Natural Resources Agency finalized their rule making process and released an update to the CEQA Guidelines to officially change the transportation analysis metric from LOS to VMT. It should be noted that the CEQA Guidelines do recognize the time required for lead agencies to change their analysis requirements and develop implementation procedures to complete the assessment; as such, lead agencies have until July of 2020 to complete the updates to their impact analysis guidelines to complete the transition from LOS to VMT.

CEQA *refers to the California Environmental Quality Act. This statute requires analysis and identification of potentially significant environmental impacts associated with state or local action, including approval of new development or infrastructure projects. The process of identifying these impacts is typically referred to as the environmental review process.*

LOS *refers to "level of service," a metric that assigns a letter grade to road network performance. The typical application of LOS is to measure the average amount of delay experienced by vehicle drivers at an intersection during the most congested time of day and to assign a report card range from LOS A (fewer than 10 seconds of delay) to LOS F (more than 80 seconds of delay). Under prior CEQA criteria, a certain increase in LOS results in a significant impact, which must be mitigated.*

VMT *refers to "vehicle miles traveled," a metric that accounts for the number of vehicle trips generated by a project and the length or distance of those trips. For transportation impact analysis purposes, VMT is generally expressed as*

Given the recent revisions to the CEQA Guidelines, this manual replaces the 2012 CSU Manual to provide guidance in the preparation of transportation impact assessments for projects on CSU campuses, including all lands owned by CSU, consistent with the CEQA Guidelines update. The manual can be used for projects ranging from campus master plan updates to individual campus projects, and for public-private development.

The CSU Transportation Impact Study Manual is subject to revision due to future changes in policies, guidelines or statutes.

1.2 SB 743 Background

In 2013, Governor Jerry Brown signed SB 743 into law, thus significantly changing the CEQA transportation impact analysis procedures. SB 743 required OPR to develop a new transportation analysis alternative to LOS that "promotes the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses."[1] *The changes in impact analysis methodology include the elimination of auto delay, LOS, and other similar measures of vehicular capacity or traffic congestion as a basis for determining significant vehicle-related impacts.*

As proposed by OPR and approved by the Natural Resources Agency, auto delay has been eliminated as an environmental impact under CEQA. Additionally, the process identified that VMT is generally the most appropriate measure of vehicle-related transportation impacts under CEQA. [2]

In December 2018, OPR released the current version of the *Technical Advisory on Evaluating Transportation Impacts in CEQA* (Technical Advisory) to provide advice and recommendations to CEQA lead agencies on how to implement the SB 743 changes. SB 743 requires analysis of a project's anticipated generation of VMT rather than its location-specific roadway operational impacts (i.e., LOS impacts). The Technical Advisory also recommends a variety of travel demand management mitigation strategies to mitigate a project's significant VMT impacts.

Given the departure from LOS to VMT, this manual provides instructions for analyzing transportation impacts relative to VMT, applicable significance thresholds, and recommended mitigation measures.

VMT, as defined by OPR, is normalized by dividing it by the population, employment, number of households, service population (population plus employment), and/or some other metric that effectively utilizes VMT as a measure of travel efficiency (e.g. the lower the VMT per person, the more efficient their travel patterns

[1] Public Resources Code Section 21099(b)(1)
[2] The revised Guidelines were adopted by the Natural Resources Agency in December 2018, subsequently approved by the Office of Administrative Law, and effective as of January 3, 2019.

are). As such, the shift to VMT is essentially a shift toward measuring transportation efficiency for each project.

1.3 When is a VMT Study Needed

Numerous projects are considered to be VMT reducing or make travel more efficient. One example of this would be local serving retail that is less than 50,000 sq. ft. In this example, the retail would serve local trips and likely intercept existing trips on the system that need to travel a greater distance for those local services (thus reducing average trip length and reducing VMT). Similar local-serving retail projects are not required to complete a VMT assessment.

For CSU projects, examples of projects that would be screened from VMT assessment due to their VMT reducing nature (i.e., no further analysis required) are noted below:

- Local serving retail that is less than 50,000 sq. ft., or retail that is located wholly within the core of a CSU campus;
- Childcare centers that serve students, faculty, and staff families;
- Student services facilities;
- Parking facilities that serve the campus demand and do not create "too much parking[3]";
- Healthcare centers serving students, faculty, and staff; and
- Recreation/fitness/wellness centers that serve students, faculty, and staff.
- Projects generating less than 110 vehicle trips per day, as noted in the OPR Technical Advisory[4].

For all other project types, a VMT assessment would be required, as outlined in this manual. At the outset of the project, a memo from the transportation consultant shall be provided at the beginning of the CEQA process which identifies the manner in which the Transportation Study Impact Manual will be implemented for the project.

[3] The concept reflects the notion that, if you over park a site, then it is easier/more convenient to drive and VMT per person would increase. Therefore, if the parking per FTE is not increased, the ability to drive and park remains constant, or possibly reduced, and VMT is not induced.

[4] CEQA provides a categorical exemption for existing facilities, including additions to existing structures of up to 10,000 square feet, so long as the project is in an area where public infrastructure is available to allow for maximum planned development and the project is not in an environmentally sensitive area. (CEQA Guidelines, § 15301, subd. (e)(2).) Typical project types for which trip generation increases relatively linearly with building footprint (i.e., general office building, single tenant office building, office park, and business park) generate or attract an additional 110-124 trips per 10,000 square feet. Therefore, absent substantial evidence otherwise, it is reasonable to conclude that the addition of 110 or fewer trips could be considered not to lead to a significant impact. (OPR Technical Advisory, 2018)

1.4 Chancellor's Office Coordination

Campuses embarking on any transportation impact assessment should coordinate with the Chancellor's Office to solicit input on the scope of work, assessment approach, and to verify that the latest CSU and CEQA Guidelines are being utilized.

One potential area of coordination involves whether to continue conducting LOS analysis. Although LOS is no longer required for CEQA evaluation, many cities, counties, or other agencies (including Caltrans) may still request LOS assessment as part of a campus project. In those instances, the campus shall contact the Chancellor's Office to assist in the strategy of coordinating with those agencies and their requests.

2. Report and Analysis Requirements

This chapter describes the required analytical components that shall be included in the transportation impact study (TIS). In addition to identifying the organization and information required for the report, this chapter also summarizes the analysis methodology and thresholds that shall be utilized to determine if an impact is significant.

2.1 CEQA Checklist

As noted in Chapter 1, the CEQA Guidelines have been updated related to potential transportation impacts.

CEQA Guidelines Appendix G includes a series of questions to be answered to determine if a project has the potential to result in a significant impact. The questions related to transportation impacts are listed below and are based on the CEQA Guidelines as updated in December 2018 (Appendix G, XVII. Transportation):

Would the project:

a) *Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?*

b) *Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?*

c) *Substantially increase hazards due to a geometric design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?*

d) *Result in inadequate emergency access?*

CEQA Guidelines Section 15064.3 provides in full:

(a) Purpose.

This section describes specific considerations for evaluating a project's transportation impacts. Generally, vehicle miles traveled is the most appropriate measure of transportation impacts. For the purposes of this section, "vehicle miles traveled" refers to the amount and distance of automobile travel attributable to a project. Other relevant considerations may include the effects of the project on transit and non-motorized travel. Except as provided in subdivision (b)(2) below (regarding roadway capacity), a project's effect on automobile delay shall not constitute a significant environmental impact.

(b) Criteria for Analyzing Transportation Impacts.

(1) Land Use Projects. Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high-quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact.

(2) Transportation Projects. Transportation projects that reduce, or have no impact on, vehicle miles traveled should be presumed to cause a less than significant transportation impact. For roadway capacity projects, agencies have discretion to determine the appropriate measure of transportation impact consistent with CEQA and other applicable requirements. To the extent that such impacts have already been adequately addressed at a programmatic level, such as in a regional transportation plan EIR, a lead agency may tier from that analysis as provided in Section 15152.

(3) Qualitative Analysis. If existing models or methods are not available to estimate the vehicle miles traveled for the particular project being considered, a lead agency may analyze the project's vehicle miles traveled qualitatively. Such a qualitative analysis would evaluate factors such as the availability of transit, proximity to other destinations, etc. For many projects, a qualitative analysis of construction traffic may be appropriate.

(4) Methodology. A lead agency has discretion to choose the most appropriate methodology to evaluate a project's vehicle miles traveled, including whether to express the change in absolute terms, per capita, per household or in any other measure. A lead agency may use models to estimate a project's vehicle miles traveled, and may revise those estimates to reflect professional judgment based on substantial evidence. Any assumptions used to estimate vehicle miles traveled and any revisions to model outputs should be documented and explained in the environmental document prepared for the project. The standard of adequacy in Section 15151 shall apply to the analysis described in this section.

(c) Applicability. The provisions of this section shall apply prospectively as described in section 15007. A lead agency may elect to be governed by the provisions of this section immediately. Beginning on July 1, 2020, the provisions of this section shall apply statewide.

Note: Authority cited: Sections 21083 and 21099, Public Resources Code. Reference: Sections 21099 and 21100, Public Resources Code; Cleveland National Forest Foundation v. San Diego Association of Governments (2017) 17 Cal.App.5th 413; Ukiah Citizens for Safety First v. City of Ukiah (2016) 248 Cal.App.4th 256; California Clean Energy Committee v. City of Woodland (2014) 225 Cal. App. 4th 173.

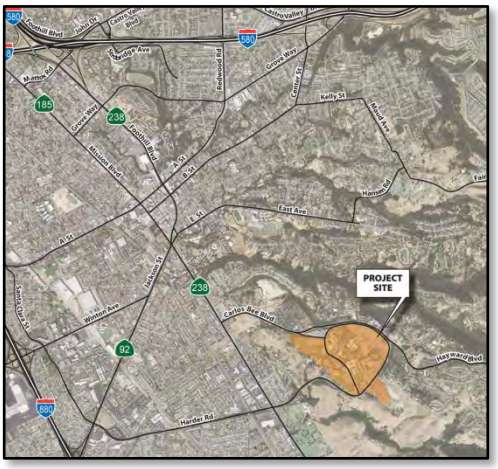
The remainder of this chapter provides guidance on addressing each of the noted CEQA checklist items consistent with Section 15064.3 of the CEQA Guidelines.

2.2 Report Requirements

This section of the Manual outlines the requirements for completing a TIS for projects proposed within the CSU system. In general, the study should include the following organization:

- Chapter 1 – Project Description and Project Setting
- Chapter 2 – Significance Criteria, Analysis Methodologies, and Results
- Chapter 3 – Impact Findings and Mitigation Measures
- Chapter 4 – Site Access and On-Site Circulation Assessment

2.2.1 Project Description and Project Setting



The Project Description and Project Setting provide the context for determining the study area for the impact analysis. The TIS study area refers to the geographical boundary within which the project's impacts on the transportation systems will be assessed. The study area should be viewed as the "area of influence" of a project. The extent of a TIS study area depends on the location (setting) and size/type of the project (description), and the technical questions anticipated to be asked by decision makers and the public. Defining the study area needs to be done through a process that results in substantial evidence (facts, analysis, etc.) to support the study area delineation. The boundary should extend as far as needed to accurately evaluate the significant impacts of the project and ensure that trip length information is not truncated at geographic boundaries (e.g. the entire trip length shall be accounted for).

Consideration of all travel modes and facilities (i.e., transit, pedestrian, bicycle, vehicle, rail, etc.) should take place when selecting the study area boundary. Guidance from CSU shall be obtained on the boundary delineation.

- The study area shall extend a sufficient distance from the project site to identify all potentially significant impacts, as supported by substantial evidence.
- Additional facilities may be studied based on circumstances unique to the site. TIS preparers shall consult with CSU to determine whether to consult with the host city or county early regarding any additional study locations based on local or site-specific issues.

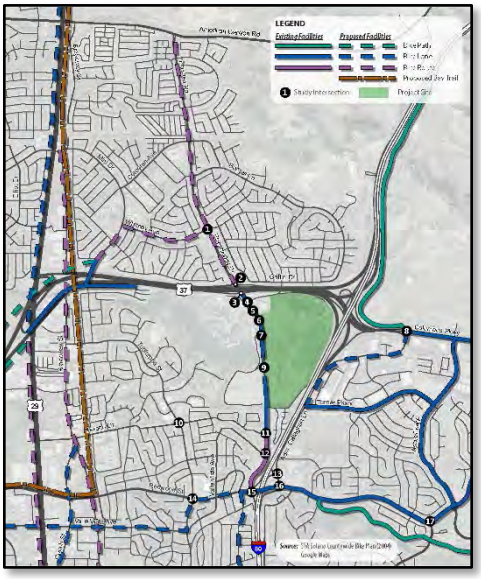
2.2.1.1 Roadway Network Description



The TIS shall provide a map that shows the Project site and identifies transportation facilities in the study area. The TIS shall provide a brief description of the study area roadways near the site. At a minimum, the TIS should state the number of travel lanes, direction of travel, the extents of each roadway, and the relation to the Project site. The TIS can also describe typical street cross-sections and other aspects of the streets such as on-street parking, bicycle and pedestrian facilities, median treatment, speed limit, etc. For state facilities, the latest available average daily traffic (ADT) counts near the Project site should also be reported[5].

2.2.1.2 Bicycle and Pedestrian Facility Description

The description and analysis of bicycle and pedestrian facilities will vary for each campus depending on the availability and usage. It is expected that urban locations will have more pedestrian and bicycle travel facilities and will require more detailed analysis than non-urban locations. At a minimum, the TIS shall provide the following information:



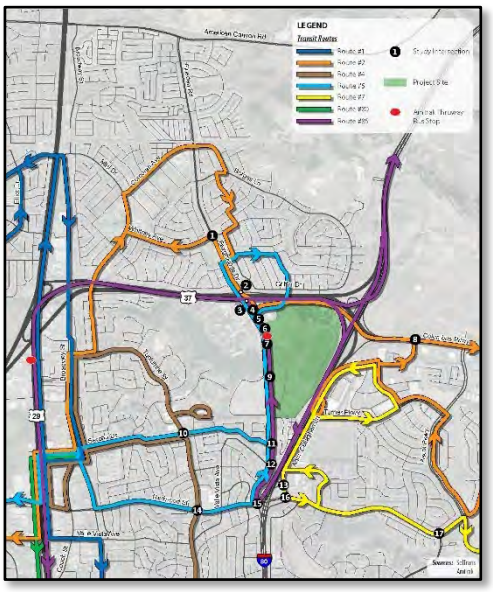
- A qualitative description of existing bicycle and pedestrian facilities in the Project vicinity. This would consist of identifying the location and type of bicycle facilities, presence of sidewalks, and the level of usage.
- A map showing existing and planned bicycle facilities in the study area.
- A description of different bicycle facility types. The local jurisdiction's bicycle plan should be consulted for a description of the facility types.
- A more detailed discussion of existing bicycle and pedestrian facilities and activities in the Project vicinity, including identification of nearby pedestrian and bicycle corridors. Major deficiencies in the existing system, such as street segments with missing sidewalks, obstacles, or non-Americans with Disabilities Act (ADA)-compliant facilities, should also be identified.

[5] Caltrans traffic counts can be found at traffic-counts.dot.ca.gov/

- A discussion of bicycle and pedestrian access between the Project site, nearby transit stops, and land uses that generate a high number of pedestrians or bicyclists (i.e., parking facilities, other campus buildings).
- A qualitative discussion based on observations of bicycle and pedestrian activity in the study area and at study area intersections.
- A description of bicycle parking in the Project vicinity, which may include location, type and usage of bicycle parking (racks, lockers, etc.)
- Graphics showing pedestrian and bicycle volumes in the study area and/or at study area intersections, if available.

2.2.1.3 Transit Facilities Description and Analysis

The description and analysis of transit facilities will vary for each site depending on the transit service and ridership in the Project area. At a minimum, the TIS shall provide the following:



- A qualitative description of transit service in the Project area, including campus shuttle service, local bus service, and regional bus, trolley, or rail service (such as Amtrak, or Bay Area Rapid Transit (BART) in the Bay Area, or the San Diego Trolley).
- A map showing transit routes within two miles of the Project site.
- Information on route operations, including hours of operations, time between stops of transit vehicles (headways), vehicle capacities, and load factors (i.e., a capacity analysis based on passenger counts).
- Information on bus stops near the Project site, such as bus stop locations.

2.2.2 Significance Criteria, Methodologies, and Results

The significance criteria refer to the criteria utilized to determine whether the transportation-related impacts of the proposed project would be significant within the meaning of CEQA. The significance criteria set forth below have been developed consistent with the CEQA Appendix G checklist questions, noted above and shall be utilized to evaluate potential project impacts. Table 1, Significance Criteria, lists the criteria to be applied in assessing transportation-related impacts; that is, the project would result in significant impacts if it would trigger any of the listed criteria.

Table 1: Significance Criteria

Impact Categories	CSU Significance Criteria
Plan Conflict	The project would conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle and pedestrian facilities.
VMT Impacts[6]	The project would result in a VMT-related impact as described below
Hazard Impact	The project would substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
Emergency Access Impact	The project would result in inadequate emergency access.

CEQA Checklist Questions:

a) Will the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

b) Will the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

c) Will the project substantially increase hazards due to a geometric design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?

d) Will the project result in inadequate emergency access?

2.2.2.1 Evaluation Approach and Methodology

2.2.2.1.1 Plan Conflicts

The TIS should identify plans, ordinances, or policies addressing the circulation system, including transit, roadways, bicycle lanes, and pedestrian paths. The consistency of a proposed project with the policies and standards shall be assessed to inform the impact conclusions using the significance criteria identified in **Table 1**. The various agencies and policies that will apply to most CSU projects are described below.

[6] Refer to Table 2: VMT Thresholds and Measurements by Project Type

CSU Campus Policies and Programs

The TIS should list the relevant circulation plans and other relevant transportation information identified in the current Campus Master Plan. A description of the Campus Travel Demand Management Plan (if applicable), current programs, and effectiveness (i.e. commute club membership, average carpool occupancy, changes in bicycle use, etc.) shall be included in this section.

Local Agency Policies and Standards

For information purposes, the TIS should list the transportation related programs, plans, and policies published in the adopted General Plan of the host city or county. The most relevant policies are those regarding planned improvements, including new roadways and new pedestrian and bicycle facilities, and policies and programs to enhance and encourage non-auto mode usage. Note that as a state agency, CSU is not required to comply with local plans, policies or regulations).

Congestion Management Program

The TIS must evaluate the Project's consistency with the relevant Congestion Management Program (CMP) requirements, where applicable, related to transit, bicycles, pedestrians, and other non-automotive uses. If the local CMP only requires LOS assessment for project evaluation, then that assessment shall not be included in the TIS as it is no longer required by CEQA upon implementation of SB 743. However, all other non-automotive analyses required by the CMP shall be assessed in the TIS to determine whether the project would conflict with the CMP.

2.2.2.1.2 VMT Impacts

This section describes the methodology and significance criteria for evaluating VMT impacts for CSU projects.

Screening Criteria

Please note that this section describes potential ways to screen projects from VMT assessment. However, projects that may be screened from VMT assessment may still need to address other assessments to comply with CEQA requirements.

Projects Screened From VMT Assessment

As noted in Chapter 1, the following CSU project types would generally not be required to complete a full VMT assessment; that is, identifying and describing the project as falling within one of these categories would constitute a less than significant impact related to VMT for CEQA purposes:

- Local serving retail that is less than 50,000 sq. ft., or retail that is located wholly within the core of a CSU campus;
- Childcare centers that serve students, faculty, and staff families;
- Student services facilities;
- Parking facilities that serve the campus demand and do not create "too much parking[7]";
- Healthcare centers serving students, faculty, and staff;
- Recreation/fitness/wellness centers that serve students, faculty, and staff; and
- Projects generating less than 110 vehicle trips per day, as noted in the OPR Technical Advisory[8].

Please note that, for those project listed above, the transportation consultant must still use engineering judgement to in completing the screening; that is, if these project types have the potential to increase VMT per person for some unique reason, then the project should undertake a full VMT assessment.

Projects Screened From Project Level VMT Assessment

In addition to the project types identified above, screening from project-level assessment may be applicable to certain other types of projects that do not meet the above project type on the basis that certain characteristics (e.g. location) are such that it can be assumed such project types would not result in significant VMT impacts. These project types and screening attributes are noted below as they have the *potential* to decrease the number of trips and/or the trip length around their development, further decreasing VMT. Importantly, however, this screening exemption is not absolute and if the transportation consultant reaches a conclusion that the project is appropriately screened from project-level analysis, it is essential that the study include substantial evidence supporting the conclusion. Additionally, although these projects would be screened from project level VMT assessment, they would still need to complete a *cumulative* level assessment to determine consistency with the Regional Transportation Plan (RTP) produced by the local Metropolitan Planning Organization (MPO) or Regional Transportation Planning Agency (RTPA).

- Development in Transit Priority Areas (TPA[9]);

[7] The concept reflects the notion that, if you over park a site, then it is easier/more convenient to drive and VMT per person would increase. Therefore, if the parking per FTE is not increased, the ability to drive and park remains constant, or possibly reduced, and VMT is not induced.

[8] Note – this screening criteria is described in OPR's technical advisory. If using this threshold, the transportation consultant should be aware that this is a trip-based benchmark; not a VMT-based benchmark. The user should review the trip length tied to the project to ensure that those would not be considered abnormally lengthy which would constitute potential concern related to CEQA significance.

[9] TPAs are defined as development located within a one-half mile of either an existing major transit stop (defined as a rail transit stop, ferry terminal served by either bus or rail transit, or the intersection of two or more major bus routes with 15-minute or better headways during the peak commute periods) or a stop along an existing high quality transit corridor (defined as a fixed route bus service with headways of 15-minutes or better).

- Development in a low-VMT generating area of the city, sub-region, or region; or
- On-campus housing serving students, faculty, and staff.

TPAs should be identified by the transportation consultant for applicability in the area. Low-VMT generating areas of the city, sub-region, or region can be identified by the transportation consultant by reviewing the VMT per person for the traffic analysis zone (TAZ[10]) for the referenced region. If the proposed land use is consistent with what is currently in the study area and the TAZ is identified as generating lower than existing VMT (compared to the city, sub-region, or regional VMT per person average), then the project can be screened from project level assessment.

As previously noted, although the project types described above can be screened from *project* level assessment, the proposed project needs to be assessed for its consistency with the RTP assumptions. If the project is not consistent with the RTP assumptions, then it would be screened out from project-level assessment but would require assessment of the effect upon regional or city VMT (i.e., it would require a cumulative assessment).

Some agencies (such as SACOG in Sacramento) have a checklist to determine RTP consistency and the campus should review local requirements for determining RTP consistency. If a checklist is not available, then consistency must be verified. To verify consistency, the land use information and assumptions in the local or regional travel demand forecasting model[11] should be reviewed.

Projects Requiring a Full VMT Assessment

For projects that do not meet any of the screening criteria described above, a transportation impact study including a full VMT assessment will be required. To complete this assessment, the traffic consultant will be required to determine if the project-generated VMT per service population is less than 15% of the existing regional, sub-regional, or citywide VMT per service population to determine whether the project would result in any project-related significant VMT impacts. The consultant must also evaluate the project's *effect* on VMT to determine if the project would increase or decrease the forecasted regional total VMT, i.e., would result in significant cumulative impacts.

For those projects not screened from further analysis, **Table 2** summarizes the VMT significance thresholds to be applied in assessing impacts associated with CSU projects; separate thresholds are identified for

[10] TAZ refers to a specific geographic location related to land use inputs into the regional or local travel demand forecasting model.

[11] The appendix contains a list of RTP assumptions related to campus use as of August 2018 to assist in verifying RTP consistency. Although this information has been summarized to assist staff with a consistency determination, the user should verify the land use inputs independently for accuracy.

application to project-level and cumulative impacts. These thresholds are consistent with the thresholds set forth in the OPR Technical Advisory, which recommends a significance threshold of 15% below existing VMT for project-level impacts associated with specific projects when measuring VMT on a per person or per capita basis (i.e., the project's travel efficiency should be 15% better than existing travel efficiency).

Table 2: VMT Significance Thresholds

Impact Categories	CSU Significance Thresholds
Project Level Impacts	➢ Residential Projects: VMT / Resident exceeds threshold of 15% below existing regional, sub-regional, or citywide VMT / Resident ➢ Office/Industrial: VMT / Employee exceeds threshold of 15% below existing regional, sub-regional, or citywide VMT / Employee ➢ Mixed-Use: VMT / Service Population[12] exceeds threshold of 15% below existing regional, sub-regional, or citywide VMT / Service Population ➢ Commuter Student Growth: VMT / Commuter Student exceeds threshold of 15% below existing regional, sub-regional, or citywide VMT / Commuter Student ➢ University Employment: VMT / Employee exceeds threshold of 15% below existing regional, sub-regional, or citywide VMT / Employee
Cumulative Impacts	➢ Residential Projects: VMT / Resident under the "with project" condition exceeds the Citywide, regional or sub-regional VMT / Resident identified under the RTP/SCS condition ➢ Office/Industrial: VMT / Employee under the "with project" condition exceeds the Citywide, regional, or sub-regional VMT / Employee identified under the RTP/SCS condition ➢ Mixed-Use: VMT / Service Population[2] under the "with project" condition exceeds the Citywide, regional, or sub-regional VMT / Service Population identified under the RTP/SCS condition ➢ Commuter Student Growth: VMT / Commuter Student under the "with project" condition exceeds the Citywide, regional or sub-regional VMT / Commuter Student identified under the RTP/SCS condition ➢ University Employment: VMT / Employee under the "with project" condition exceeds the Citywide, regional, or sub-regional VMT / Employee identified under the RTP/SCS condition

[12] Service population is typically defined as population plus employment. For campuses, service population is defined as population plus employment plus students. The transportation consultant shall not double count resident students twice in this evaluation (i.e., shall not count students that also live on campus).

VMT Methodology

As previously noted, VMT is defined as the number of trips generated by a project multiplied by the length of each trip. There are multiple methodologies that can be used to calculate VMT for a project, so special attention must be paid to how the project VMT is estimated.

VMT assessment under SB 743 is an efficiency metric, essentially evaluating the efficiency of the land use and transportation system by comparing the VMT per person that would result under the proposed project to the existing region or city VMT per capita. As such, the VMT methodology must be able to calculate the VMT for the project utilizing the exact same methodology used to estimate the VMT at the regional, sub-regional, or citywide scale so that an "apples-to-apples" comparison can be made.

The "best" tool presently available to estimate VMT at all CSU campus locations is the local or regional travel demand forecasting model. The travel demand models estimate trip generation, distribution, and assignment by land use type. Additionally, given the local or regional context of the project, the travel demand model can be utilized to develop the regional or citywide comparative efficiency metrics related to VMT.

As noted later in this manual, consistent with the OPR Technical Advisory for SB 743 implementation, VMT should be normalized as an efficiency rate for evaluation, the transportation consultant isn't evaluating the total VMT generated by the project; rather they are comparing the efficiency of travel on a per person basis to local, sub-regional, or regional travel efficiency averages. Depending on the proposed use being evaluated, the normalization should focus on specific types of VMT (identified as VMT by trip purpose) and should be normalized to the appropriate capita denominator (employment for employment uses, population for residential uses, students for educational uses, etc.). For example, increased employment uses should focus on home-based-work trip purposes estimated from the model and would be normalized per employee; home-based-work trips are those trips made from home to work and back home. This "commute trip" VMT estimate would be compared to the regional, sub-regional, or citywide VMT for the same trip purpose per employee to evaluate potential impacts of the project.

Please note that some travel demand models have limitations related to the application of isolating VMT by trip purpose or have constraints related to the model's ability to fully account for existing VMT in the model study area (especially if the project is located near the near the model's geographic boundary). As such, the traffic consultant shall use professional judgment to adjust the model results (if needed) in order to provide an accurate accounting of VMT per person, as required in **Table 3, VMT Normalization Guidance**.

Table 3: VMT Normalization Guidance

Project Type	VMT Trip Purpose Type[1, 2, 3, 4, 5, 6]
University Commuter Student Growth	Home-Based Other (Attraction)
University Master Plans and Other Mixed-Use Projects where new VMT would be generated (including FTE increases or other projects that include multiple uses)	Home-Based Work (Production & Attraction) + Home-Based Other (Production & Attraction) + Non-Home-Based (Production & Attraction)
University Employment	Home-Based Work (Attraction)
Market-rate or non-university housing	Home-Based Work (Production) + Home-Based Other (Production)
Student/Faculty/Staff Housing	Home-Based Work (Production & Attraction) + Home-Based Other (Production & Attraction)
Office/Industrial or off-campus commercial/retail greater than 50,000 sq. ft. (typically implemented as a Public-Private Partnership project)	Home-Based Work (Attraction)
Events and Recreational Projects[7,8]	Home-Based Other (Attraction)
Development located in a Transit Priority Area	See categories above for the most appropriate metric

Notes

1. Home-Based Work trips are trips in which either the origin or destination of the trip is the traveler's home, and either the origin or destination of the trip is the traveler's workplace.
2. Trip Production is the home end (either the origin or destination) of a Home-Based trip, or it is the destination of a Non-Home-Based trip.
3. Home-Based Other trips are trips in which either the origin or destination of the trip is the traveler's home, and either the origin or destination of the trip is a location other than the traveler's workplace, such as a place to buy goods or services, or a place to engage in social or recreational activities.
4. Trip Attraction is the non-home end (either the origin or destination) of a Home-Based trip, or destination of a Non-Home-Based trip.
5. Service Population is comprised of the employment population plus student population plus any additional residency not captured in the noted populations (e.g. faculty or staff housing could have spouses or children living there that are not already accounted for in the employment or student population).
6. Non-Home-Based trips are trips in which neither the origin nor destination of the trip is the traveler's home.
7. Examples of these types of projects include hotels, arenas, performing arts centers, and conference centers.
8. In the context of events and recreational projects, production-based trips are those generated by the residential land uses. Attractions, on the other hand, are trips that are destinations and are usually generated by employment or educational uses. Isolating these trip types allows the analyst to isolate the specific trip types accordingly.

To be consistent with current best practices, the transportation consultant shall review the travel demand model to ensure that it meets the following three criteria to be deemed acceptable for use in the assessment:

1. The scale of the model should match that of the project to ensure that the model accounts for all regional influence areas and accounts for the total VMT generated by the project (i.e., confirm it does not artificially truncate VMT information due to a small geographic boundary).
2. The model should be calibrated and validated within the study area by the transportation consultant related to VMT estimation. The model's validation in the study area should be verified for each forecast time period (i.e., daily, AM peak hour, PM peak hour, etc.) and for each mode analyzed. The model trip length information and VMT estimates should also be compared to available data to verify accuracy. The model validation should include static and dynamic tests. Static validation tests should include those specified in Travel Forecasting Guidelines (Caltrans, 1992), and Model Validation and Reasonableness Checking Manual (FHWA, 1997). Dynamic tests verify that the model contains an appropriate level of sensitivity related to the types of transportation network or land use changes associated with the project.
3. The model's land use or socioeconomic forecasts should be tested for reasonableness by the transportation consultant. Models are used to forecast travel demand for a specific horizon year (i.e., 20 years). The land use and socioeconomic forecasts need to match the horizon year and be based on reasonable market conditions that reflect past and future development trends for the specific study area. Additionally, the model needs to include any reasonably foreseeable development projects.

Project Generated VMT Assessment (Project Impacts)

To estimate the project generated VMT, the travel demand model should be run for the base year and future year condition, isolating out the VMT generated by the project as noted in **Table 3**. Since the project generated VMT should reflect the opening year of the project for individual projects or the buildout year for master plan projects, the traffic consultant must interpolate the VMT estimates between the base year and future year model results assuming linear interpolation (typically, a model's base year is several years prior to the opening year of the project). The same interpolation and model runs shall be utilized to estimate citywide, regional, or sub-regional VMT that is to be utilized for comparative purposes.

Using the model in this fashion, the transportation consultant shall complete the following assessment:

- Existing Conditions – existing VMT per capita for the citywide, regional, or sub-regional area
- Project Conditions – VMT per capita for the proposed project to be compared to the Existing Conditions
- Cumulative No Project Conditions – RTP-consistent VMT per capita at the citywide, regional, or sub-regional level
- Cumulative Plus Project Conditions – VMT per capita at the citywide, regional, or sub-regional level

Project Effect on VMT Assessment (Cumulative Impacts)

For the cumulative assessment, the transportation consultant shall evaluate the project's *effect* on VMT. To undertake this assessment, the user must input the project into the travel demand model and determine if the project would result in an increase or decrease in the regional, sub-regional, or citywide VMT per capita.

The traffic consultant may need to complete a redistribution of land uses to ensure that the "no project" assessment and the "with project" assessment contain the same land use control totals for the city, region, or sub-region, especially if the project is large enough that it would affect land use absorption elsewhere in the city, region, or sub-region (e.g. a proposed housing project on the campus does not change the regional population estimates; it just reallocates where they live). The consultant also will need to work with the Chancellor's Office to identify the most appropriate method of land use allocation, but the following approaches are considered acceptable for completing the cumulative assessment:

- Add the proposed land use to the travel demand model (note, this will not maintain regional control totals, but should produce appropriate results for most projects); or
- Utilize an economist to identify where else in the local region development would not occur with implementation of the project to maintain regional land use control totals (this would be appropriate for campus development that includes significant housing (i.e., more than 1,000 housing units or employees that were not anticipated in the RTP); or
- The traffic consultant would review all Traffic Analysis Zones (TAZs) within a five- to ten-mile radius of the project site and reduce growth proportionately across all TAZs showing growth to maintain regional land use control totals.

Fehr & Peers completed a "test case" for VMT assessment as part of manual preparation using the CSU San Bernardino master plan as the test project to evaluate through the VMT methodology and significance criteria. The results of this test case are summarized in a presentation included as Appendix C.

2.2.2.1.3 Hazard Impacts

The transportation consultant should review the project and determine if there is a specific design component that would create a hazardous condition. Typically, this review looks at project geometrics and the consultant would provide a professional opinion related to modal conflicts and/or consistency with typical design standards.

Additionally, the transportation consultant should review the land use context where the project is expected to contribute a different mix of travel such that the volume, mix, or speed of traffic was not anticipated as part of the original transportation network design (applies to all modes). Increasing trips on a facility that

was not originally designed for that volume, mix, or speed of traffic is another important consideration that should be addressed.

2.2.2.1.4 Emergency Access Impacts

The transportation consultant shall work with the campus to contact emergency services (fire and/or police) and solicit their input related to emergency accessibility for the project site. Additionally, CSU projects are required to follow the State University Administrative Manual (SUAM) which requires the State Fire Marshal to review all projects prior to implementation. As such, the consultant should reference the university requirements related to the SUAM which would result in a less-than-significant finding related to emergency accessibility impacts.

2.3 Impact Findings and Mitigation Measures

This section of the Transportation Impact Study shall summarize the results of the impact analysis (using the methodologies and significance criteria and thresholds identified above).

For significant impacts, feasible mitigation measures shall be recommended. **Table 4, Potential Mitigation Measures**, lists those potential mitigation measures that shall be considered by the transportation consultant and campus; the measures are listed by corresponding impact category. The specific mitigation measures to be selected will depend on the specific impact identified.

Table 4: Potential Mitigation Measures

Impact Category	Potential Mitigation Measures
Plan Conflict	➢ Provide for access to, from, and through the development for pedestrians and bicyclists ➢ Designate Class I bicycle paths, Class II bicycle lanes, and other appropriate facilities on-campus ➢ Provide bus turn-outs, bus shelters, additional bus stops, and park-and-ride lots ➢ Address planned transit facilities in project design, if feasible ➢ Coordinate with local transit providers to improve service to the area

VMT Impacts	➢ Revisit project design features and or proposed land uses with an eye towards reducing project trips or reducing trip lengths ➢ Look for other measures to reduce trip lengths or the number of trips generated through Transportation Demand Management (TDM) measures (see additional guidance below) ➢ If a regional program is available to reduce VMT, a fair-share payment toward that program shall be paid if all significant impacts have not been mitigated through all other feasible mitigation measures
Hazard Impact	➢ Optimize location of access driveway(s) ➢ Improve sight distances at intersections and driveways to standard engineering practice ➢ Provide for yield or stop control ➢ Restrict certain turn movements
Emergency Access Impact	➢ As noted above, projects would be required to be reviewed by the State Fire Marshal as part of the SUAM procedures. As such, no significant emergency access impacts are anticipated and, therefore, no mitigation would be required.

VMT Mitigation – Transportation Demand Management Strategies

For those projects that result in significant VMT-related impacts, implementation of a TDM mitigation measure represents potentially feasible mitigation to assist in reducing such impacts, if not fully eliminating the impacts. In preparing a TDM mitigation measure, each campus shall consider the following VMT reduction strategies to mitigate those impacts:

- Revisit project design features and or proposed land uses with an eye towards reducing project trips or reducing trip lengths. In a master plan context, examples include: increasing on-campus housing (thereby reducing commuter trips to the campus), limiting parking on the campus to discourage vehicle trips, coordinating with regional transit agencies to expand transit service to the campus, improving bicycle/pedestrian facilities both on- and off- campus, and other measures that decrease the need and/or desirability for people to drive to/from the campus.
- After all feasible TDM strategies have been included within the recommended mitigation measure, if there are remaining (i.e., residual) significant VMT-related impacts, the transportation consultant needs to determine whether there are any fee (i.e., fair-share) programs specific to VMT reduction that have been adopted and are applicable to CSU, generally, and the campus geographic area, specifically. Currently, there are very few such programs available to reduce VMT significant impacts

through a fair-share payment program (only a handful of VMT-based nexus programs exists in the state). If a valid regional program applicable to CSU is available to reduce VMT at the time the transportation consultant is conducting the VMT analysis, and impacts have not been reduced to less than significant with implementation of other VMT-reduction strategies, then, following consultation with the Chancellor's Office and General Counsel, a fair-share payment toward that program in an amount necessary to reduce the remaining impacts to less than significant shall be considered.

- Several regional agencies are exploring a VMT mitigation banking system that, if implemented, could be utilized to off-set significant VMT-related impacts. Although such a banking system currently does not yet exist in the state, this potential mitigation measure could exist in the future, and the transportation consultant must research the then-present availability of any such programs, with a related report to the campus and Chancellor's Office.

In light of the fact VMT mitigation programs have not yet been developed in most areas of the state, the mitigation measure most available that can affect VMT on campuses is implementation of a comprehensive TDM program. In this regard, CSU has developed a comprehensive TDM manual that provides a framework for development of a TDM program tailored to the setting of each campus.

Anticipated VMT reductions associated with several TDM strategies presently can be calculated using information from the California Air Pollution Control Officers (CAPCOA) guidance or other approved VMT calculation methodology.

Full implementation of all feasible TDM measures will mitigate significant VMT impacts to the extent feasible. TDM measures, which likely will be required in many circumstances, should be considered early in the project development process, along with the costs of implementation of such measures.

TDM Measure
Parking
Student, Faculty and Staff Permits
Daily Parking Pricing
Short Term/Hourly Parking
Preferential Parking for Carpools and Vanpools
Transit
Reduced/Subsidized Transit Fares
Universal Transit Pass
Shuttle Services
Walking/Bicycling
Walking and Biking Incentives
Bicycle Parking and Showers
On-site Bicycle Maintenance
Bikesharing
Other
On Campus Amenities
On Campus Housing
Guaranteed Ride Home Program (for Employees)
Carpool and Vanpool Incentives
Marketing and Educational Campaigns
Carsharing
Pre-tax Commuter Benefits (for Employees)
Ridematching Program

2.4 Site Access and On-Site Circulation

The analysis of on-site circulation is required to identify the adequacy of the site design. The level of detail in the analysis is to match the level of detail provided in the project site plan and will also be affected by the project type – i.e., a Master Plan update will be reviewed more broadly relative to campus-wide circulation

system requirements, whereas a new building or parking structure can receive a more localized and operational review.

The site plan review and circulation assessment should include the following considerations. This portion of the review should be completed by a registered State of California Civil or Traffic Engineer.

- Existence of any current traffic hazards in the local area such as high-collision locations.
- Applicability of context-sensitive design practices compatible with adjacent neighborhoods or other areas that may be impacted by the project traffic.
- Close proximity of proposed site driveway(s) to other driveways or intersections that may create a traffic hazard.
- Adequacy of corner sight distance or stopping sight distance at project access points.
- Adequacy of on-site vehicle, bicycle, and pedestrian circulation, provision of safe pedestrian paths between residential areas and academic buildings and other campus destinations, and between the site and nearby transit facilities.
- Project site design, including project construction activities, resulting in inadequate emergency access or response times.

3. Agency Coordination and Guidance

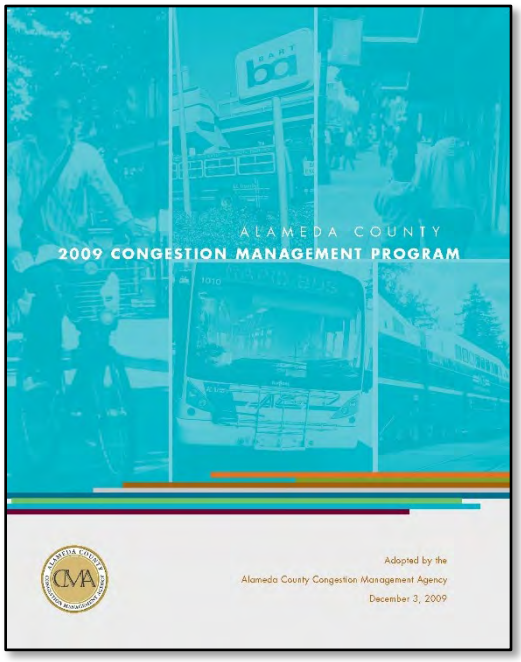
Campuses embarking on any transportation assessment should coordinate with the Chancellor's Office to solicit input on the scope of work, process, and to verify that the latest CSU and CEQA Guidelines are being utilized.

As previously noted, although LOS is no longer required for CEQA evaluation, many cities, counties, or other agencies (including Caltrans) may still request LOS assessment as part of a campus project. In those instances, the campus shall contact the Chancellor's Office to assist in the strategy of coordinating with those agencies and their requests.

The remainder of this chapter summarizes key agencies with which coordination may be required when preparing a TIS.

3.1 Congestion Management Agency

In 1990, the State of California passed Proposition 111, which requires urban counties to establish Congestion Management Agencies (CMA) to conduct certain transportation-related functions, including oversight of a portion of the state gas tax. CMAs are directed by boards consisting of representatives from the applicable county and each city within the county. The CMAs are required to maintain and periodically update a Congestion Management Program (CMP), consisting of the following elements:



- Traffic LOS standards applicable to a designated system of State highways and principal arterial streets;
- Transportation System Performance Measures to evaluate current and future multi-modal system performance for the movement of people and goods;
- A seven-year capital improvement program (CIP) containing projects to maintain or improve the performance of the multi-modal system for the movement of people and goods;
- A set of procedures to analyze the impacts of land use decisions made by local jurisdictions on regional transportation systems; and
- A travel demand element that promotes transportation alternatives to the single-occupant vehicle.

In addition to preparing, adopting and implementing a CMP, each CMA includes a countywide computerized travel demand model based on a uniform database. The CMA must also establish procedures for preparing Deficiency Plans when LOS standards are violated.

CMP requirements vary from county to county, but generally require assessment of project impacts on the primary roadway network (freeways and major arterials), using a trigger for impact assessment based on project size or number of trips generated; note that certain counties, including San Diego, have opted out of the CMP program. The CMP performance objectives are often different than those maintained by a local city or Caltrans, reflecting a county-wide perspective on congestion management and multi-modal transportation system operations. For example, a corridor-level metric such as average travel speed or vehicle density may be used as opposed to individual intersection or roadway segment LOS.

Given the direction of SB 743 to eliminate LOS from CEQA documents and utilize VMT for determining CEQA impacts, each campus will need to review the requirements identified within the CMP to determine applicability to the campus and corresponding TIS. If applicable requirements only focus on LOS assessments within the CMP, then no technical analysis will be required. However, if a CMP requires assessment of other modes or metrics, then the transportation assessment will need to address consistency with those modal requirements.

3.2 Caltrans

The California Department of Transportation (Caltrans) operates and maintains the State's highway system. Transportation impact studies prepared for CSU projects within a study area that includes Caltrans facilities should coordinate with Caltrans on the scope of the transportation assessment, including the standard practices of the local Caltrans District. Notwithstanding SB 743, Caltrans may require additional analysis beyond VMT, including, for example, queue analysis at Caltrans facility on- and off-ramps as related to potential safety impacts.

In recent years, Caltrans has begun moving toward a multi-modal, "complete streets" perspective in managing its facilities, to include not just freeways but many urban thoroughfares. Several guidance documents are available to support impact assessment on such routes, including Complete Streets Implementation Action Plan (February 2010) and Smart Mobility 2010 (February 2010).

In furtherance of the "complete streets" approach, in November 2016, Caltrans published interim guidance relative to SB 743. These guidelines supersede the previous Caltrans' guidance related to traffic impact analyses (published in 2002) that were largely focused on vehicle LOS. The guidance specifically states:

> *"Past LD-IGR practices primarily utilized Level of Service to identify various impacts to the State Highway System (SHS), and often limited its recommended mitigation to traditional road*

improvements. Although Caltrans recognized that Lead Agencies could implement other measures, such as improvements to other modes of transportation or incentive programs to encourage use of other modes, the Lead Agencies often rely on Caltrans' recommended measures. Going forward, efforts to fulfill our LD-IGR obligation should consider multimodal solutions to not only improve access to destinations for all system users (motorists, transit riders, bicyclists, pedestrians), but also encourage efficient land use that helps achieve the multitude of goals sought, including quality of life, economic prosperity, the development of multimodal networks, and GHG emissions reduction ."

3.3 Regional Transportation Planning Agencies

Regional transportation planning agencies (RTPA) are one of three regional agencies responsible for regional planning in California. The Caltrans Director designates the official regional transportation planning agency for each of California's 58 counties. For each county, the regional transportation planning agency is established through one of the following:

- created by statute,
- the metropolitan planning organization (MPO) serves as the regional transportation planning agency, or
- a local transportation commission or county transportation commission serves as the regional transportation planning agency.

Prior to the passage of SB 743, the purpose of the RTPA was to monitor LOS on regional roadways and prepare regional plans and programs to improve all modes of transportation locally and regionally. Under the new CEQA guidelines established pursuant to SB 743, RTPAs will have the responsibility of developing plans to reduce VMT. This change from vehicular LOS to regional VMT will align transportation metrics and mitigation measures with those required for air quality and covered in the Sustainable Communities Strategy (SCS). The SCS integrates land use and transportation strategies to achieve greenhouse gas (GHG) emission reduction targets. SB 375 requires each metropolitan planning organization to prepare a SCS.

In tandem with an SCS, agencies are likely to prepare a Regional Transportation Plan (RTP), which is a long-range planning document identifying future transportation improvements and the funding available within the region. The RTP/SCS collectively identifies improvements across the entire transportation system, including the roadway network and public transit systems.

Transportation impact studies prepared for CSU projects shall review the project's consistency with the RTP/SCS and document those consistency findings as outlined in prior chapters of this manual.

3.4 Air Quality Management Districts

Air Quality Management Districts (AQMDs) are comprised of locally elected officials from each jurisdiction within the district. The purpose of the districts is to regulate sources of air pollution. In September 2006, the State of California passed AB 32, the Global Warming Solutions Act of 2006, which requires the state to achieve a specified statewide GHG emissions reduction cap by 2020. Since the passage of AB 32, the California Air Resources Board and regional AQMDs have been developing guidance on the evaluation of GHG baselines and reduction strategies. Senate Bill 375 (SB 375) provides incentives in the form of CEQA streamlining to encourage community design that supports reduction in per capita GHG emissions. This effort has been further supported by the passage of SB 743.

CSU projects that require CEQA clearance may need to provide inputs, such as vehicle trips and vehicle-miles travelled, to the consultant preparing the air quality analysis of the project. Most AQMDs provide a set of guidelines to assist Lead Agencies in evaluating potential air quality impacts of projects and plans. Impact assessment for air quality assessment within a District's governing area should generally be prepared consistent with the guidelines set by the District.

3.5 Coastal Commission

The California Coastal Commission (CCC) is a state agency that partners with coastal cities and counties to regulate the use of land and water in the coastal zone under the California Coastal Act. The California Coastal Act includes provisions relating to transportation and public services in the context of new development. For example, Chapter 3, Article 6, Section 30250 (Location; Existing Developed Area), states that most new development must be located in proximity to existing developed areas in order to consolidate public services. Likewise, Section 30252 (Maintenance and Enhancement of Public Access) states that new development should maintain and improve public access to the coast, including measures such as extending transit service, mixing land uses in developed areas, providing bicycle and pedestrian circulation within the development, and providing adequate parking and/or increased transit service.

To maintain consistency with the Coastal Act, local governments prepare Local Coastal Programs (LCP) for CCC approval. The LCP guides development in the coastal zone and consists of a Land Use Plan, consistent with the local jurisdiction's general plan land uses, and an Implementation Plan, which is typically integrated with the local government's zoning code. Though the LCP plans vary by jurisdiction, a given LCP may directly address transportation considerations, such as the provision of new bicycle storage facilities at beach parking lots and standards for maximum roadway width through the coastal zone. Once the CCC adopts the LCP, the local agency that put forth the LCP is responsible for issuing coastal permits concurrent

with that planning document. The CCC only directly issues permits for land not covered under an LCP and addresses appeals of coastal permits.

CSU transportation impact studies for projects within the coastal zone shall review the goals and policies set by the applicable LCP and determine the project's consistency with those goals and policies. (Note: The term "coastal zone" is a legally defined term. Campuses should consult with the General Counsel's office to determine whether the subject project would be located within the coastal zone.)

3.6 Local Agencies

Local agencies in California typically have the ability to control land use and transportation within the City. However, CSU campuses are not subject to local land use control. As such, local agencies may approach a campus during a TIS without the understanding of their lack of control over campus land use decisions.

As such, local agencies may comment on environmental documents as they are a responsible (e.g. they are responsible for the areas around the campus). These local agencies are governed by the policies contained in their General Plan (which includes goals, policies, and maps related to transportation in its Circulation Element). Additionally, many cities have completed other transportation plans (such as Active Transportation Plans (ATPs), Bicycle Master Plans, Transit Master Plans, etc.) that guide the planning and implementation of those transportation facilities in their City.

Many cities have specific General Plan targets related to LOS. As such, local agencies may ask for intersection or roadway segment analysis to show the project's consistency with their policies. As noted above, LOS is no longer required for CEQA assessment and the CSU is not subject to these local land use control policies. Therefore, if a local agency does request LOS assessment (or any other assessment hat is not consistent with this manual), the Chancellor's office shall be consulted immediately to determine the most appropriate approach to coordinating with the local agency.

Appendix A – Glossary of Acronyms

SB – Senate Bill

AB – Assembly Bill

LOS – Level of Service for intersection or roadway operations

VMT – Vehicle Miles of Travel

TISM – CSU Traffic Impact Study Manual

CEQA – California Environmental Quality Act

OPR – California Office of Planning and Research

MP – Master Plan

RTP – Regional Transportation Plan

SCS – Sustainable Communities Strategy

TPA – Transit Priority Area

FTE – Full Time Equivalent

TDM – Transportation Demand Management

Appendix B – RTP Assumptions

Model Inputs and VMT Estimates for Campuses

Note: This information is meant simply as a reference for the CSU campuses. For project applications, campuses need to verify with the Metropolitan Planning Organizations and other entities that manage the below models that the information associated with them is correct before they use it.

Campus	Potential Travel Demand Forecasting Models to Estimate VMT	Base Year	Base Year - Employment	Base Year - Students	Future Year	Future Year - Employment	Future Year - Students	Other Dedicated VMT Estimators Available	Information on Existing Campus VMT Estimates	Link to Reports with VMT Estimates	Notes
Northern											
Cal Maritime	• Solano/Napa Activity Based Model (Solano/Napa) • The Bay Area's Metropolitan Transportation Commission's Travel Model One (TMO) Activity Based Model	• **Solano/Napa:** 2015 • **TMO:** 2010	• **Solano/Napa:** 329 • **TMO:** 645	• **Solano/Napa:** 291 • **TMO:** 573	• **Solano/Napa:** 2040 • **TMO:** 2040	• **Solano/Napa:** 414 • **TMO:** 727	• **Solano/Napa:** 364 • **TMO:** 640	N/A	• The "Increase in VMT After Implementation of the Master Plan" was calculated on page 334 of the report "California State University Maritime Academy Physical Master Plan Environmental Impact Report" but the total VMT of the campus was not calculated. • The increase in VMT was not broken down by user type. • Not enough information was provided to know whether this increase was calculated based on full or half accounting, or whether it was calculated in accordance with SB 743 guidelines.	California State University Maritime Academy Physical Master Plan Environmental Impact Report: https://www.dropbox.com/s/peqxbtupcfr798u/Cal%20Maritime%20Academy%20Project%20Public%20Review%20Draft%20EIR.pdf?dl=0	There are no trip-based travel demand forecasting models (TDMs) for this area.
Chico	Butte County Association of Governments (BCAG) Model	2014	N/A (see "Notes" column)	16,500	2036	N/A (see "Notes" column)	23,504	N/A	N/A	N/A	• The City of Chico has its own VISUM TDM. If you'd like information from that model, contact the City. Although note that the City uses the BCAG model instead of its own TDM. • There is no land use category represented in the BCAG model.
East Bay	• **For the Concord campus:** Contra Costa Transportation Authority (CCTA) 4 Step Model • **For the Hayward campus:** Trip-based Alalmeda County Transportation Commission (ACTC) Travel Demand Model	2010 for both models	• **CCTA:** 107 • **ACTC:** 1,774	• **CCTA:** 900 • **ACTC:** 13,061	2040 for both models	• **CCTA:** 210 • **ACTC:** 2,161	• **CCTA**: 0 • **ACTC:** 13,061	This online tool called "Simulated VMT per Capita by Place of Residence": https://mtc.maps.arcgis.com/apps/webappviewer/index.html?id=5dac76d69b3d41e583882e146491568b	N/A	N/A	
Humboldt	Humboldt County Travel Demand Forecasting model	See "Notes" column	See "Notes" column	See "Notes" column	See "Notes" column	See "Notes" column	See "Notes" column	See "Notes" column	N/A	N/A	We reached out to Caltrans about information on this TDM multiple times and did not hear back.
Sacramento	• Sacramento Metropolitan Travel Demand Model (SACMET) • Sacramento Activity-Based Travel Simulation Model (SACSIM)	• **SACMET:** 2012 • **SACSIM:** 2012	• **SACMET:** 3,388 • **SACSIM:** 3,239	• **SACMET:** 28,016 • **SACSIM:** 28,016	• **SACMET:** 2036 • **SACSIM:** 2036	• **SACMET:** 4,262 • **SACSIM:** 3,890	• **SACMET:** 36,419 • **SACSIM:** 36,419	N/A	• Reductions in VMT from commuter student trips between campus, and other trips (e.g. shopping trips) if the Campus Master Plan was implemented were estimated on pages 68 and 73, for Existing Plus Project and Future Plus Project conditions, respectively, but total VMT of the campus was not estimated. • Reductions in VMT for other user types, like faculty or staff, weren't estimated. • Not enough information was provided to know whether full or half accounting was used, or if VMT was estimated in accordance with SB 743 guidelines	CSU Sacramento Master Plan: http://www.csus.edu/aba/facilities/documents/csu%20sacramento%20master%20plan%20final%20eir%20_%20web.pdf	
San Francisco	• SF-Champ, San Francisco's TDM • The Bay Area's Metropolitan Transportation Commission's Travel Model One (TMO) Activity Based Model	• **SF-Champ:** 2012 • **TMO:** 2015	• **SF-Champ:** 881 • **TMO:** 9,410	• **SF-Champ:** 18,651 • **TMO:** 24,550	2040 for both models	• **SF-Champ:** 1,545 • **TMO:** 11,656	• **SF-Champ:** 18,651 • **TMO:** 31,298	N/A	• Total Miles Traveled per day by users of the SF State Shuttle Bus, people who drive alone, people who carpool, people who use the Muni Diesel Vehicles, and people who use the Muni Electric Vehicles were calculated on page 15 of the campus' Climate Action Plan. • Not enough information provided to know whether full or half accounting was used, or if SB 743 guidelines were followed.	San Francisco State University Climate Action Plan: https://sustain.sfsu.edu/sites/default/files/assets/doc/SFState_CAP.pdf	
San José	• Valley Transportation Authority (VTA) TDM • City of San Jose (San Jose) TDM	• **VTA:** 2013 • **San Jose:** 2008	• **VTA:** 2,869 • **San Jose:** 3,712	• **VTA:** 34,100 • **San Jose:** 34,100	• **VTA:** 2040 • **San Jose:** 2030	• **VTA:** 3,164 • **San Jose:** ?	• **VTA:** 34,100 • **San Jose:** ?	A sketch-level VMT tool that the City of San Jose developed here, although this tool is more appropriate for land development projects than campuses: http://www.sanjoseca.gov/vmt	N/A	N/A	We do not have access to Future Year Employment and College Population inputs for the City of San José's TDM.

Campus	Potential Travel Demand Forecasting Models to Estimate VMT	Base Year	Base Year - Employment	Base Year - Students	Future Year	Future Year - Employment	Future Year - Students	Other Dedicated VMT Estimators Available	Information on Existing Campus VMT Estimates	Link to Reports with VMT Estimates	Notes
Sonoma	Sonoma County Transportation Authority (SCTA) 4 Step Model	2005	6,404	8,384	2030	471,404	24,498	N/A	N/A	N/A	
Central											
Bakersfield	Kern Council of Governments (Kern COG) TDM	2017	1,392	9,368	2042	1,589	14,751	The Mixed Use Developed (MXD) Trip Generation and Travel Demand Management (TDM) post-processor for project-level VMT tool.	• VMT was estimated for the University Place Office Park Project, on page 86 of the report "CSUB University Place Office Park Project - Draft Initial Study-Mitigated Negative", but total VMT for the campus was not estimated. • The CalEEMod tool was used to estimate VMT. • VMT was not broken down by user type. • Not enough information was provided to know whether full or half accounting was used to estimate VMT, or if VMT was estimated based on SB 743 guidelines.	CSUB University Place Office Park Project Draft Initial Study: http://www.csub.edu/discover/_files/CSUB_Office_Draft_IS-MND.pdf	The post-processor VMT tool is not meant for universities, it's just a general tool.
Fresno	Fresno Council of Governments (Fresno COG) Model	2014	12,661	16,256	Both 2035 and 2042 are Future Years	• **2035:** 14,190 • **2042:** 13,904	• **2035:** 19,259 • **2042:** 20,013	Envision Tomorrow: https://frego.com/envision-tomorrow/	N/A	N/A	
Monterey Bay	Association of Monterey Bay Area Governments (AMBAG) TDM	2010	485	4,596	2035	454	5,170	N/A	Total campus VMT was not estimated, however the potential of the Promontory Project to decrease VMT was discussed on page 69 of The Promontory at California State University Monterey Bay (CSUMB) Specific Plan. Exactly how much VMT would decrease from the project was not discussed. The report just says that since the project is an infill development, VMT should decrease.	Initial Study for The Promontory at California State University Monterey Bay Specific Plan: https://csumb.edu/sites/default/files/images/st-block-88-1471897379448-raw-rbfthepromontoryatcsumbinitialstudymitigatednegativedeclaration.pdf	
San Luis Obispo	San Luis Obispo Council of Governments (SLOCOG) TDM	**SLOCOG:** 2010	**SLOCOG:** 2,843	**SLOCOG:** 19,325	**SLOCOG:** 2020	**SLOCOG:** 2,945	**SLOCOG:** 24,000	N/A	• VMT was estimated on page 273 of the Draft Environmental Impact Report for CSU San Luis Obispo's 2035 Master Plan • VMT was broken down by the following user types: Faculty/Staff and Off-Campus Students • Full accounting was used to estimate VMT, which is consistent with SB 743 guidelines	Draft Environmental Impact Report for CSU San Luis Obispo's 2035 Master Plan: http://masterplan.calpoly.edu/wp-content/uploads/2017/11/01_Cal-Poly-Master-Plan-2035-Draft-EIR_November-2017.pdf	The City of San Luis Obispo has its own TDM, however Fehr & Peers does not have access to recent copies of it. If you'd like to use that model, please contact the City.
Stanislaus	Stanislaus Council of Governments (StanCOG) TDM	2008	96	8,601	Not Available	Not Available	Not Available	N/A	N/A	N/A	We do not have access to Future Year inputs for the StanCOG TDM.
Southern											
Channel Islands	Ventura County Transportation Commission (VCTC) TDM	2012	835	4,617	2040	835	4,824	N/A	•Annual VMT from the East Campus Residential Neighborhood Project was estimated on page 254 of the report "CSUCI Specific Reuse Plan Amendment Draft Environmental Impact Report" but total VMT for the campus was not estimated. • Annual VMT from the project was estimated for passenger cars, light/medium trucks, heavy trucks/other, and motorcycles. • Not enough information was provided to determine whether full or half accounting was used, or if VMT was estimated based on SB 743 guidelines.	CSUCI Specific Reuse Plan Amendment Draft Environmental Impact Report: https://www.csuci.edu/ci-2025/documents/specific-reuse-plane-phase-2-draft-eir.pdf	
Dominguez Hills	Southern California Association of Governments (SCAG) TDM	2012	2,061	12,933	2040	2,568	13,017	N/A	N/A	N/A	
Fullerton	• Orange County Transportation Authority Model (OCTAM) TDM • SCAG TDM	2012 for both models	• **OCTAM:** 1,526 • **SCAG:** 6,242	• **OCTAM:** 31,635 • **SCAG:** 31,847	2040 for both models	• **OCTAM:** 2,266 • **SCAG:** 9,088	• **OCTAM:** 34,747 • **SCAG:** 32,210	N/A	N/A	N/A	
Long Beach	SCAG TDM	2012	7,128	38,131	2040	7,854	38,379	N/A	N/A	N/A	
Los Angeles	• City of Los Angeles' (LA) TDM • SCAG TDM	2012 for both models	• **LA:** 2,335 • **SCAG:** 508	• **LA:** 26,472 • **SCAG:** 26,472	2040 for both models	• **LA:** 3,244 • **SCAG:** 1,284	• **LA:** 26,644 • **SCAG:** 26,644	N/A	• Total campus VMT was not estimated, but an estimated decrease in VMT by commuter students due to the North Campus Project was discussed on page 52 of The North Campus Project Environmental Impact Report. • Decreases in VMT for other user types, like faculty, were not discussed. • Full accounting was used, which is consistent with SB 743 guidelines.	Final EIR for the North Campus Project: http://www.calstatela.edu/sites/default/files/groups/FPDC/preliminary_csula_north_campus_eir.pdf	

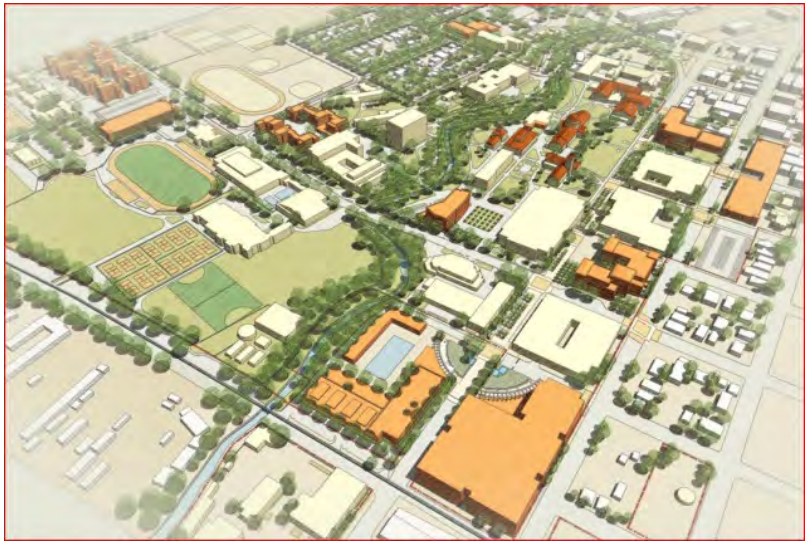
Campus	Potential Travel Demand Forecasting Models to Estimate VMT	Base Year	Base Year - Employment	Base Year - Students	Future Year	Future Year - Employment	Future Year - Students	Other Dedicated VMT Estimators Available	Information on Existing Campus VMT Estimates	Link to Reports with VMT Estimates	Notes
Northridge	• City of Los Angeles' (LA) TDM • SCAG TDM	2012 for both models	• **LA:** 11,826 • **SCAG:** 6,321	• **LA:** 36,438 • **SCAG:** 36,438	2040 for both models	• **LA:** 12,540 • **SCAG:** 6,507	• **LA:** 36,674 • **SCAG:** 36,674	N/A	Total campus VMT has not been estimated, but it was predicted that the Tseng College of Extended Learning Building Project would not significantly increase VMT, on page 17 of the CSUN 2005 Master Plan Update Final EIR Addendum.	This report is not available online. For more information on the CSUN 2005 Master Plan Update Final EIR, see: http://www.csun.edu/pubrels/envision2035/documents.html	
Pomona	• SCAG TDM • Pomona Traffic Analysis Model (PTAM)	• **SCAG:** 2012 • **PTAM:** 2008	• **SCAG:** 3,842 • **PTAM:** 224	• **SCAG:** 28,907 • **PTAM:** 27,737	• **SCAG:** 2040 • **PTAM:** 2035	• **SCAG:** 4,746 • **PTAM:** 241	• **SCAG:** 29,095 • **PTAM:** 29,737	N/A	• Estimated VMT reductions from commuter students by replacing student housing are included on page 43 of the Final Environmental Impact Report (EIR) for Student Housing Replacement, but total campus VMT was not estimated. VMT reductions were not calculated for other users, such as faculty. • Full accounting was used to estimate the VMT reductions, which is consistent with SB 743 guidelines. • Reducing VMT by Faculty and Staff by 10% is a goal of the Climate Action Plan (CAP), as stated on page 18, but the CAP doesn't include VMT estimates.	• Final EIR for Student Housing Replacement: https://www.cpp.edu/~fpm/planning-design-construction/docs/student-housing-replacement-final-eir-08-2016.pdf • CAP: https://www.cpp.edu/~sustainability/pdf/CPP_CAP_091109.pdf	
San Bernardino	• For main campus: San Bernardino Traffic Analysis Model (SBTAM) • For Palm Desert campus: Riverside County Traffic Analysis Model (RIVTAM)	• **SBTAM:** 2012 • **RIVTAM:** 2008	• **SBTAM:** 0 • **RIVTAM:** 826	• **SBTAM:** 17,800 • **RIVTAM:** 0	• **SBTAM:** 2040 • **RIVTAM:** 2035	• **SBTAM:** 612 • **RIVTAM:** 2,016	• **SBTAM:** 25,100 • **RIVTAM:** 0	N/A	• On page 93 of the Final EIR for CSU San Bernardino's 2016 Campus Master Plan, VMT was estimated for the main campus for existing and master plan enrollment. Under each condition, VMT was broken down by the following user types: on-campus students, off-campus students, and faculty/staff. For Master Plan enrollment, an additional user type was analyzed: "Discovery Park Employees". • Full accounting was used to estimate VMT, which is consistent with SB 743. • VMT was also estimated in the Final EIR for the 2016 Campus Master Plan for CSU San Bernardino's Palm Desert Campus, on page 96. • VMT was estimated for existing and master plan enrollment. Under each condition, VMT was broken down by: off-campus students and faculty/staff. For Master Plan Enrollment, there was an additional user type: on-campus students. • Full accounting was used to estimate VMT for the Palm Desert Campus, which is consistent with SB 743	• Master Plan for CSUSB: https://www.csusb.edu/sites/csusb/files/08-28-17%20CSUSB%20Final%20EIR_appendices%20%28WEB%29.pdf • Master Plan for CSUSB, Palm Desert: https://www.csusb.edu/sites/csusb/files/12-19-2017%20CSUSB%20PDC%20Final%20EIR%202016%20Campus%20Master%20Plan.pdf	
San Diego	San Diego Association of Governments (SANDAG) TDM	2012	11,979	10,892	2050	39,157	15,961	N/A	• On page 10 of the report "Pathways Toward Zero-Carbon Campus Commuting: Innovative in Measuring, Understanding, and Reducing Greenhouse Gas Emissions", Annual Total Miles for 2016-2017 for students, faculty, and staff were calculated, but the report doesn't say how this number was calculated or whether the methodology is consistent with SB 743. • Page 40 of the GHG emissions section of the EIR for a new student housing project says that the project would result in 3,793 VMT per day, but there are no details on how that number was calculated	• Pathways Toward Zero-Carbon Campus Commuting: https://trid.trb.org/view/1496845 • GHG Emissions section of the EIR: http://advancement.sdsu.edu/PDFs/FEIR/Revised_DEIR/4_7_Greenhouse_Gas_Emissions.pdf	
San Marcos	SanDAG TDM	2012	2,536	7,405	2050	12,260	10,854	N/A	N/A	N/A	

Appendix C – Test Case: CSUSB Master Plan

SB 743 Implementation

Step 2 – Master Plan or Non-Screened Out Project Generated VMT Assessment

- Key considerations:
  - To ensure the ability to maintain consistency between efficiency metrics, recommend use of the local or regional travel demand model.
  - Can compare campus VMT/person (or other efficiency metric) to citywide or regional totals



Test Case – CSUSB MP

Project Generated VMT Assessment

- Draft Threshold: CSU projects should estimate VMT per person and strive to be 15% less than the citywide, subregional, or regional average – **Master Plan generated VMT**
- Consistent with the State guidelines/recommendations

Test Case – CSUSB MP

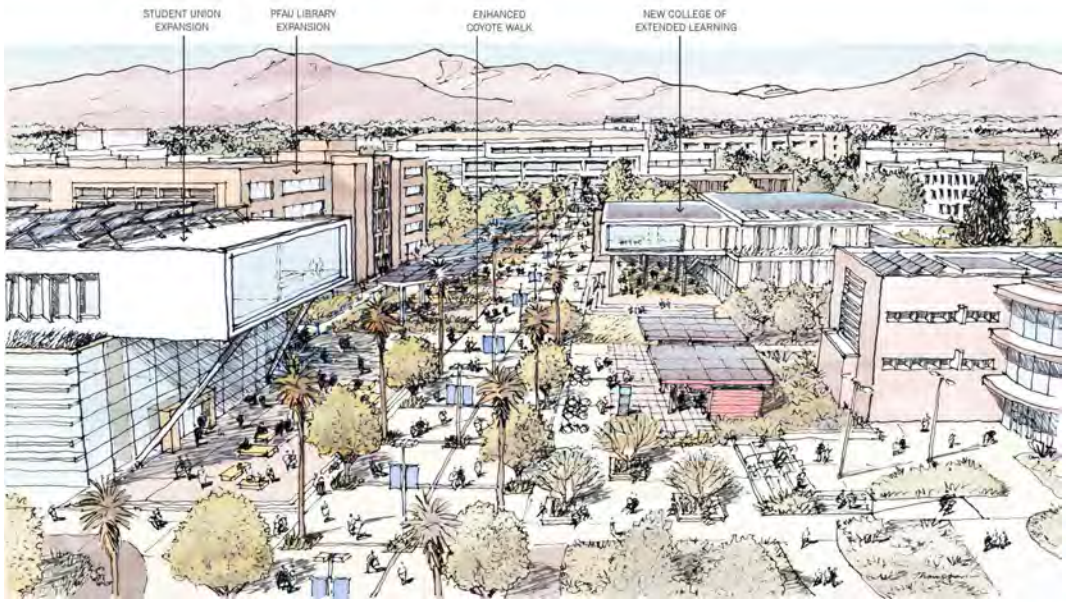
Master Plan Generated VMT Assessment

Table 2: Project Impact Assessment		
VMT Per Service Population (Includes Students as Noted Above)	**Existing VMT**	**15% Below Existing Threshold (Project Impact)**
Project Generated VMT	***16.0***	
Citywide (City of San Bernardino) VMT	22.4	***19.0***
Regional VMT	23.6	***20.1***
Does Project Exceed Applicable Project Threshold?		***No***

SB 743 Implementation

Step 3 – Effect on VMT (Cumulative Assessment)

- Is the Master Plan/project better than or worse than RTP assumptions (e.g. is VMT per person higher compared to the RTP)



Test Case – CSUSB MP

Effect on Regional or City VMT (Cumulative Assessment)

- Draft Threshold: CSU projects should result in VMT per person that is the same as or lower than the citywide, subregional, or regional average – **Effect on VMT (Cumulative Assessment)**
    - Is regional or citywide VMT increasing with the project?
- Consistent with the State guidelines/ recommendations

Test Case – CSUSB MP

Effect on Regional or City VMT (Cumulative Assessment)

Table 3: Cumulative Impact Assessment			
VMT Per Service Population (Includes Students as Noted Above)	**2040 RTP/SCS**	**2040 With Project**	**Difference**
City of San Bernardino	25.5	25.3	-0.2
Valley Region of San Bernardino	28.0	27.9	-0.1
Does Project Exceed Cumulative Threshold?			**No**

Test Case – CSUSB MP

Step 4 - Impacts and Mitigation

- No Significant Impacts As:
  - Master Plan Generated VMT was less than 15% of the Citywide and Regional averages
  - Effect on VMT (Cumulative) was less than the Citywide or sub-regional average
- Mitigation:
  - No impacts, so no mitigation required
  - If mitigation is required for a significant impact, consider land use changes such as more on-campus housing, land use location change, and/or transportation demand management (TDM)
  - Roadway improvements are no longer required to mitigate significant impacts
  - Campus's can invest in TDM instead of roadway improvements; supports CAP Goals and Active Transportation

Appendix G2. Continuing Education Mesa Transportation Screening Memo

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August 19, 2026

Ms. Elizabeth Kim
Harris & Associates

LLG Reference: 3-26-4213

Subject: SDCCE Facilities Master Plan Project
Continuing Education Mesa Campus
Transportation Screening Memo
San Diego, California

Dear Ms. Kim,

Linscott, Law & Greenspan, Engineers (LLG) has prepared this transportation screening memorandum for the proposed San Diego College of Continuing Education (SDCCE) Facilities Master Plan (FMP) Project at the **Continuing Education (CE) Mesa (MES)** campus (Project). The Project's primary purpose is to improve on-site programming at the existing CE MES campus. The Project is further described below.

PROJECT BACKGROUND

As one of the largest non-credit colleges in California, the SDCCE continually engages in planning to guide future decisions, using many documents such as an organizational strategic plan, sustainability and technology plans, and individual departmental plans. The FMP is an important part of the SDCCE's planning resources, with a specific focus on future decisions related to campus architecture and physical spaces. It provides a physical planning framework to guide decision-making regarding campus architecture and site development, and it identifies development opportunities as opportunity sites and performance improvements. Pre-project planning began in May 2021 and involved regular engagement with college and District leadership, as well as campus stakeholder groups, continuing through January 2022. The FMP was finalized in March 2022.

On November 5, 2024, San Diego voters passed the $3.5 billion Measure HH Bond Program to fund new construction, facility modernization, sustainability improvements, safety upgrades, and campus infrastructure enhancements across District's colleges, including SDCCE. Future bond sales authorized by Measure HH would fund additional improvements described in the FMP as well as the master plans for the other District colleges.

This memorandum focuses on the SDCCE FMP for the **CE MES** site.

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John A. Boarman, PE
Richard E. Barretto, PE
Keil D. Maberry, PE
KC Yellapu, PE
Dave Roseman, PE
Shankar Ramakrishnan, PE

PROJECT LOCATION

The **CE MES** site is located at 7350 Armstrong Place, San Diego, California 92111 (APN 4270202300), within the Mesa College campus. The approximately 2-acre site is in the Clairemont Mesa Community Plan Area. The site is bounded by Mesa College Circle to the west, Armstrong Street to the east, Armstrong Place to the south, and Mesa College buildings to the north.

The existing CE MES campus is 0.98 acres and is currently developed with a 40,000 SF 2-story LEED Silver Certified building. The Project site includes the adjacent approximately one-acre surface parking lot with 144 parking stalls currently being shared with Mesa College.

The CE MES Project site is surrounded by residences to the north; institutional facilities and open space to the west; institutional facilities, open space and residences to the south; and residences, multiple use, and a few commercial land uses to the east. Other major uses in the area include Kearny Mesa Recreation Center and Kearny High School to the south, the remaining San Diego Mesa College property to the west, Ross Elementary to the north, and the State Route (SR)-163 to the east.

Figure A shows the Project Vicinity and ***Figure B*** shows a more detailed Project area map.

PROJECT DESCRIPTION

The Project's primary purpose is to improve on-site programming at the existing CE MES campus rather than to support future enrollment growth. Enrollment growth is not a basis for the Facilities Master Plan for this campus. Enrollment will fluctuate from year to year and could rise or fall depending on the cycle. The proposed new construction is intended to accommodate existing programs by expanding existing space.

The FMP proposes the following key initiatives for the CE MES campus.

- Identify a multi-tiered phased approach that allows for early phase Pilot Projects that can better utilize on grade parking areas adjacent to the CE Mesa building;
- Enhance institutional identity (branding) and wayfinding to better distinguish CE Mesa from the credit college;
- Expand opportunities to host campus student events;
- Give students more choices to study and congregate before, after and between classes; and
- Better represent student culture in public spaces.

To support these initiatives, six Opportunity Sites (labeled MES-O1 through MES-O6) and 12 Performance Improvements & Pilot Projects (labeled MES-P1 through MES-P12) have been identified, as described below and in ***Table 1***, *CE Mesa Campus Performance Improvements & Pilot Projects*. ***Figure C***, *CE Mesa Opportunity Sites*, shows these opportunity areas.

- **MES-O1 Create a New Courtyard.** Create a new courtyard to provide an expanded child development area and exterior student lounge with shade. The courtyard would require the removal of existing parking stalls.
- **MES-O2 Campus Expansion.** Construct an approximately 40,000-gross-square-foot building (affecting approximately 0.7 acres of the campus) to provide additional classrooms, staff rooms, student lounge/computer lab space, and a food/coffee shop or kiosk.
- **MES-O3 New Parking Structure.** Construct a new parking structure providing approximately 150 parking stalls to meet parking demand.
- **MES-O4 Expand Classroom.** Add a 481-square-foot classroom.
- **MES-O5 Vehicular Organization.** Expand and enhance the main entry (approximately 3,000 square feet), including improved College branding and wayfinding.
- **MES-O6 Address Wind and Water Issues.** Enclose and provide temperature control for existing naturally ventilated corridors and stairways.

TABLE 1. CE MESA CAMPUS PERFORMANCE IMPROVEMENTS AND PILOT PROJECTS

Number	Description
	Identifying & Wayfinding
MES -P1	Add freestanding monument identification signage along Armstrong St
MES -P2	Consider building signage on new addition of outdoor space facing Armstrong St
MES -P3	Enhance building identification at north facing entry doors
MES -P4	Add SDCCE banners on existing light poles in parking lot
	Safety & Security
MES -P5	Move kilns outdoors or provide better ventilation
MES -P6	Increase security for unauthorized access
MES -P7	Improve lighting in restrooms and during evening classes.
MES -P8	Add manual operation for rolling door at main entry
	Maintenance, Operations, & Service
MES -P9	Improve custodial facilities to increase cleanliness
MES -P10	Improve bird prevention
MES -P11	Replace sinks with battery free option
	Technology
MES-P12	Update technology in all classrooms to accommodate online and hybrid classes (Hy-Flex Classroom)

PROJECT TRIP GENERATION

As previously noted, the main intent of the CE MES Project summarized above is to improve existing on-site programming. The proposed new construction is intended to accommodate existing programs by expanding existing space and therefore no increase in trips to the site are expected.

LMA SCREENING

Based on the City's TSM, all projects must complete a Local Mobility Analysis (LMA) unless certain criteria are met, including the following: "*Consistent with community plan and zoning designation and generates less than 1,000 daily unadjusted driveway vehicle trips*".

The Project is consistent with the community plan and zoning designation and is not expected to result in additional trips, as described above. Therefore, an LMA is not required for the Project.

VMT ANALYSIS SCREENING

METHODOLOGY

The San Diego Community College District (District) is the CEQA lead agency for the Project and therefore has the discretion to choose the most appropriate methodology to evaluate VMT. The methodology for VMT analysis of the Project was developed based on a review of the following documents:

- *Technical Advisory on Evaluating Transportation Impacts in CEQA* prepared by the State Office of Planning and Research (OPR), December 2018
- *City of San Diego's Transportation Study Manual (TSM)*, September 19, 2022
- California State University *Transportation Impact Study Manual*, March 11, 2019

Neither the OPR or City of San Diego guidelines include detailed procedures for specifically analyzing VMT from non-credit, continuing education college use types, which are considered unique and complex land-use types from a VMT perspective, and instead group these uses with other types of public facility uses that have different travel patterns and characteristics.

Alternatively, the California State University (CSU) *Transportation Impact Study Manual* (TIS) provides comprehensive and relevant guidance on the preparation of transportation impact assessments for continuing education uses, consistent with both the CEQA Guidelines and OPR's Technical Advisory. While these guidelines were developed for projects on CSU campuses, they are considered applicable to the proposed Project due to the similar land use characteristics, commuter patterns, and travel behavior associated with continuing education college use types. Therefore, the Project's VMT analysis methodology was based on CSU's *TIS Manual*, included as ***Attachment A***.

Based on CSU's *TIS Manual*, screening from a project-level assessment may be appropriate for certain project types, including those within Transit Priority Areas (TPA), and it can be assumed those project types would not result in significant VMT impacts.

The CSU *TIS Manual* defines TPAs as those areas located within one-half mile of either an existing major transit stop (defined as a rail transit stop, ferry terminal served by either bus or rail transit, or the intersection of two or more major bus routes with 15-minute or better headways during the peak commute periods) **OR** a stop along an existing high quality transit corridor (defined as a fixed route bus service with headways of 15-minutes or better).

Additionally, although these types of projects would be screened from project level VMT assessment, they would still need to complete a *cumulative* level assessment to determine consistency with the Regional Transportation Plan (RTP). If a project is consistent with the RTP assumptions, it can be presumed to have a less than significant cumulative impact related to VMT.

PROJECT LEVEL SCREENING ASSESSMENT

The Project is screened from requiring a project-level VMT assessment based on the sites' location within a TPA. The Project site is considered to be located within a TPA since it is within one-half mile of Metropolitan Transit System (MTS) Route 44, which is a fixed route bus service with headways of 15 minutes or better. Existing transit facilities adjacent to the site are shown on ***Figure D***.

Bus stops for Route 44 are located at the intersection of Mesa College Drive and Armstrong Place. Route 44 runs between Kearny Mesa Transit Center and Old Town Transit Center along Linda Vista Road, Mesa College Drive, Convoy Street, Clairemont Mesa Boulevard, and Complex Drive. Weekday service begins at 5:19 AM and ends at 11:34 PM, with 15-minute headways. ***Attachment B*** includes the timetable for Route 44.

As described above, the proposed Project is within a TPA as that term is defined by the CSU *TIS Manual*. Therefore, the proposed Project is presumed to result in a less than significant impact and, as a result, the Project is appropriately screened from a project level assessment.

CUMULATIVE LEVEL SCREENING ASSESSMENT

The CSU *TIS Manual* notes that although a proposed project may be screened from project level VMT assessment, the project would nevertheless need to be assessed for its consistency with the applicable RTP. To assess the project's consistency with the RTP, it is necessary to review the land use information and assumptions contained in the local or regional travel demand forecasting model.

The currently approved RTP for the San Diego region is the San Diego Association of Governments (SANDAG) 2025 Regional Plan, which was adopted in December of

2025. The RTP utilizes the SANDAG Series 15 ABM 3 Regional Plan travel demand forecasting model. Within this model, the Project is located within TAZ 1915.

The RTP travel demand forecasting model assumes the continued use of the site with uses consistent with the current '*Institutional & Public and Semi-Public Facilities*' zoning through 2050. Therefore, the Project is considered consistent with the RTP land-use type assumptions for the area.

Since the proposed Project is consistent with the zoning assumptions utilized in the preparation of the current SANDAG RTP, it is not necessary to conduct a cumulative-level VMT assessment of the proposed Project.

VMT Screening Assessment Summary

Based on its location within a TPA as defined by the CSU *TIS Manual*, consistency with the adopted regional land use assumptions of the SANDAG Regional Plan, and absence of evidence demonstrating a substantial increase in VMT beyond baseline conditions, the Project would result in less than significant project-level and cumulative impacts related to VMT under CEQA. Consistent with CEQA Guidelines Section 15064.3, no further analysis of VMT-related impacts is required.

Other Considerations

It should be noted that LLG has recently prepared LMA and VMT studies for the proposed Mesa College Master Plan project. These studies conservatively analyzed growth of the current on-campus student enrollment by 1.5% per year to Buildout Year 2045, with a total increase of 3,955 on-campus students compared to baseline Fall 2025 conditions.

The Buildout Year 2045 level of service (LOS) analysis included in the Mesa College Master Plan LMA showed one operational deficiency at the intersection of Mesa College Drive and Linda Vista Road. Signal timing modifications, including updates to signal split times, are recommended to be implemented by the Mesa College Master Plan to improve the calculated operational deficiency.

The Mesa College Master Plan VMT study concluded a less than significant transportation impact related to VMT under CEQA.

The CE MES campus is located within the larger Mesa College campus. The Mesa College Master Plan LMA and VMT studies account for general growth on campus, including any ambient growth that may occur at CE MES.

SUMMARY

TRIP GENERATION:

- The main intent of the CE MES Project is to improve existing on-site programming. The proposed new construction is intended to accommodate existing programs by expanding existing space and therefore no increase in trips to the site are expected.

LMA ANALYSIS SCREENING:

- The Project is consistent with the community plan and zoning designation and is not expected to result in additional trips. Therefore, an LMA is not required for the Project.

VMT ANALYSIS SCREENING:

- Based on its location within a TPA as defined by the CSU *TIS Manual*, consistency with the adopted regional land use assumptions of the SANDAG Regional Plan, and absence of evidence demonstrating a substantial increase in VMT beyond baseline conditions, the Project would result in less than significant project-level and cumulative impacts related to VMT under CEQA. Consistent with CEQA Guidelines Section 15064.3, no further analysis of VMT-related impacts is required.

Sincerely,

Linscott, Law & Greenspan, Engineers

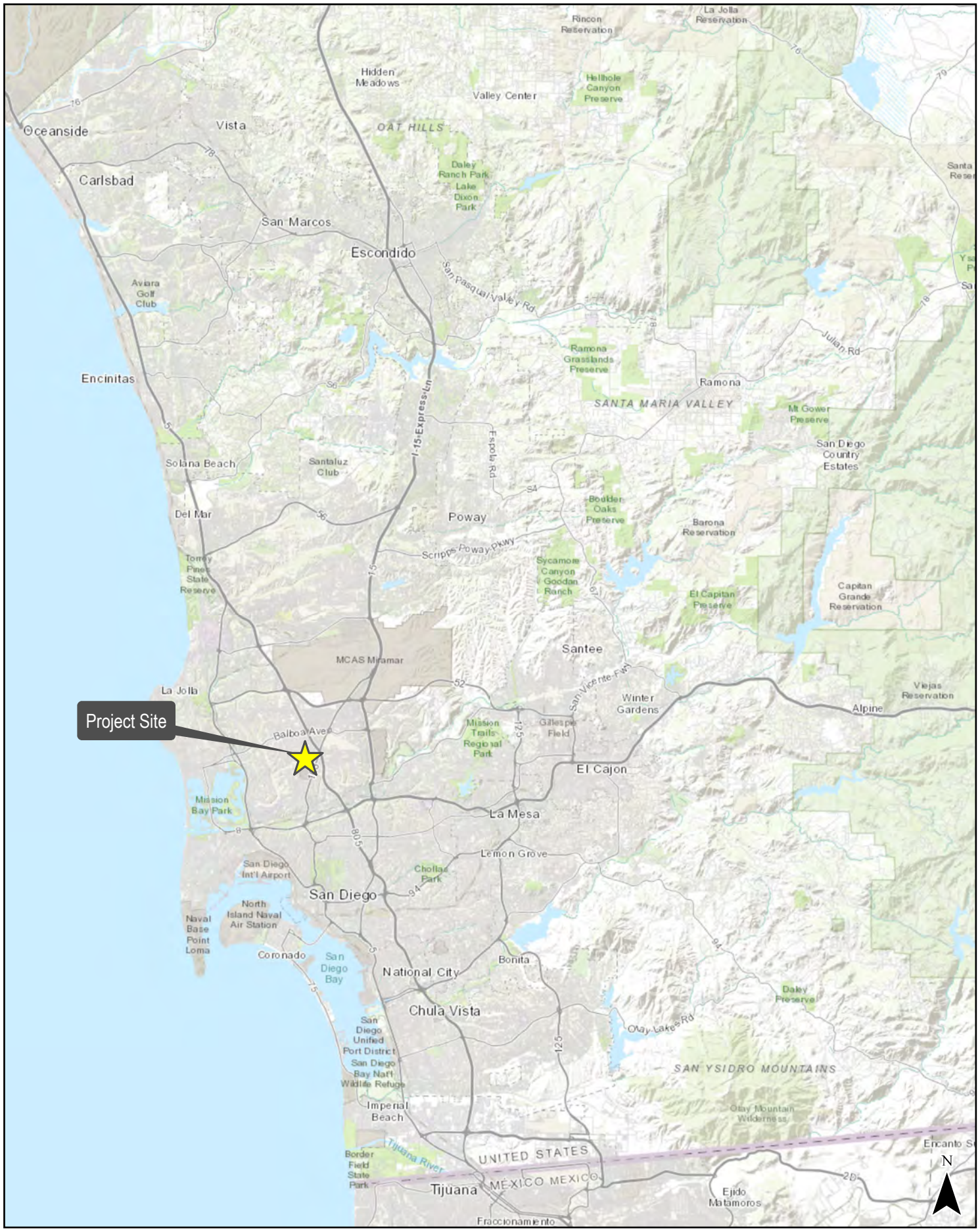
John Boarman, RTE
Principal

Amelia Giacalone
Senior Transportation Planner

cc: File

Figures:
A Project Vicinity
B Project Area Map
C Project Site Plan
D Existing Transit Facilities

Attachments:
A California State University's *Transportation Impact Study Manual*, March 11, 2019
B MTS Bus Route 44 Timetables and Route Information

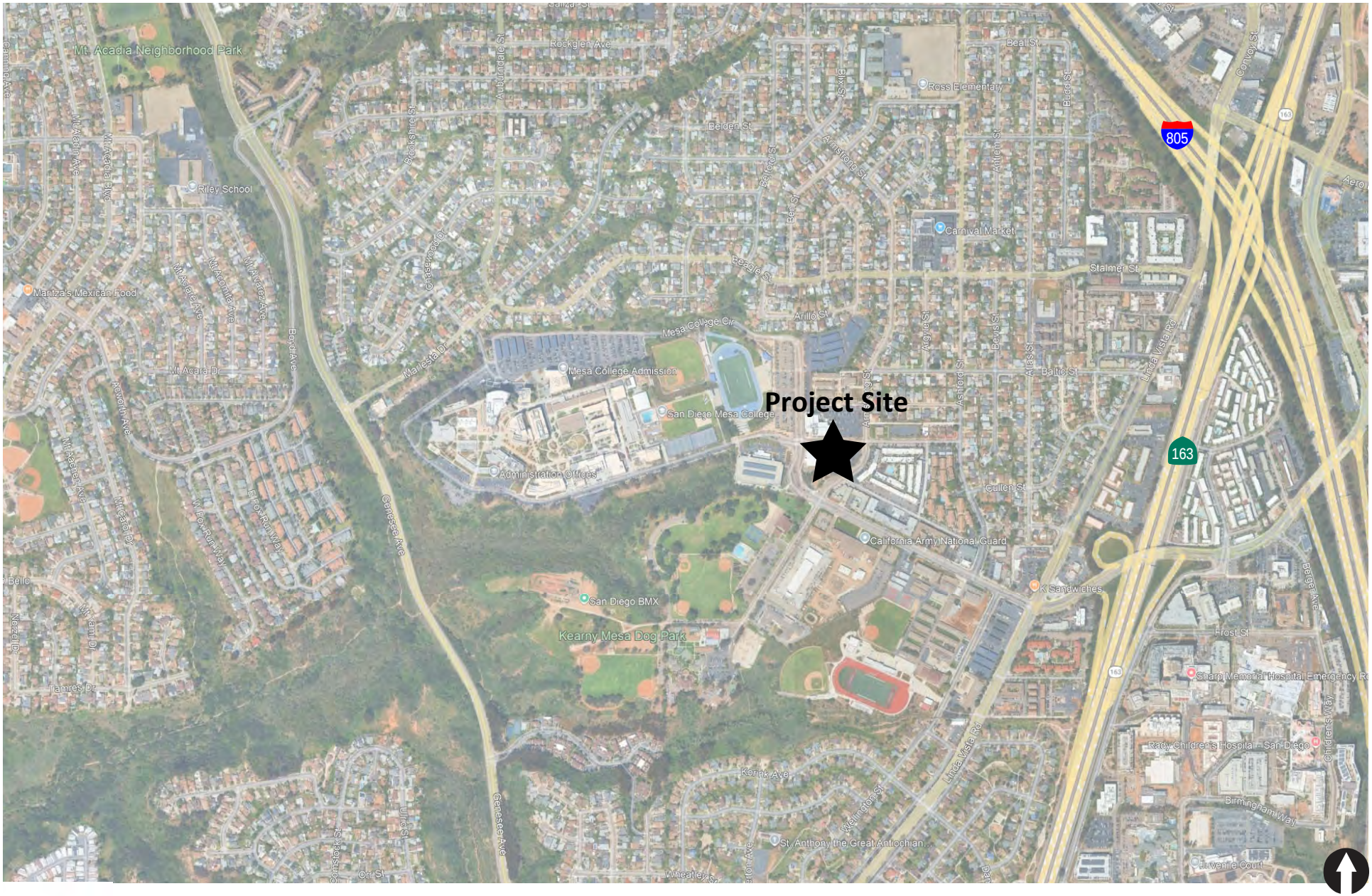


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SanGIS, Bureau of Land Management, Esri, HERE, Garmin, USGS, NGA, EPA, USDA, NPS

Figure A
Vicinity Map

SDCCE Facilities - MP



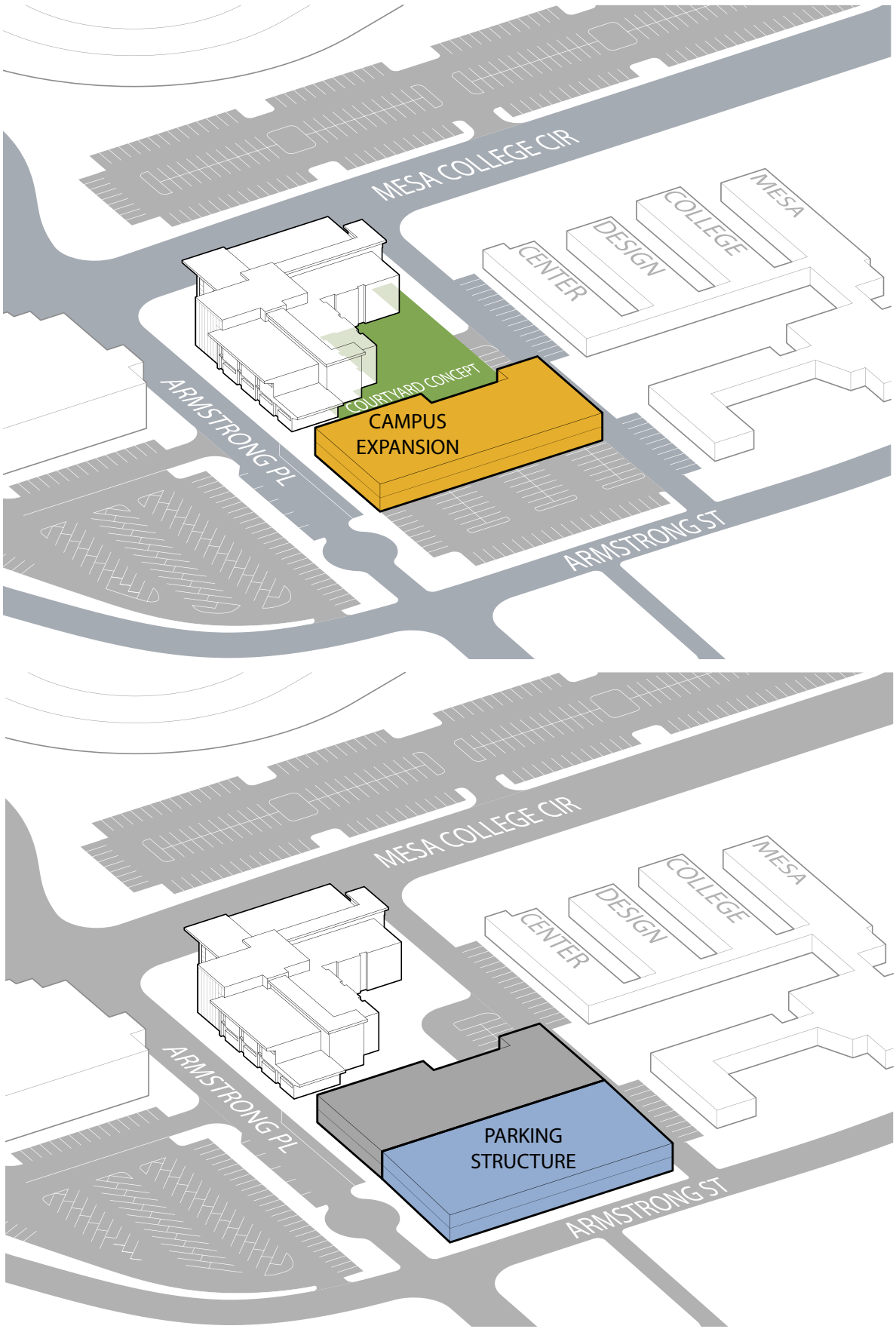
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Figure B

Project Area Map

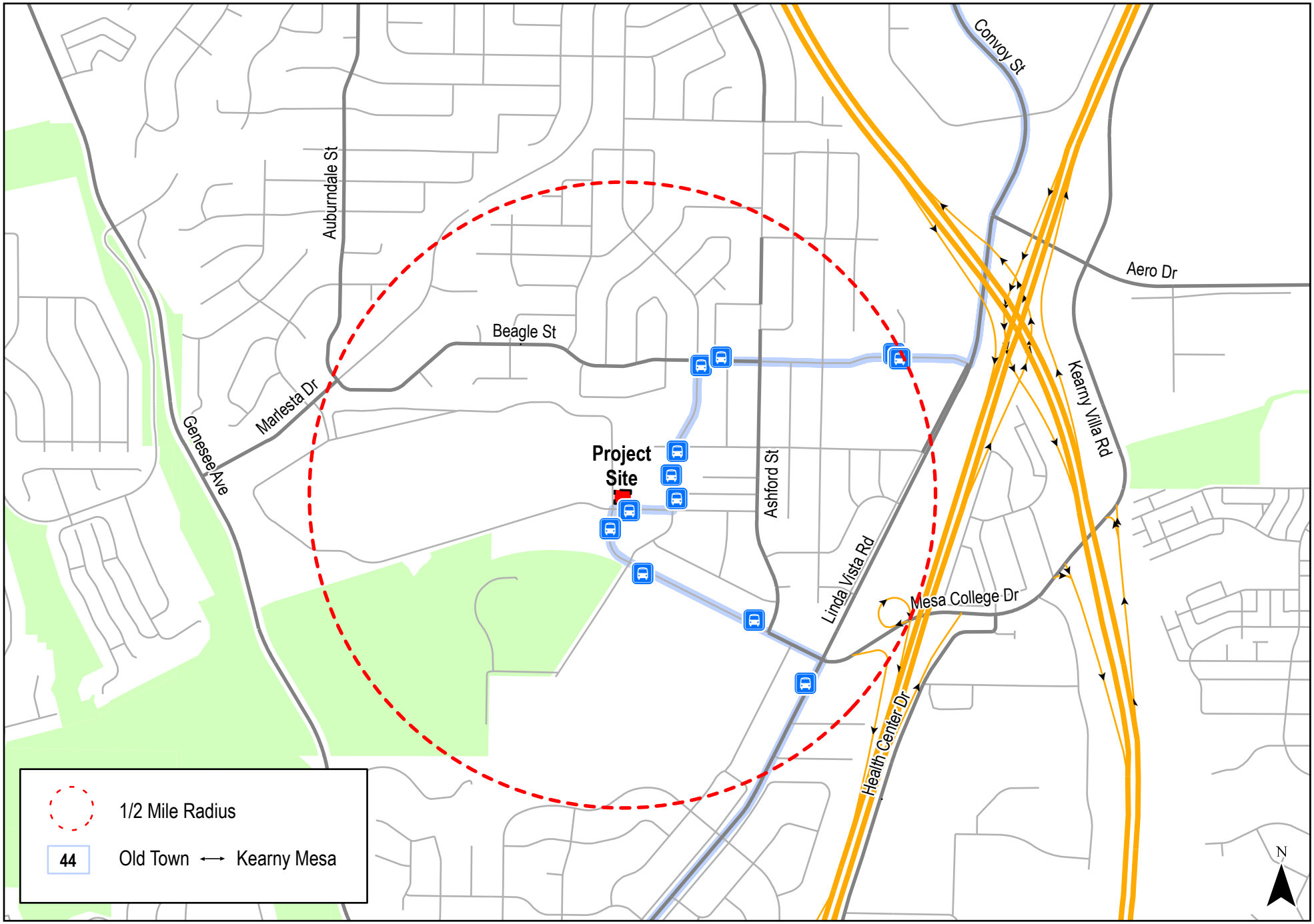
SDCCE Facilities - MP



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Figure C

Project Site Plan



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Figure D
Existing Transit Conditions
CE Mesa
SDCCE Facilities - MP

Attachment A

California State University's
Transportation Impact Study Manual,
March 11, 2019

California State University

Transportation Impact Study Manual

March 11, 2019

FEHR & PEERS

Table of Contents

1. Background Information 1
   1.1 Manual Purpose 1
   1.2 SB 743 Background 2
   1.3 When is a VMT Study Needed 3
   1.4 Chancellor's Office Coordination 4
2. Report and Analysis Requirements 5
   2.1 CEQA Checklist 5
   2.2 Report Requirements 7
      2.2.1 Project Description and Project Setting 7
      2.2.2 Significance Criteria, Methodologies, and Results 9
   2.3 Impact Findings and Mitigation Measures 19
   2.4 Site Access and On-Site Circulation 21
3. Agency Coordination and Guidance 23
   3.1 Congestion Management Agency 23
   3.2 Caltrans 24
   3.3 Regional Transportation Planning Agencies 25
   3.4 Air Quality Management Districts 26
   3.5 Coastal Commission 26
   3.6 Local Agencies 27

List of Tables

Table 1: Significance Criteria 10
Table 2: VMT Significance Thresholds 14
Table 3: VMT Normalization Guidance 16
Table 4: Potential Mitigation Measures 19

Appendix

Appendix A – Glossary of Acronyms
Appendix B – RTP Assumptions by Campus
Appendix C – Test Case: CSUSB Master Plan

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1. Background Information

1.1 Manual Purpose

In November 2012, the California State University (CSU) issued a Transportation Impact Study Manual (2012 CSU Manual) to assist the campuses within the CSU system in addressing transportation-related impacts under the California Environmental Quality Act (CEQA). At that time, level of service (LOS), which is based on delay to single occupant vehicles, was the metric utilized to evaluate CEQA impacts to the transportation system. Following issuance of the 2012 CSU Manual, the California legislature approved Senate Bill (SB) 743, which directed the California Office of Planning and Research (OPR) to update the CEQA Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3, sections 15000-15387) and identify an alternative metric for determining significant impacts.

The OPR process, described in greater detail below, identified use of Vehicle Miles of Travel (VMT) as the new metric in assessing impacts associated with vehicle travel. VMT is calculated, generally, by multiplying the number of trips generated by a project by the average distance those trips traveled. Furthermore, VMT can be normalized on a per person basis to evaluate the efficiency of that trip (e.g. the lower the VMT per person, the more efficient travel is).

In December of 2018, the Natural Resources Agency finalized their rule making process and released an update to the CEQA Guidelines to officially change the transportation analysis metric from LOS to VMT. It should be noted that the CEQA Guidelines do recognize the time required for lead agencies to change their analysis requirements and develop implementation procedures to complete the assessment; as such, lead agencies have until July of 2020 to complete the updates to their impact analysis guidelines to complete the transition from LOS to VMT.

CEQA *refers to the California Environmental Quality Act. This statute requires analysis and identification of potentially significant environmental impacts associated with state or local action, including approval of new development or infrastructure projects. The process of identifying these impacts is typically referred to as the environmental review process.*

LOS *refers to "level of service," a metric that assigns a letter grade to road network performance. The typical application of LOS is to measure the average amount of delay experienced by vehicle drivers at an intersection during the most congested time of day and to assign a report card range from LOS A (fewer than 10 seconds of delay) to LOS F (more than 80 seconds of delay). Under prior CEQA criteria, a certain increase in LOS results in a significant impact, which must be mitigated.*

VMT *refers to "vehicle miles traveled," a metric that accounts for the number of vehicle trips generated by a project and the length or distance of those trips. For transportation impact analysis purposes, VMT is generally expressed as*

Given the recent revisions to the CEQA Guidelines, this manual replaces the 2012 CSU Manual to provide guidance in the preparation of transportation impact assessments for projects on CSU campuses, including all lands owned by CSU, consistent with the CEQA Guidelines update. The manual can be used for projects ranging from campus master plan updates to individual campus projects, and for public-private development.

The CSU Transportation Impact Study Manual is subject to revision due to future changes in policies, guidelines or statutes.

1.2 SB 743 Background

In 2013, Governor Jerry Brown signed SB 743 into law, thus significantly changing the CEQA transportation impact analysis procedures. SB 743 required OPR to develop a new transportation analysis alternative to LOS that "promotes the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses."[1] *The changes in impact analysis methodology include the elimination of auto delay, LOS, and other similar measures of vehicular capacity or traffic congestion as a basis for determining significant vehicle-related impacts.*

As proposed by OPR and approved by the Natural Resources Agency, auto delay has been eliminated as an environmental impact under CEQA. Additionally, the process identified that VMT is generally the most appropriate measure of vehicle-related transportation impacts under CEQA. [2]

In December 2018, OPR released the current version of the *Technical Advisory on Evaluating Transportation Impacts in CEQA* (Technical Advisory) to provide advice and recommendations to CEQA lead agencies on how to implement the SB 743 changes. SB 743 requires analysis of a project's anticipated generation of VMT rather than its location-specific roadway operational impacts (i.e., LOS impacts). The Technical Advisory also recommends a variety of travel demand management mitigation strategies to mitigate a project's significant VMT impacts.

Given the departure from LOS to VMT, this manual provides instructions for analyzing transportation impacts relative to VMT, applicable significance thresholds, and recommended mitigation measures.

VMT, as defined by OPR, is normalized by dividing it by the population, employment, number of households, service population (population plus employment), and/or some other metric that effectively utilizes VMT as a measure of travel efficiency (e.g. the lower the VMT per person, the more efficient their travel patterns

[1] Public Resources Code Section 21099(b)(1)
[2] The revised Guidelines were adopted by the Natural Resources Agency in December 2018, subsequently approved by the Office of Administrative Law, and effective as of January 3, 2019.

are). As such, the shift to VMT is essentially a shift toward measuring transportation efficiency for each project.

1.3 When is a VMT Study Needed

Numerous projects are considered to be VMT reducing or make travel more efficient. One example of this would be local serving retail that is less than 50,000 sq. ft. In this example, the retail would serve local trips and likely intercept existing trips on the system that need to travel a greater distance for those local services (thus reducing average trip length and reducing VMT). Similar local-serving retail projects are not required to complete a VMT assessment.

For CSU projects, examples of projects that would be screened from VMT assessment due to their VMT reducing nature (i.e., no further analysis required) are noted below:

- Local serving retail that is less than 50,000 sq. ft., or retail that is located wholly within the core of a CSU campus;
- Childcare centers that serve students, faculty, and staff families;
- Student services facilities;
- Parking facilities that serve the campus demand and do not create "too much parking[3]";
- Healthcare centers serving students, faculty, and staff; and
- Recreation/fitness/wellness centers that serve students, faculty, and staff.
- Projects generating less than 110 vehicle trips per day, as noted in the OPR Technical Advisory[4].

For all other project types, a VMT assessment would be required, as outlined in this manual. At the outset of the project, a memo from the transportation consultant shall be provided at the beginning of the CEQA process which identifies the manner in which the Transportation Study Impact Manual will be implemented for the project.

[3] The concept reflects the notion that, if you over park a site, then it is easier/more convenient to drive and VMT per person would increase. Therefore, if the parking per FTE is not increased, the ability to drive and park remains constant, or possibly reduced, and VMT is not induced.

[4] CEQA provides a categorical exemption for existing facilities, including additions to existing structures of up to 10,000 square feet, so long as the project is in an area where public infrastructure is available to allow for maximum planned development and the project is not in an environmentally sensitive area. (CEQA Guidelines, § 15301, subd. (e)(2).) Typical project types for which trip generation increases relatively linearly with building footprint (i.e., general office building, single tenant office building, office park, and business park) generate or attract an additional 110-124 trips per 10,000 square feet. Therefore, absent substantial evidence otherwise, it is reasonable to conclude that the addition of 110 or fewer trips could be considered not to lead to a significant impact. (OPR Technical Advisory, 2018)

1.4 Chancellor's Office Coordination

Campuses embarking on any transportation impact assessment should coordinate with the Chancellor's Office to solicit input on the scope of work, assessment approach, and to verify that the latest CSU and CEQA Guidelines are being utilized.

One potential area of coordination involves whether to continue conducting LOS analysis. Although LOS is no longer required for CEQA evaluation, many cities, counties, or other agencies (including Caltrans) may still request LOS assessment as part of a campus project. In those instances, the campus shall contact the Chancellor's Office to assist in the strategy of coordinating with those agencies and their requests.

2. Report and Analysis Requirements

This chapter describes the required analytical components that shall be included in the transportation impact study (TIS). In addition to identifying the organization and information required for the report, this chapter also summarizes the analysis methodology and thresholds that shall be utilized to determine if an impact is significant.

2.1 CEQA Checklist

As noted in Chapter 1, the CEQA Guidelines have been updated related to potential transportation impacts.

CEQA Guidelines Appendix G includes a series of questions to be answered to determine if a project has the potential to result in a significant impact. The questions related to transportation impacts are listed below and are based on the CEQA Guidelines as updated in December 2018 (Appendix G, XVII. Transportation):

Would the project:

a) *Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?*

b) *Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?*

c) *Substantially increase hazards due to a geometric design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?*

d) *Result in inadequate emergency access?*

CEQA Guidelines Section 15064.3 provides in full:

(a) Purpose.

This section describes specific considerations for evaluating a project's transportation impacts. Generally, vehicle miles traveled is the most appropriate measure of transportation impacts. For the purposes of this section, "vehicle miles traveled" refers to the amount and distance of automobile travel attributable to a project. Other relevant considerations may include the effects of the project on transit and non-motorized travel. Except as provided in subdivision (b)(2) below (regarding roadway capacity), a project's effect on automobile delay shall not constitute a significant environmental impact.

(b) Criteria for Analyzing Transportation Impacts.

(1) Land Use Projects. Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high-quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact.

(2) Transportation Projects. Transportation projects that reduce, or have no impact on, vehicle miles traveled should be presumed to cause a less than significant transportation impact. For roadway capacity projects, agencies have discretion to determine the appropriate measure of transportation impact consistent with CEQA and other applicable requirements. To the extent that such impacts have already been adequately addressed at a programmatic level, such as in a regional transportation plan EIR, a lead agency may tier from that analysis as provided in Section 15152.

(3) Qualitative Analysis. If existing models or methods are not available to estimate the vehicle miles traveled for the particular project being considered, a lead agency may analyze the project's vehicle miles traveled qualitatively. Such a qualitative analysis would evaluate factors such as the availability of transit, proximity to other destinations, etc. For many projects, a qualitative analysis of construction traffic may be appropriate.

(4) Methodology. A lead agency has discretion to choose the most appropriate methodology to evaluate a project's vehicle miles traveled, including whether to express the change in absolute terms, per capita, per household or in any other measure. A lead agency may use models to estimate a project's vehicle miles traveled, and may revise those estimates to reflect professional judgment based on substantial evidence. Any assumptions used to estimate vehicle miles traveled and any revisions to model outputs should be documented and explained in the environmental document prepared for the project. The standard of adequacy in Section 15151 shall apply to the analysis described in this section.

(c) Applicability. The provisions of this section shall apply prospectively as described in section 15007. A lead agency may elect to be governed by the provisions of this section immediately. Beginning on July 1, 2020, the provisions of this section shall apply statewide.

Note: Authority cited: Sections 21083 and 21099, Public Resources Code. Reference: Sections 21099 and 21100, Public Resources Code; Cleveland National Forest Foundation v. San Diego Association of Governments (2017) 17 Cal.App.5th 413; Ukiah Citizens for Safety First v. City of Ukiah (2016) 248 Cal.App.4th 256; California Clean Energy Committee v. City of Woodland (2014) 225 Cal. App. 4th 173.

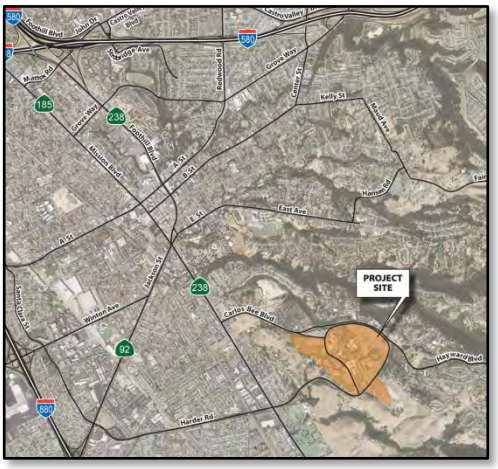
The remainder of this chapter provides guidance on addressing each of the noted CEQA checklist items consistent with Section 15064.3 of the CEQA Guidelines.

2.2 Report Requirements

This section of the Manual outlines the requirements for completing a TIS for projects proposed within the CSU system. In general, the study should include the following organization:

- Chapter 1 – Project Description and Project Setting
- Chapter 2 – Significance Criteria, Analysis Methodologies, and Results
- Chapter 3 – Impact Findings and Mitigation Measures
- Chapter 4 – Site Access and On-Site Circulation Assessment

2.2.1 Project Description and Project Setting



The Project Description and Project Setting provide the context for determining the study area for the impact analysis. The TIS study area refers to the geographical boundary within which the project's impacts on the transportation systems will be assessed. The study area should be viewed as the "area of influence" of a project. The extent of a TIS study area depends on the location (setting) and size/type of the project (description), and the technical questions anticipated to be asked by decision makers and the public. Defining the study area needs to be done through a process that results in substantial evidence (facts, analysis, etc.) to support the study area delineation. The boundary should extend as far as needed to accurately evaluate the significant impacts of the project and ensure that trip length information is not truncated at geographic boundaries (e.g. the entire trip length shall be accounted for).

Consideration of all travel modes and facilities (i.e., transit, pedestrian, bicycle, vehicle, rail, etc.) should take place when selecting the study area boundary. Guidance from CSU shall be obtained on the boundary delineation.

- The study area shall extend a sufficient distance from the project site to identify all potentially significant impacts, as supported by substantial evidence.
- Additional facilities may be studied based on circumstances unique to the site. TIS preparers shall consult with CSU to determine whether to consult with the host city or county early regarding any additional study locations based on local or site-specific issues.

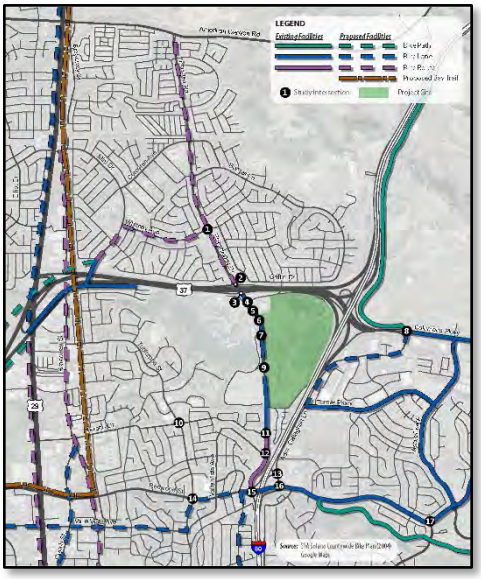
2.2.1.1 Roadway Network Description



The TIS shall provide a map that shows the Project site and identifies transportation facilities in the study area. The TIS shall provide a brief description of the study area roadways near the site. At a minimum, the TIS should state the number of travel lanes, direction of travel, the extents of each roadway, and the relation to the Project site. The TIS can also describe typical street cross-sections and other aspects of the streets such as on-street parking, bicycle and pedestrian facilities, median treatment, speed limit, etc. For state facilities, the latest available average daily traffic (ADT) counts near the Project site should also be reported[5].

2.2.1.2 Bicycle and Pedestrian Facility Description

The description and analysis of bicycle and pedestrian facilities will vary for each campus depending on the availability and usage. It is expected that urban locations will have more pedestrian and bicycle travel facilities and will require more detailed analysis than non-urban locations. At a minimum, the TIS shall provide the following information:



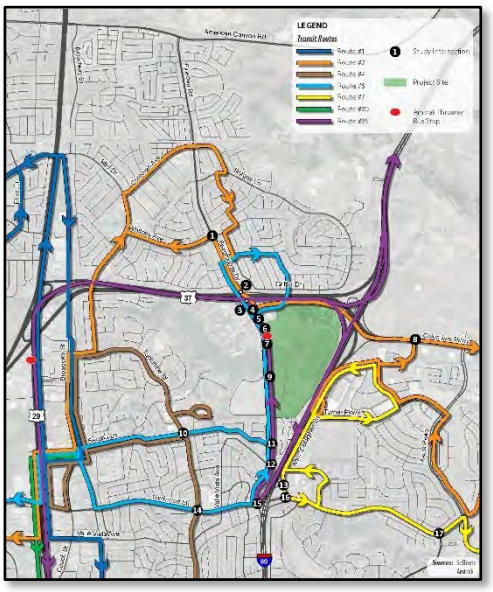
- A qualitative description of existing bicycle and pedestrian facilities in the Project vicinity. This would consist of identifying the location and type of bicycle facilities, presence of sidewalks, and the level of usage.
- A map showing existing and planned bicycle facilities in the study area.
- A description of different bicycle facility types. The local jurisdiction's bicycle plan should be consulted for a description of the facility types.
- A more detailed discussion of existing bicycle and pedestrian facilities and activities in the Project vicinity, including identification of nearby pedestrian and bicycle corridors. Major deficiencies in the existing system, such as street segments with missing sidewalks, obstacles, or non-Americans with Disabilities Act (ADA)-compliant facilities, should also be identified.

[5] Caltrans traffic counts can be found at traffic-counts.dot.ca.gov/

- A discussion of bicycle and pedestrian access between the Project site, nearby transit stops, and land uses that generate a high number of pedestrians or bicyclists (i.e., parking facilities, other campus buildings).
- A qualitative discussion based on observations of bicycle and pedestrian activity in the study area and at study area intersections.
- A description of bicycle parking in the Project vicinity, which may include location, type and usage of bicycle parking (racks, lockers, etc.)
- Graphics showing pedestrian and bicycle volumes in the study area and/or at study area intersections, if available.

2.2.1.3 Transit Facilities Description and Analysis

The description and analysis of transit facilities will vary for each site depending on the transit service and ridership in the Project area. At a minimum, the TIS shall provide the following:



- A qualitative description of transit service in the Project area, including campus shuttle service, local bus service, and regional bus, trolley, or rail service (such as Amtrak, or Bay Area Rapid Transit (BART) in the Bay Area, or the San Diego Trolley).
- A map showing transit routes within two miles of the Project site.
- Information on route operations, including hours of operations, time between stops of transit vehicles (headways), vehicle capacities, and load factors (i.e., a capacity analysis based on passenger counts).
- Information on bus stops near the Project site, such as bus stop locations.

2.2.2 Significance Criteria, Methodologies, and Results

The significance criteria refer to the criteria utilized to determine whether the transportation-related impacts of the proposed project would be significant within the meaning of CEQA. The significance criteria set forth below have been developed consistent with the CEQA Appendix G checklist questions, noted above and shall be utilized to evaluate potential project impacts. Table 1, Significance Criteria, lists the criteria to be applied in assessing transportation-related impacts; that is, the project would result in significant impacts if it would trigger any of the listed criteria.

Table 1: Significance Criteria

Impact Categories	CSU Significance Criteria
Plan Conflict	The project would conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle and pedestrian facilities.
VMT Impacts[6]	The project would result in a VMT-related impact as described below
Hazard Impact	The project would substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
Emergency Access Impact	The project would result in inadequate emergency access.

CEQA Checklist Questions:

a) Will the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

b) Will the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

c) Will the project substantially increase hazards due to a geometric design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?

d) Will the project result in inadequate emergency access?

2.2.2.1 Evaluation Approach and Methodology

2.2.2.1.1 Plan Conflicts

The TIS should identify plans, ordinances, or policies addressing the circulation system, including transit, roadways, bicycle lanes, and pedestrian paths. The consistency of a proposed project with the policies and standards shall be assessed to inform the impact conclusions using the significance criteria identified in **Table 1**. The various agencies and policies that will apply to most CSU projects are described below.

[6] Refer to Table 2: VMT Thresholds and Measurements by Project Type

CSU Campus Policies and Programs

The TIS should list the relevant circulation plans and other relevant transportation information identified in the current Campus Master Plan. A description of the Campus Travel Demand Management Plan (if applicable), current programs, and effectiveness (i.e. commute club membership, average carpool occupancy, changes in bicycle use, etc.) shall be included in this section.

Local Agency Policies and Standards

For information purposes, the TIS should list the transportation related programs, plans, and policies published in the adopted General Plan of the host city or county. The most relevant policies are those regarding planned improvements, including new roadways and new pedestrian and bicycle facilities, and policies and programs to enhance and encourage non-auto mode usage. Note that as a state agency, CSU is not required to comply with local plans, policies or regulations).

Congestion Management Program

The TIS must evaluate the Project's consistency with the relevant Congestion Management Program (CMP) requirements, where applicable, related to transit, bicycles, pedestrians, and other non-automotive uses. If the local CMP only requires LOS assessment for project evaluation, then that assessment shall not be included in the TIS as it is no longer required by CEQA upon implementation of SB 743. However, all other non-automotive analyses required by the CMP shall be assessed in the TIS to determine whether the project would conflict with the CMP.

2.2.2.1.2 VMT Impacts

This section describes the methodology and significance criteria for evaluating VMT impacts for CSU projects.

Screening Criteria

Please note that this section describes potential ways to screen projects from VMT assessment. However, projects that may be screened from VMT assessment may still need to address other assessments to comply with CEQA requirements.

Projects Screened From VMT Assessment

As noted in Chapter 1, the following CSU project types would generally not be required to complete a full VMT assessment; that is, identifying and describing the project as falling within one of these categories would constitute a less than significant impact related to VMT for CEQA purposes:

- Local serving retail that is less than 50,000 sq. ft., or retail that is located wholly within the core of a CSU campus;
- Childcare centers that serve students, faculty, and staff families;
- Student services facilities;
- Parking facilities that serve the campus demand and do not create "too much parking[7]";
- Healthcare centers serving students, faculty, and staff;
- Recreation/fitness/wellness centers that serve students, faculty, and staff; and
- Projects generating less than 110 vehicle trips per day, as noted in the OPR Technical Advisory[8].

Please note that, for those project listed above, the transportation consultant must still use engineering judgement to in completing the screening; that is, if these project types have the potential to increase VMT per person for some unique reason, then the project should undertake a full VMT assessment.

Projects Screened From Project Level VMT Assessment

In addition to the project types identified above, screening from project-level assessment may be applicable to certain other types of projects that do not meet the above project type on the basis that certain characteristics (e.g. location) are such that it can be assumed such project types would not result in significant VMT impacts. These project types and screening attributes are noted below as they have the *potential* to decrease the number of trips and/or the trip length around their development, further decreasing VMT. Importantly, however, this screening exemption is not absolute and if the transportation consultant reaches a conclusion that the project is appropriately screened from project-level analysis, it is essential that the study include substantial evidence supporting the conclusion. Additionally, although these projects would be screened from project level VMT assessment, they would still need to complete a *cumulative* level assessment to determine consistency with the Regional Transportation Plan (RTP) produced by the local Metropolitan Planning Organization (MPO) or Regional Transportation Planning Agency (RTPA).

- Development in Transit Priority Areas (TPA[9]);

[7] The concept reflects the notion that, if you over park a site, then it is easier/more convenient to drive and VMT per person would increase. Therefore, if the parking per FTE is not increased, the ability to drive and park remains constant, or possibly reduced, and VMT is not induced.

[8] Note – this screening criteria is described in OPR's technical advisory. If using this threshold, the transportation consultant should be aware that this is a trip-based benchmark; not a VMT-based benchmark. The user should review the trip length tied to the project to ensure that those would not be considered abnormally lengthy which would constitute potential concern related to CEQA significance.

[9] TPAs are defined as development located within a one-half mile of either an existing major transit stop (defined as a rail transit stop, ferry terminal served by either bus or rail transit, or the intersection of two or more major bus routes with 15-minute or better headways during the peak commute periods) or a stop along an existing high quality transit corridor (defined as a fixed route bus service with headways of 15-minutes or better).

- Development in a low-VMT generating area of the city, sub-region, or region; or
- On-campus housing serving students, faculty, and staff.

TPAs should be identified by the transportation consultant for applicability in the area. Low-VMT generating areas of the city, sub-region, or region can be identified by the transportation consultant by reviewing the VMT per person for the traffic analysis zone (TAZ[10]) for the referenced region. If the proposed land use is consistent with what is currently in the study area and the TAZ is identified as generating lower than existing VMT (compared to the city, sub-region, or regional VMT per person average), then the project can be screened from project level assessment.

As previously noted, although the project types described above can be screened from *project* level assessment, the proposed project needs to be assessed for its consistency with the RTP assumptions. If the project is not consistent with the RTP assumptions, then it would be screened out from project-level assessment but would require assessment of the effect upon regional or city VMT (i.e., it would require a cumulative assessment).

Some agencies (such as SACOG in Sacramento) have a checklist to determine RTP consistency and the campus should review local requirements for determining RTP consistency. If a checklist is not available, then consistency must be verified. To verify consistency, the land use information and assumptions in the local or regional travel demand forecasting model[11] should be reviewed.

Projects Requiring a Full VMT Assessment

For projects that do not meet any of the screening criteria described above, a transportation impact study including a full VMT assessment will be required. To complete this assessment, the traffic consultant will be required to determine if the project-generated VMT per service population is less than 15% of the existing regional, sub-regional, or citywide VMT per service population to determine whether the project would result in any project-related significant VMT impacts. The consultant must also evaluate the project's *effect* on VMT to determine if the project would increase or decrease the forecasted regional total VMT, i.e., would result in significant cumulative impacts.

For those projects not screened from further analysis, **Table 2** summarizes the VMT significance thresholds to be applied in assessing impacts associated with CSU projects; separate thresholds are identified for

[10] TAZ refers to a specific geographic location related to land use inputs into the regional or local travel demand forecasting model.

[11] The appendix contains a list of RTP assumptions related to campus use as of August 2018 to assist in verifying RTP consistency. Although this information has been summarized to assist staff with a consistency determination, the user should verify the land use inputs independently for accuracy.

application to project-level and cumulative impacts. These thresholds are consistent with the thresholds set forth in the OPR Technical Advisory, which recommends a significance threshold of 15% below existing VMT for project-level impacts associated with specific projects when measuring VMT on a per person or per capita basis (i.e., the project's travel efficiency should be 15% better than existing travel efficiency).

Table 2: VMT Significance Thresholds

Impact Categories	CSU Significance Thresholds
Project Level Impacts	➢ Residential Projects: VMT / Resident exceeds threshold of 15% below existing regional, sub-regional, or citywide VMT / Resident ➢ Office/Industrial: VMT / Employee exceeds threshold of 15% below existing regional, sub-regional, or citywide VMT / Employee ➢ Mixed-Use: VMT / Service Population[12] exceeds threshold of 15% below existing regional, sub-regional, or citywide VMT / Service Population ➢ Commuter Student Growth: VMT / Commuter Student exceeds threshold of 15% below existing regional, sub-regional, or citywide VMT / Commuter Student ➢ University Employment: VMT / Employee exceeds threshold of 15% below existing regional, sub-regional, or citywide VMT / Employee
Cumulative Impacts	➢ Residential Projects: VMT / Resident under the "with project" condition exceeds the Citywide, regional or sub-regional VMT / Resident identified under the RTP/SCS condition ➢ Office/Industrial: VMT / Employee under the "with project" condition exceeds the Citywide, regional, or sub-regional VMT / Employee identified under the RTP/SCS condition ➢ Mixed-Use: VMT / Service Population[2] under the "with project" condition exceeds the Citywide, regional, or sub-regional VMT / Service Population identified under the RTP/SCS condition ➢ Commuter Student Growth: VMT / Commuter Student under the "with project" condition exceeds the Citywide, regional or sub-regional VMT / Commuter Student identified under the RTP/SCS condition ➢ University Employment: VMT / Employee under the "with project" condition exceeds the Citywide, regional, or sub-regional VMT / Employee identified under the RTP/SCS condition

[12] Service population is typically defined as population plus employment. For campuses, service population is defined as population plus employment plus students. The transportation consultant shall not double count resident students twice in this evaluation (i.e., shall not count students that also live on campus).

VMT Methodology

As previously noted, VMT is defined as the number of trips generated by a project multiplied by the length of each trip. There are multiple methodologies that can be used to calculate VMT for a project, so special attention must be paid to how the project VMT is estimated.

VMT assessment under SB 743 is an efficiency metric, essentially evaluating the efficiency of the land use and transportation system by comparing the VMT per person that would result under the proposed project to the existing region or city VMT per capita. As such, the VMT methodology must be able to calculate the VMT for the project utilizing the exact same methodology used to estimate the VMT at the regional, sub-regional, or citywide scale so that an "apples-to-apples" comparison can be made.

The "best" tool presently available to estimate VMT at all CSU campus locations is the local or regional travel demand forecasting model. The travel demand models estimate trip generation, distribution, and assignment by land use type. Additionally, given the local or regional context of the project, the travel demand model can be utilized to develop the regional or citywide comparative efficiency metrics related to VMT.

As noted later in this manual, consistent with the OPR Technical Advisory for SB 743 implementation, VMT should be normalized as an efficiency rate for evaluation, the transportation consultant isn't evaluating the total VMT generated by the project; rather they are comparing the efficiency of travel on a per person basis to local, sub-regional, or regional travel efficiency averages. Depending on the proposed use being evaluated, the normalization should focus on specific types of VMT (identified as VMT by trip purpose) and should be normalized to the appropriate capita denominator (employment for employment uses, population for residential uses, students for educational uses, etc.). For example, increased employment uses should focus on home-based-work trip purposes estimated from the model and would be normalized per employee; home-based-work trips are those trips made from home to work and back home. This "commute trip" VMT estimate would be compared to the regional, sub-regional, or citywide VMT for the same trip purpose per employee to evaluate potential impacts of the project.

Please note that some travel demand models have limitations related to the application of isolating VMT by trip purpose or have constraints related to the model's ability to fully account for existing VMT in the model study area (especially if the project is located near the near the model's geographic boundary). As such, the traffic consultant shall use professional judgment to adjust the model results (if needed) in order to provide an accurate accounting of VMT per person, as required in **Table 3, VMT Normalization Guidance**.

Table 3: VMT Normalization Guidance

Project Type	VMT Trip Purpose Type[1, 2, 3, 4, 5, 6]
University Commuter Student Growth	Home-Based Other (Attraction)
University Master Plans and Other Mixed-Use Projects where new VMT would be generated (including FTE increases or other projects that include multiple uses)	Home-Based Work (Production & Attraction) + Home-Based Other (Production & Attraction) + Non-Home-Based (Production & Attraction)
University Employment	Home-Based Work (Attraction)
Market-rate or non-university housing	Home-Based Work (Production) + Home-Based Other (Production)
Student/Faculty/Staff Housing	Home-Based Work (Production & Attraction) + Home-Based Other (Production & Attraction)
Office/Industrial or off-campus commercial/retail greater than 50,000 sq. ft. (typically implemented as a Public-Private Partnership project)	Home-Based Work (Attraction)
Events and Recreational Projects[7,8]	Home-Based Other (Attraction)
Development located in a Transit Priority Area	See categories above for the most appropriate metric

Notes

1. Home-Based Work trips are trips in which either the origin or destination of the trip is the traveler's home, and either the origin or destination of the trip is the traveler's workplace.
2. Trip Production is the home end (either the origin or destination) of a Home-Based trip, or it is the destination of a Non-Home-Based trip.
3. Home-Based Other trips are trips in which either the origin or destination of the trip is the traveler's home, and either the origin or destination of the trip is a location other than the traveler's workplace, such as a place to buy goods or services, or a place to engage in social or recreational activities.
4. Trip Attraction is the non-home end (either the origin or destination) of a Home-Based trip, or destination of a Non-Home-Based trip.
5. Service Population is comprised of the employment population plus student population plus any additional residency not captured in the noted populations (e.g. faculty or staff housing could have spouses or children living there that are not already accounted for in the employment or student population).
6. Non-Home-Based trips are trips in which neither the origin nor destination of the trip is the traveler's home.
7. Examples of these types of projects include hotels, arenas, performing arts centers, and conference centers.
8. In the context of events and recreational projects, production-based trips are those generated by the residential land uses. Attractions, on the other hand, are trips that are destinations and are usually generated by employment or educational uses. Isolating these trip types allows the analyst to isolate the specific trip types accordingly.

To be consistent with current best practices, the transportation consultant shall review the travel demand model to ensure that it meets the following three criteria to be deemed acceptable for use in the assessment:

1. The scale of the model should match that of the project to ensure that the model accounts for all regional influence areas and accounts for the total VMT generated by the project (i.e., confirm it does not artificially truncate VMT information due to a small geographic boundary).
2. The model should be calibrated and validated within the study area by the transportation consultant related to VMT estimation. The model's validation in the study area should be verified for each forecast time period (i.e., daily, AM peak hour, PM peak hour, etc.) and for each mode analyzed. The model trip length information and VMT estimates should also be compared to available data to verify accuracy. The model validation should include static and dynamic tests. Static validation tests should include those specified in Travel Forecasting Guidelines (Caltrans, 1992), and Model Validation and Reasonableness Checking Manual (FHWA, 1997). Dynamic tests verify that the model contains an appropriate level of sensitivity related to the types of transportation network or land use changes associated with the project.
3. The model's land use or socioeconomic forecasts should be tested for reasonableness by the transportation consultant. Models are used to forecast travel demand for a specific horizon year (i.e., 20 years). The land use and socioeconomic forecasts need to match the horizon year and be based on reasonable market conditions that reflect past and future development trends for the specific study area. Additionally, the model needs to include any reasonably foreseeable development projects.

Project Generated VMT Assessment (Project Impacts)

To estimate the project generated VMT, the travel demand model should be run for the base year and future year condition, isolating out the VMT generated by the project as noted in **Table 3**. Since the project generated VMT should reflect the opening year of the project for individual projects or the buildout year for master plan projects, the traffic consultant must interpolate the VMT estimates between the base year and future year model results assuming linear interpolation (typically, a model's base year is several years prior to the opening year of the project). The same interpolation and model runs shall be utilized to estimate citywide, regional, or sub-regional VMT that is to be utilized for comparative purposes.

Using the model in this fashion, the transportation consultant shall complete the following assessment:

- Existing Conditions – existing VMT per capita for the citywide, regional, or sub-regional area
- Project Conditions – VMT per capita for the proposed project to be compared to the Existing Conditions
- Cumulative No Project Conditions – RTP-consistent VMT per capita at the citywide, regional, or sub-regional level
- Cumulative Plus Project Conditions – VMT per capita at the citywide, regional, or sub-regional level

Project Effect on VMT Assessment (Cumulative Impacts)

For the cumulative assessment, the transportation consultant shall evaluate the project's *effect* on VMT. To undertake this assessment, the user must input the project into the travel demand model and determine if the project would result in an increase or decrease in the regional, sub-regional, or citywide VMT per capita.

The traffic consultant may need to complete a redistribution of land uses to ensure that the "no project" assessment and the "with project" assessment contain the same land use control totals for the city, region, or sub-region, especially if the project is large enough that it would affect land use absorption elsewhere in the city, region, or sub-region (e.g. a proposed housing project on the campus does not change the regional population estimates; it just reallocates where they live). The consultant also will need to work with the Chancellor's Office to identify the most appropriate method of land use allocation, but the following approaches are considered acceptable for completing the cumulative assessment:

- Add the proposed land use to the travel demand model (note, this will not maintain regional control totals, but should produce appropriate results for most projects); or
- Utilize an economist to identify where else in the local region development would not occur with implementation of the project to maintain regional land use control totals (this would be appropriate for campus development that includes significant housing (i.e., more than 1,000 housing units or employees that were not anticipated in the RTP); or
- The traffic consultant would review all Traffic Analysis Zones (TAZs) within a five- to ten-mile radius of the project site and reduce growth proportionately across all TAZs showing growth to maintain regional land use control totals.

Fehr & Peers completed a "test case" for VMT assessment as part of manual preparation using the CSU San Bernardino master plan as the test project to evaluate through the VMT methodology and significance criteria. The results of this test case are summarized in a presentation included as Appendix C.

2.2.2.1.3 Hazard Impacts

The transportation consultant should review the project and determine if there is a specific design component that would create a hazardous condition. Typically, this review looks at project geometrics and the consultant would provide a professional opinion related to modal conflicts and/or consistency with typical design standards.

Additionally, the transportation consultant should review the land use context where the project is expected to contribute a different mix of travel such that the volume, mix, or speed of traffic was not anticipated as part of the original transportation network design (applies to all modes). Increasing trips on a facility that

was not originally designed for that volume, mix, or speed of traffic is another important consideration that should be addressed.

2.2.2.1.4 Emergency Access Impacts

The transportation consultant shall work with the campus to contact emergency services (fire and/or police) and solicit their input related to emergency accessibility for the project site. Additionally, CSU projects are required to follow the State University Administrative Manual (SUAM) which requires the State Fire Marshal to review all projects prior to implementation. As such, the consultant should reference the university requirements related to the SUAM which would result in a less-than-significant finding related to emergency accessibility impacts.

2.3 Impact Findings and Mitigation Measures

This section of the Transportation Impact Study shall summarize the results of the impact analysis (using the methodologies and significance criteria and thresholds identified above).

For significant impacts, feasible mitigation measures shall be recommended. **Table 4, Potential Mitigation Measures**, lists those potential mitigation measures that shall be considered by the transportation consultant and campus; the measures are listed by corresponding impact category. The specific mitigation measures to be selected will depend on the specific impact identified.

Table 4: Potential Mitigation Measures

Impact Category	Potential Mitigation Measures
Plan Conflict	➢ Provide for access to, from, and through the development for pedestrians and bicyclists ➢ Designate Class I bicycle paths, Class II bicycle lanes, and other appropriate facilities on-campus ➢ Provide bus turn-outs, bus shelters, additional bus stops, and park-and-ride lots ➢ Address planned transit facilities in project design, if feasible ➢ Coordinate with local transit providers to improve service to the area

VMT Impacts	➢ Revisit project design features and or proposed land uses with an eye towards reducing project trips or reducing trip lengths ➢ Look for other measures to reduce trip lengths or the number of trips generated through Transportation Demand Management (TDM) measures (see additional guidance below) ➢ If a regional program is available to reduce VMT, a fair-share payment toward that program shall be paid if all significant impacts have not been mitigated through all other feasible mitigation measures
Hazard Impact	➢ Optimize location of access driveway(s) ➢ Improve sight distances at intersections and driveways to standard engineering practice ➢ Provide for yield or stop control ➢ Restrict certain turn movements
Emergency Access Impact	➢ As noted above, projects would be required to be reviewed by the State Fire Marshal as part of the SUAM procedures. As such, no significant emergency access impacts are anticipated and, therefore, no mitigation would be required.

VMT Mitigation – Transportation Demand Management Strategies

For those projects that result in significant VMT-related impacts, implementation of a TDM mitigation measure represents potentially feasible mitigation to assist in reducing such impacts, if not fully eliminating the impacts. In preparing a TDM mitigation measure, each campus shall consider the following VMT reduction strategies to mitigate those impacts:

- Revisit project design features and or proposed land uses with an eye towards reducing project trips or reducing trip lengths. In a master plan context, examples include: increasing on-campus housing (thereby reducing commuter trips to the campus), limiting parking on the campus to discourage vehicle trips, coordinating with regional transit agencies to expand transit service to the campus, improving bicycle/pedestrian facilities both on- and off- campus, and other measures that decrease the need and/or desirability for people to drive to/from the campus.
- After all feasible TDM strategies have been included within the recommended mitigation measure, if there are remaining (i.e., residual) significant VMT-related impacts, the transportation consultant needs to determine whether there are any fee (i.e., fair-share) programs specific to VMT reduction that have been adopted and are applicable to CSU, generally, and the campus geographic area, specifically. Currently, there are very few such programs available to reduce VMT significant impacts

through a fair-share payment program (only a handful of VMT-based nexus programs exists in the state). If a valid regional program applicable to CSU is available to reduce VMT at the time the transportation consultant is conducting the VMT analysis, and impacts have not been reduced to less than significant with implementation of other VMT-reduction strategies, then, following consultation with the Chancellor's Office and General Counsel, a fair-share payment toward that program in an amount necessary to reduce the remaining impacts to less than significant shall be considered.

- Several regional agencies are exploring a VMT mitigation banking system that, if implemented, could be utilized to off-set significant VMT-related impacts. Although such a banking system currently does not yet exist in the state, this potential mitigation measure could exist in the future, and the transportation consultant must research the then-present availability of any such programs, with a related report to the campus and Chancellor's Office.

In light of the fact VMT mitigation programs have not yet been developed in most areas of the state, the mitigation measure most available that can affect VMT on campuses is implementation of a comprehensive TDM program. In this regard, CSU has developed a comprehensive TDM manual that provides a framework for development of a TDM program tailored to the setting of each campus.

Anticipated VMT reductions associated with several TDM strategies presently can be calculated using information from the California Air Pollution Control Officers (CAPCOA) guidance or other approved VMT calculation methodology.

Full implementation of all feasible TDM measures will mitigate significant VMT impacts to the extent feasible. TDM measures, which likely will be required in many circumstances, should be considered early in the project development process, along with the costs of implementation of such measures.

TDM Measure
Parking
Student, Faculty and Staff Permits
Daily Parking Pricing
Short Term/Hourly Parking
Preferential Parking for Carpools and Vanpools
Transit
Reduced/Subsidized Transit Fares
Universal Transit Pass
Shuttle Services
Walking/Bicycling
Walking and Biking Incentives
Bicycle Parking and Showers
On-site Bicycle Maintenance
Bikesharing
Other
On Campus Amenities
On Campus Housing
Guaranteed Ride Home Program (for Employees)
Carpool and Vanpool Incentives
Marketing and Educational Campaigns
Carsharing
Pre-tax Commuter Benefits (for Employees)
Ridematching Program

2.4 Site Access and On-Site Circulation

The analysis of on-site circulation is required to identify the adequacy of the site design. The level of detail in the analysis is to match the level of detail provided in the project site plan and will also be affected by the project type – i.e., a Master Plan update will be reviewed more broadly relative to campus-wide circulation

system requirements, whereas a new building or parking structure can receive a more localized and operational review.

The site plan review and circulation assessment should include the following considerations. This portion of the review should be completed by a registered State of California Civil or Traffic Engineer.

- Existence of any current traffic hazards in the local area such as high-collision locations.
- Applicability of context-sensitive design practices compatible with adjacent neighborhoods or other areas that may be impacted by the project traffic.
- Close proximity of proposed site driveway(s) to other driveways or intersections that may create a traffic hazard.
- Adequacy of corner sight distance or stopping sight distance at project access points.
- Adequacy of on-site vehicle, bicycle, and pedestrian circulation, provision of safe pedestrian paths between residential areas and academic buildings and other campus destinations, and between the site and nearby transit facilities.
- Project site design, including project construction activities, resulting in inadequate emergency access or response times.

3. Agency Coordination and Guidance

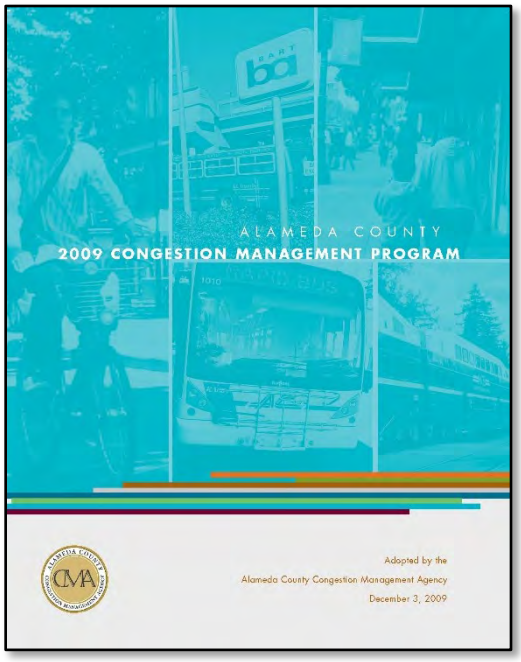
Campuses embarking on any transportation assessment should coordinate with the Chancellor's Office to solicit input on the scope of work, process, and to verify that the latest CSU and CEQA Guidelines are being utilized.

As previously noted, although LOS is no longer required for CEQA evaluation, many cities, counties, or other agencies (including Caltrans) may still request LOS assessment as part of a campus project. In those instances, the campus shall contact the Chancellor's Office to assist in the strategy of coordinating with those agencies and their requests.

The remainder of this chapter summarizes key agencies with which coordination may be required when preparing a TIS.

3.1 Congestion Management Agency

In 1990, the State of California passed Proposition 111, which requires urban counties to establish Congestion Management Agencies (CMA) to conduct certain transportation-related functions, including oversight of a portion of the state gas tax. CMAs are directed by boards consisting of representatives from the applicable county and each city within the county. The CMAs are required to maintain and periodically update a Congestion Management Program (CMP), consisting of the following elements:



- Traffic LOS standards applicable to a designated system of State highways and principal arterial streets;
- Transportation System Performance Measures to evaluate current and future multi-modal system performance for the movement of people and goods;
- A seven-year capital improvement program (CIP) containing projects to maintain or improve the performance of the multi-modal system for the movement of people and goods;
- A set of procedures to analyze the impacts of land use decisions made by local jurisdictions on regional transportation systems; and
- A travel demand element that promotes transportation alternatives to the single-occupant vehicle.

In addition to preparing, adopting and implementing a CMP, each CMA includes a countywide computerized travel demand model based on a uniform database. The CMA must also establish procedures for preparing Deficiency Plans when LOS standards are violated.

CMP requirements vary from county to county, but generally require assessment of project impacts on the primary roadway network (freeways and major arterials), using a trigger for impact assessment based on project size or number of trips generated; note that certain counties, including San Diego, have opted out of the CMP program. The CMP performance objectives are often different than those maintained by a local city or Caltrans, reflecting a county-wide perspective on congestion management and multi-modal transportation system operations. For example, a corridor-level metric such as average travel speed or vehicle density may be used as opposed to individual intersection or roadway segment LOS.

Given the direction of SB 743 to eliminate LOS from CEQA documents and utilize VMT for determining CEQA impacts, each campus will need to review the requirements identified within the CMP to determine applicability to the campus and corresponding TIS. If applicable requirements only focus on LOS assessments within the CMP, then no technical analysis will be required. However, if a CMP requires assessment of other modes or metrics, then the transportation assessment will need to address consistency with those modal requirements.

3.2 Caltrans

The California Department of Transportation (Caltrans) operates and maintains the State's highway system. Transportation impact studies prepared for CSU projects within a study area that includes Caltrans facilities should coordinate with Caltrans on the scope of the transportation assessment, including the standard practices of the local Caltrans District. Notwithstanding SB 743, Caltrans may require additional analysis beyond VMT, including, for example, queue analysis at Caltrans facility on- and off-ramps as related to potential safety impacts.

In recent years, Caltrans has begun moving toward a multi-modal, "complete streets" perspective in managing its facilities, to include not just freeways but many urban thoroughfares. Several guidance documents are available to support impact assessment on such routes, including Complete Streets Implementation Action Plan (February 2010) and Smart Mobility 2010 (February 2010).

In furtherance of the "complete streets" approach, in November 2016, Caltrans published interim guidance relative to SB 743. These guidelines supersede the previous Caltrans' guidance related to traffic impact analyses (published in 2002) that were largely focused on vehicle LOS. The guidance specifically states:

> *"Past LD-IGR practices primarily utilized Level of Service to identify various impacts to the State Highway System (SHS), and often limited its recommended mitigation to traditional road*

improvements. Although Caltrans recognized that Lead Agencies could implement other measures, such as improvements to other modes of transportation or incentive programs to encourage use of other modes, the Lead Agencies often rely on Caltrans' recommended measures. Going forward, efforts to fulfill our LD-IGR obligation should consider multimodal solutions to not only improve access to destinations for all system users (motorists, transit riders, bicyclists, pedestrians), but also encourage efficient land use that helps achieve the multitude of goals sought, including quality of life, economic prosperity, the development of multimodal networks, and GHG emissions reduction ."

3.3 Regional Transportation Planning Agencies

Regional transportation planning agencies (RTPA) are one of three regional agencies responsible for regional planning in California. The Caltrans Director designates the official regional transportation planning agency for each of California's 58 counties. For each county, the regional transportation planning agency is established through one of the following:

- created by statute,
- the metropolitan planning organization (MPO) serves as the regional transportation planning agency, or
- a local transportation commission or county transportation commission serves as the regional transportation planning agency.

Prior to the passage of SB 743, the purpose of the RTPA was to monitor LOS on regional roadways and prepare regional plans and programs to improve all modes of transportation locally and regionally. Under the new CEQA guidelines established pursuant to SB 743, RTPAs will have the responsibility of developing plans to reduce VMT. This change from vehicular LOS to regional VMT will align transportation metrics and mitigation measures with those required for air quality and covered in the Sustainable Communities Strategy (SCS). The SCS integrates land use and transportation strategies to achieve greenhouse gas (GHG) emission reduction targets. SB 375 requires each metropolitan planning organization to prepare a SCS.

In tandem with an SCS, agencies are likely to prepare a Regional Transportation Plan (RTP), which is a long-range planning document identifying future transportation improvements and the funding available within the region. The RTP/SCS collectively identifies improvements across the entire transportation system, including the roadway network and public transit systems.

Transportation impact studies prepared for CSU projects shall review the project's consistency with the RTP/SCS and document those consistency findings as outlined in prior chapters of this manual.

3.4 Air Quality Management Districts

Air Quality Management Districts (AQMDs) are comprised of locally elected officials from each jurisdiction within the district. The purpose of the districts is to regulate sources of air pollution. In September 2006, the State of California passed AB 32, the Global Warming Solutions Act of 2006, which requires the state to achieve a specified statewide GHG emissions reduction cap by 2020. Since the passage of AB 32, the California Air Resources Board and regional AQMDs have been developing guidance on the evaluation of GHG baselines and reduction strategies. Senate Bill 375 (SB 375) provides incentives in the form of CEQA streamlining to encourage community design that supports reduction in per capita GHG emissions. This effort has been further supported by the passage of SB 743.

CSU projects that require CEQA clearance may need to provide inputs, such as vehicle trips and vehicle-miles travelled, to the consultant preparing the air quality analysis of the project. Most AQMDs provide a set of guidelines to assist Lead Agencies in evaluating potential air quality impacts of projects and plans. Impact assessment for air quality assessment within a District's governing area should generally be prepared consistent with the guidelines set by the District.

3.5 Coastal Commission

The California Coastal Commission (CCC) is a state agency that partners with coastal cities and counties to regulate the use of land and water in the coastal zone under the California Coastal Act. The California Coastal Act includes provisions relating to transportation and public services in the context of new development. For example, Chapter 3, Article 6, Section 30250 (Location; Existing Developed Area), states that most new development must be located in proximity to existing developed areas in order to consolidate public services. Likewise, Section 30252 (Maintenance and Enhancement of Public Access) states that new development should maintain and improve public access to the coast, including measures such as extending transit service, mixing land uses in developed areas, providing bicycle and pedestrian circulation within the development, and providing adequate parking and/or increased transit service.

To maintain consistency with the Coastal Act, local governments prepare Local Coastal Programs (LCP) for CCC approval. The LCP guides development in the coastal zone and consists of a Land Use Plan, consistent with the local jurisdiction's general plan land uses, and an Implementation Plan, which is typically integrated with the local government's zoning code. Though the LCP plans vary by jurisdiction, a given LCP may directly address transportation considerations, such as the provision of new bicycle storage facilities at beach parking lots and standards for maximum roadway width through the coastal zone. Once the CCC adopts the LCP, the local agency that put forth the LCP is responsible for issuing coastal permits concurrent

with that planning document. The CCC only directly issues permits for land not covered under an LCP and addresses appeals of coastal permits.

CSU transportation impact studies for projects within the coastal zone shall review the goals and policies set by the applicable LCP and determine the project's consistency with those goals and policies. (Note: The term "coastal zone" is a legally defined term. Campuses should consult with the General Counsel's office to determine whether the subject project would be located within the coastal zone.)

3.6 Local Agencies

Local agencies in California typically have the ability to control land use and transportation within the City. However, CSU campuses are not subject to local land use control. As such, local agencies may approach a campus during a TIS without the understanding of their lack of control over campus land use decisions.

As such, local agencies may comment on environmental documents as they are a responsible (e.g. they are responsible for the areas around the campus). These local agencies are governed by the policies contained in their General Plan (which includes goals, policies, and maps related to transportation in its Circulation Element). Additionally, many cities have completed other transportation plans (such as Active Transportation Plans (ATPs), Bicycle Master Plans, Transit Master Plans, etc.) that guide the planning and implementation of those transportation facilities in their City.

Many cities have specific General Plan targets related to LOS. As such, local agencies may ask for intersection or roadway segment analysis to show the project's consistency with their policies. As noted above, LOS is no longer required for CEQA assessment and the CSU is not subject to these local land use control policies. Therefore, if a local agency does request LOS assessment (or any other assessment hat is not consistent with this manual), the Chancellor's office shall be consulted immediately to determine the most appropriate approach to coordinating with the local agency.

Appendix A – Glossary of Acronyms

SB – Senate Bill

AB – Assembly Bill

LOS – Level of Service for intersection or roadway operations

VMT – Vehicle Miles of Travel

TISM – CSU Traffic Impact Study Manual

CEQA – California Environmental Quality Act

OPR – California Office of Planning and Research

MP – Master Plan

RTP – Regional Transportation Plan

SCS – Sustainable Communities Strategy

TPA – Transit Priority Area

FTE – Full Time Equivalent

TDM – Transportation Demand Management

Appendix B – RTP Assumptions

Model Inputs and VMT Estimates for Campuses

Note: This information is meant simply as a reference for the CSU campuses. For project applications, campuses need to verify with the Metropolitan Planning Organizations and other entities that manage the below models that the information associated with them is correct before they use it.

Campus	Potential Travel Demand Forecasting Models to Estimate VMT	Base Year	Base Year - Employment	Base Year - Students	Future Year	Future Year - Employment	Future Year - Students	Other Dedicated VMT Estimators Available	Information on Existing Campus VMT Estimates	Link to Reports with VMT Estimates	Notes
Northern											
Cal Maritime	• Solano/Napa Activity Based Model (Solano/Napa) • The Bay Area's Metropolitan Transportation Commission's Travel Model One (TMO) Activity Based Model	• **Solano/Napa:** 2015 • **TMO:** 2010	• **Solano/Napa:** 329 • **TMO:** 645	• **Solano/Napa:** 291 • **TMO:** 573	• **Solano/Napa:** 2040 • **TMO:** 2040	• **Solano/Napa:** 414 • **TMO:** 727	• **Solano/Napa:** 364 • **TMO:** 640	N/A	• The "Increase in VMT After Implementation of the Master Plan" was calculated on page 334 of the report "California State University Maritime Academy Physical Master Plan Environmental Impact Report" but the total VMT of the campus was not calculated. • The increase in VMT was not broken down by user type. • Not enough information was provided to know whether this increase was calculated based on full or half accounting, or whether it was calculated in accordance with SB 743 guidelines.	California State University Maritime Academy Physical Master Plan Environmental Impact Report: https://www.dropbox.com/s/peqxbtupcfr798u/Cal%20Maritime%20Academy%20Project%20Public%20Review%20Draft%20EIR.pdf?dl=0	There are no trip-based travel demand forecasting models (TDMs) for this area.
Chico	Butte County Association of Governments (BCAG) Model	2014	N/A (see "Notes" column)	16,500	2036	N/A (see "Notes" column)	23,504	N/A	N/A	N/A	• The City of Chico has its own VISUM TDM. If you'd like information from that model, contact the City. Although note that the City uses the BCAG model instead of its own TDM. • There is no land use category represented in the BCAG model.
East Bay	• **For the Concord campus:** Contra Costa Transportation Authority (CCTA) 4 Step Model • **For the Hayward campus:** Trip-based Alalmeda County Transportation Commission (ACTC) Travel Demand Model	2010 for both models	• **CCTA:** 107 • **ACTC:** 1,774	• **CCTA:** 900 • **ACTC:** 13,061	2040 for both models	• **CCTA:** 210 • **ACTC:** 2,161	• **CCTA**: 0 • **ACTC:** 13,061	This online tool called "Simulated VMT per Capita by Place of Residence": https://mtc.maps.arcgis.com/apps/webappviewer/index.html?id=5dac76d69b3d41e583882e146491568b	N/A	N/A	
Humboldt	Humboldt County Travel Demand Forecasting model	See "Notes" column	See "Notes" column	See "Notes" column	See "Notes" column	See "Notes" column	See "Notes" column	See "Notes" column	N/A	N/A	We reached out to Caltrans about information on this TDM multiple times and did not hear back.
Sacramento	• Sacramento Metropolitan Travel Demand Model (SACMET) • Sacramento Activity-Based Travel Simulation Model (SACSIM)	• **SACMET:** 2012 • **SACSIM:** 2012	• **SACMET:** 3,388 • **SACSIM:** 3,239	• **SACMET:** 28,016 • **SACSIM:** 28,016	• **SACMET:** 2036 • **SACSIM:** 2036	• **SACMET:** 4,262 • **SACSIM:** 3,890	• **SACMET:** 36,419 • **SACSIM:** 36,419	N/A	• Reductions in VMT from commuter student trips between campus, and other trips (e.g. shopping trips) if the Campus Master Plan was implemented were estimated on pages 68 and 73, for Existing Plus Project and Future Plus Project conditions, respectively, but total VMT of the campus was not estimated. • Reductions in VMT for other user types, like faculty or staff, weren't estimated. • Not enough information was provided to know whether full or half accounting was used, or if VMT was estimated in accordance with SB 743 guidelines	CSU Sacramento Master Plan: http://www.csus.edu/aba/facilities/documents/csu%20sacramento%20master%20plan%20final%20eir%20_%20web.pdf	
San Francisco	• SF-Champ, San Francisco's TDM • The Bay Area's Metropolitan Transportation Commission's Travel Model One (TMO) Activity Based Model	• **SF-Champ:** 2012 • **TMO:** 2015	• **SF-Champ:** 881 • **TMO:** 9,410	• **SF-Champ:** 18,651 • **TMO:** 24,550	2040 for both models	• **SF-Champ:** 1,545 • **TMO:** 11,656	• **SF-Champ:** 18,651 • **TMO:** 31,298	N/A	• Total Miles Traveled per day by users of the SF State Shuttle Bus, people who drive alone, people who carpool, people who use the Muni Diesel Vehicles, and people who use the Muni Electric Vehicles were calculated on page 15 of the campus' Climate Action Plan. • Not enough information provided to know whether full or half accounting was used, or if SB 743 guidelines were followed.	San Francisco State University Climate Action Plan: https://sustain.sfsu.edu/sites/default/files/assets/doc/SFState_CAP.pdf	
San José	• Valley Transportation Authority (VTA) TDM • City of San Jose (San Jose) TDM	• **VTA:** 2013 • **San Jose:** 2008	• **VTA:** 2,869 • **San Jose:** 3,712	• **VTA:** 34,100 • **San Jose:** 34,100	• **VTA:** 2040 • **San Jose:** 2030	• **VTA:** 3,164 • **San Jose:** ?	• **VTA:** 34,100 • **San Jose:** ?	A sketch-level VMT tool that the City of San Jose developed here, although this tool is more appropriate for land development projects than campuses: http://www.sanjoseca.gov/vmt	N/A	N/A	We do not have access to Future Year Employment and College Population inputs for the City of San José's TDM.

Campus	Potential Travel Demand Forecasting Models to Estimate VMT	Base Year	Base Year - Employment	Base Year - Students	Future Year	Future Year - Employment	Future Year - Students	Other Dedicated VMT Estimators Available	Information on Existing Campus VMT Estimates	Link to Reports with VMT Estimates	Notes
Sonoma	Sonoma County Transportation Authority (SCTA) 4 Step Model	2005	6,404	8,384	2030	471,404	24,498	N/A	N/A	N/A	
Central											
Bakersfield	Kern Council of Governments (Kern COG) TDM	2017	1,392	9,368	2042	1,589	14,751	The Mixed Use Developed (MXD) Trip Generation and Travel Demand Management (TDM) post-processor for project-level VMT tool.	• VMT was estimated for the University Place Office Park Project, on page 86 of the report "CSUB University Place Office Park Project - Draft Initial Study-Mitigated Negative", but total VMT for the campus was not estimated. • The CalEEMod tool was used to estimate VMT. • VMT was not broken down by user type. • Not enough information was provided to know whether full or half accounting was used to estimate VMT, or if VMT was estimated based on SB 743 guidelines.	CSUB University Place Office Park Project Draft Initial Study: http://www.csub.edu/discover/_files/CSUB_Office_Draft_IS-MND.pdf	The post-processor VMT tool is not meant for universities, it's just a general tool.
Fresno	Fresno Council of Governments (Fresno COG) Model	2014	12,661	16,256	Both 2035 and 2042 are Future Years	• **2035:** 14,190 • **2042:** 13,904	• **2035:** 19,259 • **2042:** 20,013	Envision Tomorrow: https://frego.com/envision-tomorrow/	N/A	N/A	
Monterey Bay	Association of Monterey Bay Area Governments (AMBAG) TDM	2010	485	4,596	2035	454	5,170	N/A	Total campus VMT was not estimated, however the potential of the Promontory Project to decrease VMT was discussed on page 69 of The Promontory at California State University Monterey Bay (CSUMB) Specific Plan. Exactly how much VMT would decrease from the project was not discussed. The report just says that since the project is an infill development, VMT should decrease.	Initial Study for The Promontory at California State University Monterey Bay Specific Plan: https://csumb.edu/sites/default/files/images/st-block-88-1471897379448-raw-rbfthepromontoryatcsumbinitialstudymitigatednegativedeclaration.pdf	
San Luis Obispo	San Luis Obispo Council of Governments (SLOCOG) TDM	**SLOCOG:** 2010	**SLOCOG:** 2,843	**SLOCOG:** 19,325	**SLOCOG:** 2020	**SLOCOG:** 2,945	**SLOCOG:** 24,000	N/A	• VMT was estimated on page 273 of the Draft Environmental Impact Report for CSU San Luis Obispo's 2035 Master Plan • VMT was broken down by the following user types: Faculty/Staff and Off-Campus Students • Full accounting was used to estimate VMT, which is consistent with SB 743 guidelines	Draft Environmental Impact Report for CSU San Luis Obispo's 2035 Master Plan: http://masterplan.calpoly.edu/wp-content/uploads/2017/11/01_Cal-Poly-Master-Plan-2035-Draft-EIR_November-2017.pdf	The City of San Luis Obispo has its own TDM, however Fehr & Peers does not have access to recent copies of it. If you'd like to use that model, please contact the City.
Stanislaus	Stanislaus Council of Governments (StanCOG) TDM	2008	96	8,601	Not Available	Not Available	Not Available	N/A	N/A	N/A	We do not have access to Future Year inputs for the StanCOG TDM.
Southern											
Channel Islands	Ventura County Transportation Commission (VCTC) TDM	2012	835	4,617	2040	835	4,824	N/A	•Annual VMT from the East Campus Residential Neighborhood Project was estimated on page 254 of the report "CSUCI Specific Reuse Plan Amendment Draft Environmental Impact Report" but total VMT for the campus was not estimated. • Annual VMT from the project was estimated for passenger cars, light/medium trucks, heavy trucks/other, and motorcycles. • Not enough information was provided to determine whether full or half accounting was used, or if VMT was estimated based on SB 743 guidelines.	CSUCI Specific Reuse Plan Amendment Draft Environmental Impact Report: https://www.csuci.edu/ci-2025/documents/specific-reuse-plane-phase-2-draft-eir.pdf	
Dominguez Hills	Southern California Association of Governments (SCAG) TDM	2012	2,061	12,933	2040	2,568	13,017	N/A	N/A	N/A	
Fullerton	• Orange County Transportation Authority Model (OCTAM) TDM • SCAG TDM	2012 for both models	• **OCTAM:** 1,526 • **SCAG:** 6,242	• **OCTAM:** 31,635 • **SCAG:** 31,847	2040 for both models	• **OCTAM:** 2,266 • **SCAG:** 9,088	• **OCTAM:** 34,747 • **SCAG:** 32,210	N/A	N/A	N/A	
Long Beach	SCAG TDM	2012	7,128	38,131	2040	7,854	38,379	N/A	N/A	N/A	
Los Angeles	• City of Los Angeles' (LA) TDM • SCAG TDM	2012 for both models	• **LA:** 2,335 • **SCAG:** 508	• **LA:** 26,472 • **SCAG:** 26,472	2040 for both models	• **LA:** 3,244 • **SCAG:** 1,284	• **LA:** 26,644 • **SCAG:** 26,644	N/A	• Total campus VMT was not estimated, but an estimated decrease in VMT by commuter students due to the North Campus Project was discussed on page 52 of The North Campus Project Environmental Impact Report. • Decreases in VMT for other user types, like faculty, were not discussed. • Full accounting was used, which is consistent with SB 743 guidelines.	Final EIR for the North Campus Project: http://www.calstatela.edu/sites/default/files/groups/FPDC/preliminary_csula_north_campus_eir.pdf	

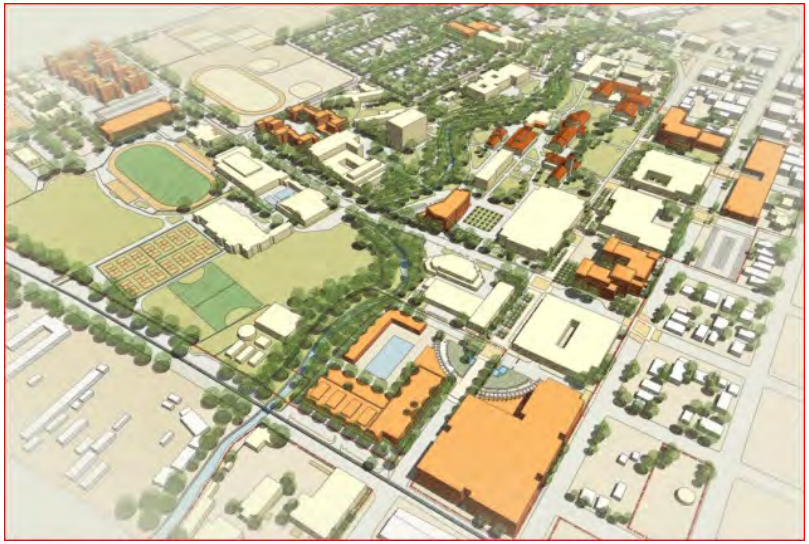
Campus	Potential Travel Demand Forecasting Models to Estimate VMT	Base Year	Base Year - Employment	Base Year - Students	Future Year	Future Year - Employment	Future Year - Students	Other Dedicated VMT Estimators Available	Information on Existing Campus VMT Estimates	Link to Reports with VMT Estimates	Notes
Northridge	• City of Los Angeles' (LA) TDM • SCAG TDM	2012 for both models	• **LA:** 11,826 • **SCAG:** 6,321	• **LA:** 36,438 • **SCAG:** 36,438	2040 for both models	• **LA:** 12,540 • **SCAG:** 6,507	• **LA:** 36,674 • **SCAG:** 36,674	N/A	Total campus VMT has not been estimated, but it was predicted that the Tseng College of Extended Learning Building Project would not significantly increase VMT, on page 17 of the CSUN 2005 Master Plan Update Final EIR Addendum.	This report is not available online. For more information on the CSUN 2005 Master Plan Update Final EIR, see: http://www.csun.edu/pubrels/envision2035/documents.html	
Pomona	• SCAG TDM • Pomona Traffic Analysis Model (PTAM)	• **SCAG:** 2012 • **PTAM:** 2008	• **SCAG:** 3,842 • **PTAM:** 224	• **SCAG:** 28,907 • **PTAM:** 27,737	• **SCAG:** 2040 • **PTAM:** 2035	• **SCAG:** 4,746 • **PTAM:** 241	• **SCAG:** 29,095 • **PTAM:** 29,737	N/A	• Estimated VMT reductions from commuter students by replacing student housing are included on page 43 of the Final Environmental Impact Report (EIR) for Student Housing Replacement, but total campus VMT was not estimated. VMT reductions were not calculated for other users, such as faculty. • Full accounting was used to estimate the VMT reductions, which is consistent with SB 743 guidelines. • Reducing VMT by Faculty and Staff by 10% is a goal of the Climate Action Plan (CAP), as stated on page 18, but the CAP doesn't include VMT estimates.	• Final EIR for Student Housing Replacement: https://www.cpp.edu/~fpm/planning-design-construction/docs/student-housing-replacement-final-eir-08-2016.pdf • CAP: https://www.cpp.edu/~sustainability/pdf/CPP_CAP_091109.pdf	
San Bernardino	• For main campus: San Bernardino Traffic Analysis Model (SBTAM) • For Palm Desert campus: Riverside County Traffic Analysis Model (RIVTAM)	• **SBTAM:** 2012 • **RIVTAM:** 2008	• **SBTAM:** 0 • **RIVTAM:** 826	• **SBTAM:** 17,800 • **RIVTAM:** 0	• **SBTAM:** 2040 • **RIVTAM:** 2035	• **SBTAM:** 612 • **RIVTAM:** 2,016	• **SBTAM:** 25,100 • **RIVTAM:** 0	N/A	• On page 93 of the Final EIR for CSU San Bernardino's 2016 Campus Master Plan, VMT was estimated for the main campus for existing and master plan enrollment. Under each condition, VMT was broken down by the following user types: on-campus students, off-campus students, and faculty/staff. For Master Plan enrollment, an additional user type was analyzed: "Discovery Park Employees". • Full accounting was used to estimate VMT, which is consistent with SB 743. • VMT was also estimated in the Final EIR for the 2016 Campus Master Plan for CSU San Bernardino's Palm Desert Campus, on page 96. • VMT was estimated for existing and master plan enrollment. Under each condition, VMT was broken down by: off-campus students and faculty/staff. For Master Plan Enrollment, there was an additional user type: on-campus students. • Full accounting was used to estimate VMT for the Palm Desert Campus, which is consistent with SB 743	• Master Plan for CSUSB: https://www.csusb.edu/sites/csusb/files/08-28-17%20CSUSB%20Final%20EIR_appendices%20%28WEB%29.pdf • Master Plan for CSUSB, Palm Desert: https://www.csusb.edu/sites/csusb/files/12-19-2017%20CSUSB%20PDC%20Final%20EIR%202016%20Campus%20Master%20Plan.pdf	
San Diego	San Diego Association of Governments (SANDAG) TDM	2012	11,979	10,892	2050	39,157	15,961	N/A	• On page 10 of the report "Pathways Toward Zero-Carbon Campus Commuting: Innovative in Measuring, Understanding, and Reducing Greenhouse Gas Emissions", Annual Total Miles for 2016-2017 for students, faculty, and staff were calculated, but the report doesn't say how this number was calculated or whether the methodology is consistent with SB 743. • Page 40 of the GHG emissions section of the EIR for a new student housing project says that the project would result in 3,793 VMT per day, but there are no details on how that number was calculated	• Pathways Toward Zero-Carbon Campus Commuting: https://trid.trb.org/view/1496845 • GHG Emissions section of the EIR: http://advancement.sdsu.edu/PDFs/FEIR/Revised_DEIR/4_7_Greenhouse_Gas_Emissions.pdf	
San Marcos	SanDAG TDM	2012	2,536	7,405	2050	12,260	10,854	N/A	N/A	N/A	

Appendix C – Test Case: CSUSB Master Plan

SB 743 Implementation

Step 2 – Master Plan or Non-Screened Out Project Generated VMT Assessment

- Key considerations:
  - To ensure the ability to maintain consistency between efficiency metrics, recommend use of the local or regional travel demand model.
  - Can compare campus VMT/person (or other efficiency metric) to citywide or regional totals



Test Case – CSUSB MP

Project Generated VMT Assessment

- Draft Threshold: CSU projects should estimate VMT per person and strive to be 15% less than the citywide, subregional, or regional average – **Master Plan generated VMT**
- Consistent with the State guidelines/recommendations

Test Case – CSUSB MP

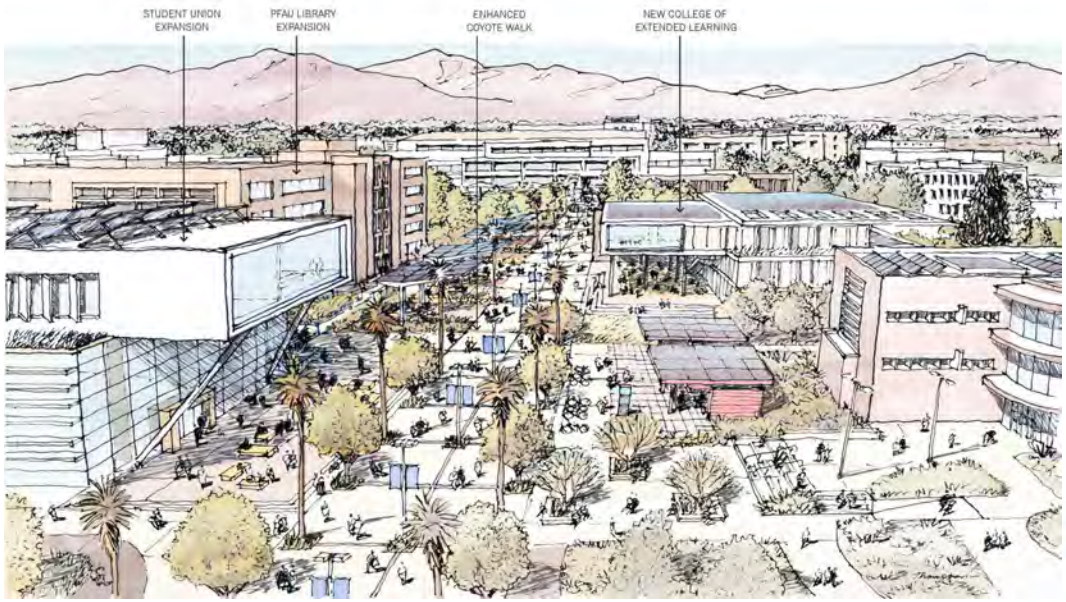
Master Plan Generated VMT Assessment

Table 2: Project Impact Assessment		
VMT Per Service Population (Includes Students as Noted Above)	**Existing VMT**	**15% Below Existing Threshold (Project Impact)**
Project Generated VMT	***16.0***	
Citywide (City of San Bernardino) VMT	22.4	***19.0***
Regional VMT	23.6	***20.1***
Does Project Exceed Applicable Project Threshold?		***No***

SB 743 Implementation

Step 3 – Effect on VMT (Cumulative Assessment)

- Is the Master Plan/project better than or worse than RTP assumptions (e.g. is VMT per person higher compared to the RTP)



Test Case – CSUSB MP

Effect on Regional or City VMT (Cumulative Assessment)

- Draft Threshold: CSU projects should result in VMT per person that is the same as or lower than the citywide, subregional, or regional average – **Effect on VMT (Cumulative Assessment)**
    - Is regional or citywide VMT increasing with the project?
- Consistent with the State guidelines/ recommendations

Test Case – CSUSB MP

Effect on Regional or City VMT (Cumulative Assessment)

Table 3: Cumulative Impact Assessment			
VMT Per Service Population (Includes Students as Noted Above)	**2040 RTP/SCS**	**2040 With Project**	**Difference**
City of San Bernardino	25.5	25.3	-0.2
Valley Region of San Bernardino	28.0	27.9	-0.1
Does Project Exceed Cumulative Threshold?			**No**

Test Case – CSUSB MP

Step 4 - Impacts and Mitigation

- No Significant Impacts As:
  - Master Plan Generated VMT was less than 15% of the Citywide and Regional averages
  - Effect on VMT (Cumulative) was less than the Citywide or sub-regional average
- Mitigation:
  - No impacts, so no mitigation required
  - If mitigation is required for a significant impact, consider land use changes such as more on-campus housing, land use location change, and/or transportation demand management (TDM)
  - Roadway improvements are no longer required to mitigate significant impacts
  - Campus's can invest in TDM instead of roadway improvements; supports CAP Goals and Active Transportation

Attachment B

MTS Bus Route 44 Timetables and
Route Information


Kearny Mesa Transit Center
20, 25, 27, 43, 44, 120, 235, 928
Overland Ave
Clairemont
Clairemont Mesa Bl
Kearny Mesa
Complex Dr
Balboa Av
Montgomery Field
Genesee Av
Limerick Av
Charger Bl
Mercury St
Convoy St
Kearny Mesa Rd
Kearny Villa Rd
Auburndale St
Armstrong St
Ashford St
Beagle St
Mesa College
Mesa College Dr
Mt Acadia Bl
Aero Dr
Sandrock Rd
Ruffin Rd
Gramercy Dr
Sharp Memorial Hospital
Health Center Dr
Rady Children's Hospital
Murray Ridge Rd
Serra Mesa
Linda Vista Rd
Tecolote Canyon Natural Park
Osler St
Burgener Bl
Comstock St
Ulric St
Linda Vista
Mission Center Rd
Fenton Parkway
Green Line
Rio Vista
Green Line
Fenton Pkwy
Friars Rd
Rio San Diego Dr
Qualcomm Way
Fashion Valley Transit Center
1, 6, 20, 25, 41, 120, 928, Green Line
Mission Valley Center
6, Green Line
Frazee Rd
University of San Diego
Morena/ Linda Vista
44, Green Line
Camino de la Reina
Camino del Este
Mission Valley Center
Hazard Center
Green Line
Adams Av
Hotel Circle North
52
163
805
8
15
18
20
25
27
41
43
44
60
88
105
110
120
125
280
290
928

Fare Information *Información de tarifas* sdmts.com/fares

PRONTO

Easy transit fare. Get a card or download the app.

¡Tarifa de transporte fácil! Obtén una tarjeta o descarga la aplicación.

RidePRONTO.com • 619-595-5636

All timetables are available online

Todos los horarios están disponibles en línea.

sdmts.com/timetables

Real Time Arrivals

Download the free **OneBusAway** app.

Llegadas en tiempo real. Descarga la aplicación gratuita ***OneBusAway***.

sdmts.com/oba

MTS sdmts.com

MTS Security *MTS Seguridad*	619-595-4960
MTS Information & Trip Planning *MTS Información y planeo de viaje*	619-233-3004
Customer Service / Suggestions *Servicio al cliente / Sugerencias*	619-557-4555
Lost and Found *Objetos extraviados*	619-233-3004
Transit Store 12th & Imperial Transit Center M–F / *L-V* 8am–5pm	619-234-1060
TTY/TDD (teletype for hearing impaired) *Teletipo para sordos*	619-234-5005 888-722-4889

Buses on all MTS routes are accessible via lift or ramp.
Autobuses en todas las rutas de MTS son accesibles mediante un ascensor o rampa.

Alternative formats available upon request. Call: (619) 557-4555.
Formato alternativo disponible al preguntar. Llamar: (619) 557-4555.

Effective January 25, 2026

44

Bus Route

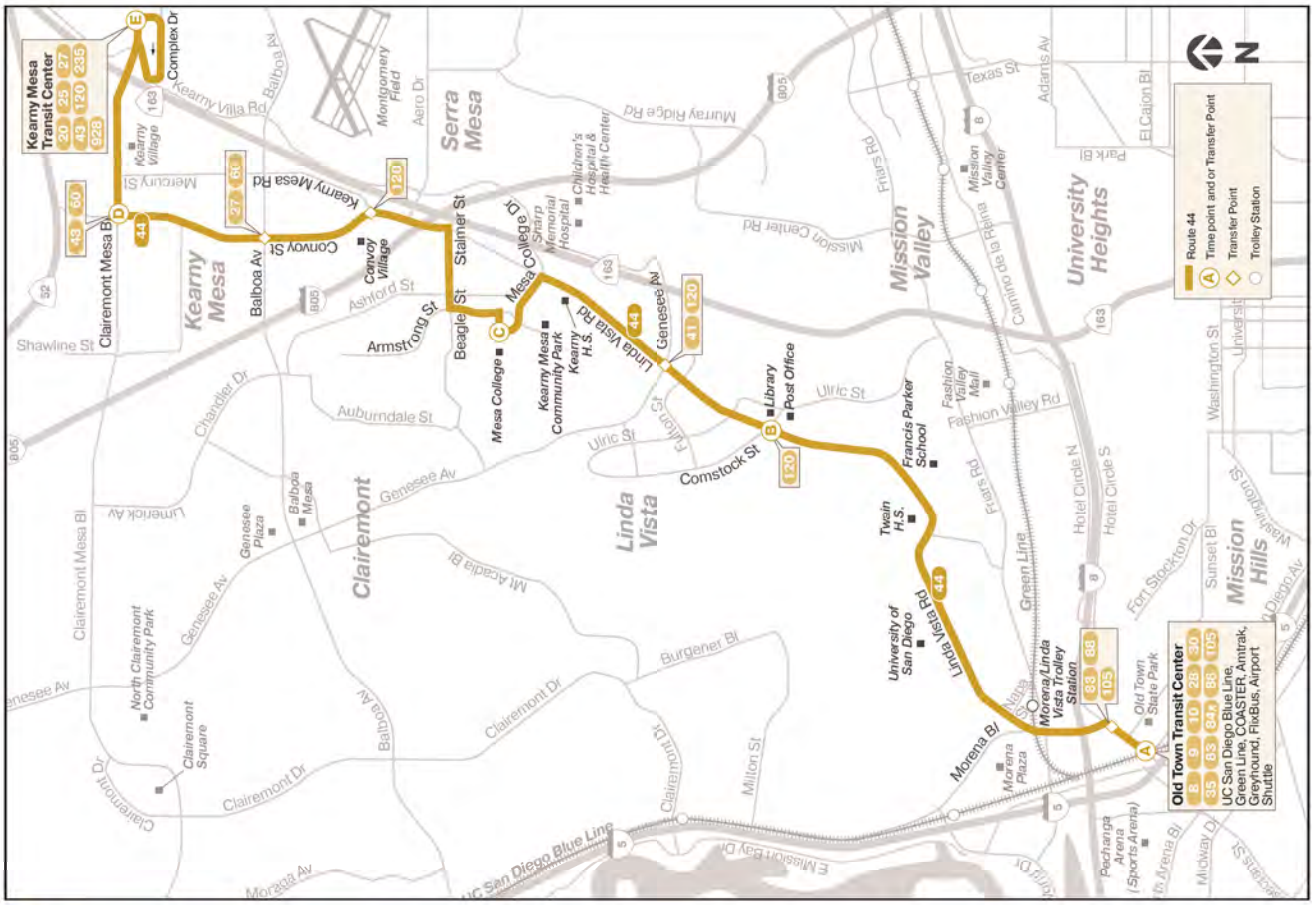
Kearny Mesa Transit Center ↔ Old Town Transit Center

via Linda Vista / Mesa College

Destinations
- Convoy Street
- Mesa College
- University of San Diego
- Old Town State Park

Trolley Connections
- Morena/Linda Vista
- Old Town

Subject to change without notice
Sujeto a cambios sin previo aviso.


Kearny Mesa Transit Center
Complex Dr
Kearny Villa Rd
Balboa Av
Montgomery Field
Aero Dr
Serra Mesa
Murray Ridge Rd
Texas St
Adams Av
El Cajon Bl
Park Bl
Kearny Village
Mercury St
Kearny Mesa Rd
Convoy St
Convoy Village
Balboa Av
Kearny Mesa
Clairemont Mesa Bl
Shawline St
Ashford St
Armstrong St
Beagle St
Stalmer St
Mesa College
Dr
Sharp Memorial Hospital
Children's Hospital & Health Center
Mesa College
Kearny Mesa Community Park
Kearny H.S.
Linda Vista Rd
Genesee Av
Library
Post Office
Ulric St
Comstock St
Linda Vista
Auburndale St
Chandler Dr
Clairemont
Genesee Av
Balboa Mesa
Genesee Plaza
Lurlock Av
Mt Acadia Bl
North Clairemont Community Park
Clairemont Square
Clairemont Dr
Balboa Av
Burgener Bl
Clairemont Dr
Clairemont Dr
Morena Blvd
Morena Plaza
Morena/Linda Vista Trolley Station
Old Town State Park
Old Town Transit Center
UC San Diego Blue Line
Green Line, COASTER, Amtrak, Greyhound, FlixBus, Airport Shuttle
University of San Diego
Linda Vista Rd
Francis Parker School
Twain H.S.
Fashion Valley Mall
Fashion Valley Rd
Friars Rd
Hotel Circle N
Hotel Circle S
Green Line
Mission Valley
Mission Valley Center
Camino de la Reina
Mission Center Rd
University Heights
Washington St
Sunset Bl
Mission Hills
Fort Stockton Dr
Pacific Hwy
Pacific Hwy
Pacific Hwy

44 Monday through Friday • *lunes a viernes*

Old Town Transit Center → Kearny Mesa Transit Center

	A	B	C	D	E
	Old Town Transit Center **DEPART**	Linda Vista Rd. & Comstock St.	Mesa College	Clairemont Mesa Bl. & Convoy St.	Kearny Mesa Transit Center **ARRIVE**
	5:19a	5:28a	5:36a	5:45a	5:49a
	5:49	5:58	6:06	6:15	6:19
	6:19	6:29	6:38	6:48	6:53
	6:34	6:44	6:54	7:05	7:10
	6:49	6:59	7:09	7:20	7:25
	7:04	7:15	7:25	7:37	7:42
	7:19	7:30	7:40	7:52	7:57
M	7:29	7:40	7:50	—	—
	7:34	7:45	7:55	8:07	8:12
M	7:44	7:55	8:05	—	—
	7:49	8:00	8:10	8:22	8:27
M	7:59	8:10	8:20	—	—
	8:04	8:15	8:25	8:37	8:42
M	8:14	8:25	8:35	—	—
	8:19	8:30	8:40	8:52	8:57
M	8:29	8:40	8:50	—	—
	8:34	8:45	8:55	9:07	9:12
M	8:44	8:55	9:05	—	—
	8:49	9:00	9:10	9:22	9:27
M	8:59	9:10	9:20	—	—
	9:04	9:15	9:25	9:37	9:42
	9:19	9:30	9:40	9:52	9:57
	9:34	9:45	9:55	10:07	10:12
	9:49	10:00	10:10	10:22	10:27
	10:04	10:15	10:25	10:37	10:42
	10:19	10:30	10:40	10:52	10:57
	10:34	10:45	10:55	11:07	11:12
	10:49	11:00	11:10	11:22	11:27
	11:04	11:15	11:25	11:38	11:44
	11:19	11:30	11:40	11:53	11:59
	11:34	11:45	11:55	**12:08p**	**12:14p**
	11:49	**12:00p**	**12:10p**	**12:23**	**12:29**
	12:04p	**12:15**	**12:25**	**12:38**	**12:44**
	12:19	**12:30**	**12:40**	**12:53**	**12:59**
	12:34	**12:45**	**12:55**	**1:08**	**1:14**
	12:49	**1:00**	**1:10**	**1:23**	**1:29**
	1:04	**1:15**	**1:25**	**1:38**	**1:44**
	1:19	**1:30**	**1:40**	**1:53**	**1:59**
	1:34	**1:45**	**1:55**	**2:08**	**2:14**
	1:49	**2:00**	**2:10**	**2:23**	**2:29**
	2:04	**2:15**	**2:25**	**2:38**	**2:44**
	2:19	**2:30**	**2:40**	**2:53**	**2:59**
	2:34	**2:46**	**2:56**	**3:10**	**3:16**
	2:49	**3:01**	**3:11**	**3:25**	**3:31**
	3:04	**3:16**	**3:26**	**3:40**	**3:46**
	3:19	**3:31**	**3:41**	**3:55**	**4:01**
	3:34	**3:46**	**3:56**	**4:10**	**4:16**
	3:49	**4:01**	**4:11**	**4:25**	**4:31**
	4:04	**4:16**	**4:26**	**4:40**	**4:46**
	4:19	**4:31**	**4:41**	**4:55**	**5:01**
	4:34	**4:46**	**4:56**	**5:10**	**5:16**
	4:49	**5:01**	**5:11**	**5:25**	**5:31**
	5:04	**5:16**	**5:26**	**5:40**	**5:46**
	5:19	**5:31**	**5:41**	**5:55**	**6:01**
	5:34	**5:45**	**5:55**	**6:08**	**6:14**
	5:49	**6:00**	**6:10**	**6:23**	**6:29**
	6:04	**6:15**	**6:25**	**6:38**	**6:44**
	6:19	**6:30**	**6:40**	**6:53**	**6:59**
	6:34	**6:45**	**6:55**	**7:08**	**7:14**
	6:49	**7:00**	**7:09**	**7:21**	**7:26**
	7:04	**7:15**	**7:24**	**7:36**	**7:41**
	7:19	**7:30**	**7:39**	**7:51**	**7:56**
	7:49	**7:59**	**8:08**	**8:19**	**8:24**
	8:19	**8:29**	**8:38**	**8:49**	**8:54**
	8:49	**8:59**	**9:08**	**9:19**	**9:24**
	9:19	**9:28**	**9:36**	**9:46**	**9:51**
	9:49	**9:58**	**10:06**	**10:16**	**10:21**
	10:26	**10:35**	**10:43**	**10:52**	**10:56**
	11:04	**11:13**	**11:21**	**11:30**	—
	11:34	**11:43**	**11:51**	12:00a	—

Kearny Mesa Transit Center → Old Town Transit Center

	E	D	C	B	A
	Kearny Mesa Transit Center **DEPART**	Convoy St. & Clairemont Mesa Bl.	Mesa College	Linda Vista Rd. & Comstock St.	Old Town Transit Center **ARRIVE**
	—	4:28a	4:37a	4:45a	4:54a
	—	4:58	5:07	5:15	5:24
	5:23a	5:28	5:37	5:45	5:54
	5:51	5:56	6:06	6:14	6:24
	6:21	6:26	6:36	6:44	6:54
	6:34	6:40	6:51	6:59	7:09
	6:49	6:55	7:06	7:14	7:24
	7:02	7:08	7:19	7:28	7:39
	7:17	7:23	7:34	7:43	7:54
	7:32	7:38	7:49	7:58	8:09
	7:47	7:53	8:04	8:13	8:24
	8:02	8:08	8:19	8:28	8:39
	8:17	8:23	8:34	8:43	8:54
	8:32	8:38	8:49	8:58	9:09
	8:47	8:53	9:04	9:13	9:24
	9:02	9:08	9:19	9:28	9:39
	9:17	9:23	9:34	9:43	9:54
	9:30	9:36	9:48	9:57	10:09
	9:45	9:51	10:03	10:12	10:24
	10:00	10:06	10:18	10:27	10:39
	10:15	10:21	10:33	10:42	10:54
	10:27	10:34	10:47	10:57	11:09
	10:42	10:49	11:02	11:12	11:24
	10:57	11:04	11:17	11:27	11:39
	11:12	11:19	11:32	11:42	11:54
	11:27	11:34	11:47	11:57	**12:09p**
	11:42	11:49	**12:02p**	**12:12p**	**12:24**
	11:57	**12:04p**	**12:17**	**12:27**	**12:39**
	12:12p	**12:19**	**12:32**	**12:42**	**12:54**
	12:27	**12:34**	**12:47**	**12:57**	**1:09**
	12:42	**12:49**	**1:02**	**1:12**	**1:24**
	12:57	**1:04**	**1:17**	**1:27**	**1:39**
	1:12	**1:19**	**1:32**	**1:42**	**1:54**
	1:27	**1:34**	**1:47**	**1:57**	**2:09**
	1:42	**1:49**	**2:02**	**2:12**	**2:24**
	1:57	**2:04**	**2:17**	**2:27**	**2:39**
	2:12	**2:19**	**2:32**	**2:42**	**2:54**
	2:27	**2:34**	**2:47**	**2:57**	**3:09**
	—	—	M **2:57**	**3:07**	**3:19**
	2:42	**2:49**	**3:02**	**3:12**	**3:24**
	—	—	M **3:12**	**3:22**	**3:34**
	2:57	**3:04**	**3:17**	**3:27**	**3:39**
	—	—	M **3:27**	**3:37**	**3:49**
	3:12	**3:19**	**3:32**	**3:42**	**3:54**
	—	—	M **3:42**	**3:52**	**4:04**
	3:27	**3:34**	**3:47**	**3:57**	**4:09**
	—	—	M **3:57**	**4:07**	**4:19**
	3:42	**3:49**	**4:02**	**4:12**	**4:24**
	—	—	M **4:12**	**4:22**	**4:34**
	3:57	**4:04**	**4:17**	**4:27**	**4:39**
	—	—	M **4:27**	**4:37**	**4:49**
	4:12	**4:19**	**4:32**	**4:42**	**4:54**
	—	—	M **4:42**	**4:52**	**5:04**
	4:27	**4:34**	**4:47**	**4:57**	**5:09**
	—	—	M **4:57**	**5:07**	**5:19**
	4:42	**4:49**	**5:02**	**5:12**	**5:24**
	4:57	**5:04**	**5:17**	**5:27**	**5:39**
	5:12	**5:19**	**5:32**	**5:42**	**5:54**
	5:31	**5:37**	**5:49**	**5:58**	**6:09**
	5:46	**5:52**	**6:04**	**6:13**	**6:24**
	6:01	**6:07**	**6:19**	**6:28**	**6:39**
	6:16	**6:22**	**6:34**	**6:43**	**6:54**
	6:31	**6:37**	**6:49**	**6:58**	**7:09**
	7:00	**7:05**	**7:16**	**7:24**	**7:34**
	7:30	**7:35**	**7:46**	**7:54**	**8:04**
	8:00	**8:05**	**8:16**	**8:24**	**8:34**
	8:30	**8:35**	**8:46**	**8:54**	**9:04**
	9:00	**9:05**	**9:16**	**9:24**	**9:34**
	9:32	**9:37**	**9:47**	**9:55**	**10:04**
	10:02	**10:07**	**10:17**	**10:25**	**10:34**
	10:32	**10:37**	**10:47**	**10:55**	**11:04**

M =Operates during Fall and Spring Semesters when Mesa College is in session. / *Opera durante los semestres del otoño y primavera en los días escolares de Mesa College.*

44 Saturday • *sábado*

Old Town Transit Center → Kearny Mesa Transit Center

	A	B	C	D	E
	Old Town Transit Center **DEPART**	Linda Vista Rd. & Comstock St.	Mesa College	Clairemont Mesa Bl. & Convoy St.	Kearny Mesa Transit Center **ARRIVE**
	6:25a	6:34a	6:41a	6:50a	6:54a
	6:55	7:04	7:11	7:20	7:24
	7:19	7:29	7:37	7:47	7:52
	7:49	7:59	8:07	8:17	8:22
	8:25	8:35	8:44	8:55	9:00
	8:55	9:05	9:14	9:25	9:30
	9:25	9:36	9:46	9:59	10:04
	9:55	10:06	10:16	10:29	10:34
	10:25	10:36	10:46	10:59	11:04
	10:55	11:06	11:16	11:29	11:34
	11:25	11:36	11:46	11:59	**12:04p**
	11:55	**12:06p**	**12:16p**	**12:29p**	**12:34**
	12:25p	**12:37**	**12:47**	**1:01**	**1:06**
	12:55	**1:07**	**1:17**	**1:31**	**1:36**
	1:25	**1:37**	**1:47**	**2:01**	**2:06**
	1:55	**2:07**	**2:17**	**2:31**	**2:36**
	2:25	**2:37**	**2:47**	**3:01**	**3:06**
	2:55	**3:07**	**3:17**	**3:31**	**3:36**
	3:25	**3:37**	**3:47**	**4:01**	**4:06**
	3:55	**4:07**	**4:17**	**4:31**	**4:36**
	4:25	**4:37**	**4:47**	**5:01**	**5:06**
	4:55	**5:07**	**5:17**	**5:31**	**5:36**
	5:25	**5:36**	**5:45**	**5:58**	**6:03**
	5:55	**6:06**	**6:15**	**6:28**	**6:33**
	6:25	**6:36**	**6:45**	**6:58**	**7:03**
	6:55	**7:06**	**7:15**	**7:28**	**7:33**
	7:19	**7:30**	**7:38**	**7:50**	**7:55**
	7:49	**8:00**	**8:08**	**8:20**	**8:25**
	8:19	**8:29**	**8:37**	**8:48**	**8:53**
	8:49	**8:59**	**9:07**	**9:18**	**9:23**
	9:19	**9:28**	**9:36**	**9:46**	**9:51**
	9:49	**9:58**	**10:06**	**10:16**	**10:21**
	10:34	**10:43**	**10:51**	**11:00**	—
	11:34	**11:43**	**11:51**	12:00a	—

Kearny Mesa Transit Center → Old Town Transit Center

	E	D	C	B	A
	Kearny Mesa Transit Center **DEPART**	Convoy St. & Clairemont Mesa Bl.	Mesa College	Linda Vista Rd. & Comstock St.	Old Town Transit Center **ARRIVE**
	5:32a	5:37a	5:46a	5:54a	6:03a
	6:02	6:07	6:16	6:24	6:33
	6:31	6:37	6:47	6:55	7:04
	7:04	7:10	7:21	7:29	7:39
	7:34	7:40	7:51	7:59	8:09
	8:02	8:08	8:20	8:29	8:39
	8:30	8:36	8:49	8:58	9:09
	8:54	9:00	9:13	9:22	9:33
	9:24	9:30	9:43	9:52	10:03
	9:54	10:00	10:13	10:22	10:33
	10:21	10:27	10:41	10:51	11:03
	10:51	10:57	11:11	11:21	11:33
	11:21	11:27	11:41	11:51	**12:03p**
	11:51	11:57	**12:11p**	**12:21p**	**12:33**
	12:21p	**12:27p**	**12:41**	**12:51**	**1:03**
	12:51	**12:57**	**1:11**	**1:21**	**1:33**
	1:21	**1:27**	**1:41**	**1:51**	**2:03**
	1:51	**1:57**	**2:11**	**2:21**	**2:33**
	2:21	**2:27**	**2:41**	**2:51**	**3:03**
	2:51	**2:57**	**3:11**	**3:21**	**3:33**
	3:21	**3:27**	**3:41**	**3:51**	**4:03**
	3:51	**3:57**	**4:11**	**4:21**	**4:33**
	4:21	**4:27**	**4:41**	**4:51**	**5:03**
	4:51	**4:57**	**5:11**	**5:21**	**5:33**
	5:21	**5:27**	**5:41**	**5:51**	**6:03**
	5:54	**6:00**	**6:13**	**6:22**	**6:33**
	6:24	**6:30**	**6:43**	**6:52**	**7:03**
	6:54	**7:00**	**7:13**	**7:22**	**7:33**
	7:27	**7:32**	**7:44**	**7:53**	**8:03**
	8:03	**8:08**	**8:20**	**8:29**	**8:39**
	8:33	**8:38**	**8:50**	**8:59**	**9:09**
	9:06	**9:11**	**9:22**	**9:30**	**9:39**
	9:31	**9:36**	**9:47**	**9:55**	**10:04**
	10:31	**10:36**	**10:47**	**10:55**	**11:04**

A Saturday or Sunday schedule will be operated on the following holidays and observed holidays / *Se operará con horario de sábado o domingo durante los siguientes días festivos y feriados observados*
New Year's Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, Christmas

Appendix G3. Continuing Education Miramar Transportation Screening Memo

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4542 Ruffner Street
Suite 100
San Diego, CA 92111
858.300.8800 T
www.llgengineers.com

Pasadena
Irvine
San Diego

August 19, 2026

Ms. Elizabeth Kim
Harris & Associates

LLG Reference: 3-26-4213

Subject: SDCCE Facilities Master Plan Project
Continuing Education Miramar Campus
Transportation Screening Memo
San Diego, California

Dear Ms. Kim,

Linscott, Law & Greenspan, Engineers (LLG) has prepared this transportation screening memorandum for the proposed San Diego College of Continuing Education (SDCCE) Facilities Master Plan (FMP) Project at the **Continuing Education (CE) Miramar (MIR)** campus (Project). The Project's primary purpose is to improve on-site programming at the existing CE MIR campus. The Project is further described below.

PROJECT BACKGROUND

As one of the largest non-credit colleges in California, the SDCCE continually engages in planning to guide future decisions, using many documents such as an organizational strategic plan, sustainability and technology plans, and individual departmental plans. The FMP is an important part of the SDCCE's planning resources, with a specific focus on future decisions related to campus architecture and physical spaces. It provides a physical planning framework to guide decision-making regarding campus architecture and site development, and it identifies development opportunities as opportunity sites and performance improvements. Pre-project planning began in May 2021 and involved regular engagement with college and District leadership, as well as campus stakeholder groups, continuing through January 2022. The FMP was finalized in March 2022.

On November 5, 2024, San Diego voters passed the $3.5 billion Measure HH Bond Program to fund new construction, facility modernization, sustainability improvements, safety upgrades, and campus infrastructure enhancements across District's colleges, including SDCCE. Future bond sales authorized by Measure HH would fund additional improvements described in the FMP as well as the master plans for the other District colleges.

This memorandum focuses on the SDCCE FMP for the **CE MIR** site.

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PROJECT LOCATION

The **CR MIR** site is located at 10440 Black Mountain Road, San Diego, California 92126 (APN 3181200300). The CE MIR project site is in the Mira Mesa community planning area. The campus is bounded by South Campus Drive to the east and the rest of the campus to the north, south, and west.

The CE MIR project site is 1.66 acres and is currently developed with a 17,588 sf of building area and no parking stalls.

The CE MIR project site is surrounded by residences and SR-15 to the east, and the District's MIR campus facilities to the north, south, and west. Beyond the District's MIR campus facilities, Walker Elementary School, Wangenheim Middle School, and Walker-Wangenheim Neighborhood Park are within 0.25 mile to the west; residences and shopping centers to the north; and residences to the south. Other major uses in the area include Scripps Ranch High School east of SR-15. Additionally, Miramar Reservoir is located less than one mile northeast of the campus.

Figure A shows the Project Vicinity and ***Figure B*** shows a more detailed Project area map.

PROJECT DESCRIPTION

The Project's primary purpose is to improve on-site programming at the existing CE MIR campus rather than to support future enrollment growth. Enrollment growth is not a basis for the Facilities Master Plan for this campus. Enrollment will fluctuate from year to year and could rise or fall depending on the cycle. The proposed new construction is intended to accommodate existing programs by expanding existing space.

The FMP provides the following key initiatives for the CE MIR.

- Identify an expansion strategy that allows for phased growth, over time – including demolition and reconstruction into a multi-story building and assessing parking demand, leveraging capacity and shared use opportunities with the credit San Diego Miramar College;
- Enhance wayfinding to better distinguish the SDCCE campus from the adjoining credit San Diego Miramar College environs at its campus perimeter;
- Give students more choices to study and congregate before, after and between classes with more hang out and lounge and study spaces; and
- Centralize student resources.

To support these initiatives, four Opportunity Sites (MIR-O1 through MIR-O4) and five Performance Improvements & Pilot Projects (MIR-P1 through MIR-P5) have been identified, as described below and in ***Table 1***, *Miramar Campus Performance*

Improvements and Pilot Projects. ***Figure C****, CE Miramar Opportunity Sites*, shows these opportunity areas.

- **MIR-O1 Playground Shade.** Install a canopy or large shade trees in the child development outdoor play area.
- **MIR-O2 Exterior Student Lounge.** Provide an exterior student lounge area with movable seating and tables, slip-resistant paving, and shade structures or trees.
- **MIR-O3 Reconfigure Child Development Classrooms.** Since completion of the FMP, this Opportunity Site has been eliminated because the existing building would be replaced under MIR-O4.
- **MIR-O4 Campus Expansion.** Demolish the existing approximately 26,580-square-foot building and construct a new two-story building totaling approximately 49,000 square feet (an increase of approximately 22,420 square feet). The expanded building would provide additional classrooms, a healthcare program, centralized student services, and additional workspace and storage for IT.

  Figure D*, CE Miramar Conceptual Expansion Plan*, provides conceptual illustration of the campus expansion. Although the FMP includes an expanded building area, the expansion would mainly support the existing programs and would not meaningfully increase the instructional space. The Project's primary purpose is to improve on-site programming at the existing CE MIR campus rather than to support future enrollment growth.

TABLE 1. MIRAMAR CAMPUS PERFORMANCE IMPROVEMENTS AND PILOT PROJECTS

Number	Description
	Identifying & Wayfinding
MIR-P1	Increase visibility on east side of building along S Campus Dr with freestanding monument campus identification
MIR-P2	Create connection to parking structure with added building identification signage on north side of building
MIR-P3	Add classroom listing at building entrances
	Campus Life
MIR-P4	Provide safe passenger loading zone
	Technology
MIR-P5	Update technology in all classrooms to accommodate online and hybrid classes (Hy-Flex Classroom)

PROJECT TRIP GENERATION

As previously noted, the main intent of the CE MIR Project summarized above is to improve existing on-site programming. The proposed new construction is intended to accommodate existing programs by expanding existing space and therefore no increase in trips to the site are expected.

LMA SCREENING

Based on the City's TSM, all projects must complete a Local Mobility Analysis (LMA) unless certain criteria are met, including the following: "*Consistent with community plan and zoning designation and generates less than 1,000 daily unadjusted driveway vehicle trips*".

The Project is consistent with the community plan and zoning designation and is not expected to result in additional trips, as described above. Therefore, an LMA is not required for the Project.

VMT ANALYSIS SCREENING

METHODOLOGY

The San Diego Community College District (District) is the CEQA lead agency for the Project and therefore has the discretion to choose the most appropriate methodology to evaluate VMT. The methodology for VMT analysis of the Project was developed based on a review of the following documents:

- *Technical Advisory on Evaluating Transportation Impacts in CEQA* prepared by the State Office of Planning and Research (OPR), December 2018
- *City of San Diego's Transportation Study Manual (TSM)*, September 19, 2022
- California State University *Transportation Impact Study Manual*, March 11, 2019

Neither the OPR or City of San Diego guidelines include detailed procedures for specifically analyzing VMT from non-credit, continuing education college use types, which are considered unique and complex land-use types from a VMT perspective, and instead group these uses with other types of public facility uses that have different travel patterns and characteristics.

Alternatively, the California State University (CSU) *Transportation Impact Study Manual* (TIS) provides comprehensive and relevant guidance on the preparation of transportation impact assessments for continuing education uses, consistent with both the CEQA Guidelines and OPR's Technical Advisory. While these guidelines were developed for projects on CSU campuses, they are considered applicable to the proposed Project due to the similar land use characteristics, commuter patterns, and travel behavior associated with continuing education college use types. Therefore, the Project's VMT analysis methodology was based on CSU's *TIS Manual*, included as ***Attachment A***.

Based on CSU's *TIS Manual*, screening from a project-level assessment may be appropriate for certain project types, including those within Transit Priority Areas (TPA), and it can be assumed those project types would not result in significant VMT impacts.

The CSU *TIS Manual* defines TPAs as those areas located within one-half mile of either an existing major transit stop (defined as a rail transit stop, ferry terminal served by either bus or rail transit, or the intersection of two or more major bus routes with 15-minute or better headways during the peak commute periods) **OR** a stop along an existing high quality transit corridor (defined as a fixed route bus service with headways of 15-minutes or better).

Additionally, although these types of projects would be screened from project level VMT assessment, they would still need to complete a *cumulative* level assessment to determine consistency with the Regional Transportation Plan (RTP). If a project is consistent with the RTP assumptions, it can be presumed to have a less than significant cumulative impact related to VMT.

PROJECT LEVEL SCREENING ASSESSMENT

The Project is screened from requiring a project-level VMT assessment based on the sites' location within a TPA. The Project site is considered to be located within a TPA since it is within one-half mile of Metropolitan Transit System (MTS) Routes 20, 31, 110, 235, 237, 921, and 964 and the Miramar College Transit Station which provides fixed route bus service with combined headways of 15 minutes or better. Existing transit facilities adjacent to the site are shown on ***Figure E***.

A description of the routes is provided below. ***Attachment B*** includes the bus route timetables.

Route 20 runs between Downtown San Diego and the Rancho Bernardo Transit Station. The route runs along Interstate-15, Hillery Drive, and Westview Parkway. There is a total of thirty-nine (39) stops along this route. Weekday service begins at 5:53 AM with 30-minute headways and ends at 8:54 PM. Saturday service begins at 7:09 AM with 30-minute headways and ends at 7:39 PM. Sunday service begins at 7:39 AM with 60-minute headways and ends at 7:39 PM.

Route 31 runs between the UTC Transit Center and Miramar College Transit Station. The route runs along Black Mountain Road, Miramar Road, La Jolla Village Drive and Genesee Avenue. There is a total of twenty-eight (28) stops along this route. Weekday service begins at 6:02 AM with 30-minute headways and ends at 6:33 PM. This route does not operate on the weekends.

Route 110 runs between Mira Mesa and Downtown San Diego. The route runs along Mira Mesa Boulevard, Black Mountain Road, Interstate-15, and Broadway. There is a

total of nineteen (19) stops along this route. Weekday morning service begins at 6:02 AM with 20-minute headways and ends at 7:04 AM. Weekday afternoon service begins at 4:01 PM with 30-minute headways and ends at 5:21 PM. This route does not operate on the weekends.

Route 235 runs between the Escondido Transit Center and Downtown San Diego. The route runs along Tulip Street, Quince Street, Washington Avenue, Interstate-15, and Broadway. There is a total of ten (10) stops along this route. Weekday service begins at 5 AM with 15-minute headways and ends at 10:35 PM. Weekend service begins at 5:01 AM with 30-minute headways and ends at 10:05 PM.

Route 237 runs between Mira Mesa and UC San Diego. The route runs along Hillery Drive, Mira Mesa Boulevard, Interstate-805, La Jolla Village Drive, and Gilman Drive. There is a total of twelve (12) stops along this route. Weekday service begins at 5:52 AM with 15-minute headways and ends at 7:17 PM. This route does not operate on the weekends.

Route 921 runs between UTC Transit Center and the Miramar College Transit Station. The route runs along Black Mountain Road, Mira Mesa Boulevard, Pacific Heights Boulevard, Barnes Canyon Road, La Jolla Village Drive, and Genesee Avenue. There is a total of thirty-one (31) stops along this route. Weekday service begins at 6:17 AM with 30-minute headways and ends at 7:07 PM. Weekend service begins at 7:19 AM with 60-minute headways and ends at 7:22 PM.

Route 964 runs between Alliant International University and Camino Ruiz & Capricorn Way. The route runs along Avenue of Nations, Willow Creek Road, Scripps Ranch Boulevard, Mira Mesa Boulevard, Hillery Drive, Black Mountain Road, Gold Coast Drive, and Camino Ruiz. There is a total of twenty-nine (29) stops along this route. Weekday service begins at 6:04 AM with 30-minute headways and ends at 6:53 PM. This route does not operate on the weekends.

As described above, the proposed Project is within a TPA as that term is defined by the CSU *TIS Manual*. Therefore, the proposed Project is presumed to result in a less than significant impact and, as a result, the Project is appropriately screened from a project level assessment.

CUMULATIVE LEVEL SCREENING ASSESSMENT

The CSU *TIS Manual* notes that although a proposed project may be screened from project level VMT assessment, the project would nevertheless need to be assessed for its consistency with the applicable RTP. To assess the project's consistency with the RTP, it is necessary to review the land use information and assumptions contained in the local or regional travel demand forecasting model.

The currently approved RTP for the San Diego region is the San Diego Association of Governments (SANDAG) 2025 Regional Plan, which was adopted in December of 2025. The RTP utilizes the SANDAG Series 15 ABM 3 Regional Plan travel demand forecasting model. Within this model, the Project is located within TAZ 2456.

The RTP travel demand forecasting model assumes the continued use of the site with uses consistent with the current '*Institutional & Public and Semi-Public Facilities, Park, Open Space, & Recreation*' zoning through 2050. Therefore, the Project is considered consistent with the RTP land-use type assumptions for the area.

Since the proposed Project is consistent with the zoning assumptions utilized in the preparation of the current SANDAG RTP, it is not necessary to conduct a cumulative-level VMT assessment of the proposed Project.

VMT Screening Assessment Summary

Based on its location within a TPA as defined by the CSU *TIS Manual*, consistency with the adopted regional land use assumptions of the SANDAG Regional Plan, and absence of evidence demonstrating a substantial increase in VMT beyond baseline conditions, the Project would result in less than significant project-level and cumulative impacts related to VMT under CEQA. Consistent with CEQA Guidelines Section 15064.3, no further analysis of VMT-related impacts is required.

Other Considerations

It should be noted that LLG has recently prepared LMA and VMT studies for the proposed Miramar College Master Plan project. These studies conservatively analyzed growth of the current on-campus student enrollment by 1.5% per year to Buildout Year 2045, with a total increase of 2,116 on-campus students compared to baseline Fall 2025 conditions.

The Buildout Year 2045 level of service (LOS) analysis included in the Miramar College Master Plan LMA concluded no improvements would be required as a result of the project. The Miramar College Master Plan VMT study concluded a less than significant transportation impact related to VMT under CEQA.

The CE MIR campus is located within the larger Miramar College campus. The Miramar College Master Plan LMA and VMT studies account for general growth on campus, including any ambient growth that may occur at CE MIR.

Summary

Trip Generation:

- The main intent of the CE MIR Project is to improve existing on-site programming. The proposed new construction is intended to accommodate

existing programs by expanding existing space and therefore no increase in trips to the site are expected.

LMA ANALYSIS SCREENING:

- The Project is consistent with the community plan and zoning designation and is not expected to result in additional trips. Therefore, an LMA is not required for the Project.

VMT ANALYSIS SCREENING:

- Based on its location within a TPA as defined by the CSU *TIS Manual*, consistency with the adopted regional land use assumptions of the SANDAG Regional Plan, and absence of evidence demonstrating a substantial increase in VMT beyond baseline conditions, the Project would result in less than significant project-level and cumulative impacts related to VMT under CEQA. Consistent with CEQA Guidelines Section 15064.3, no further analysis of VMT-related impacts is required.

Sincerely,

Linscott, Law & Greenspan, Engineers

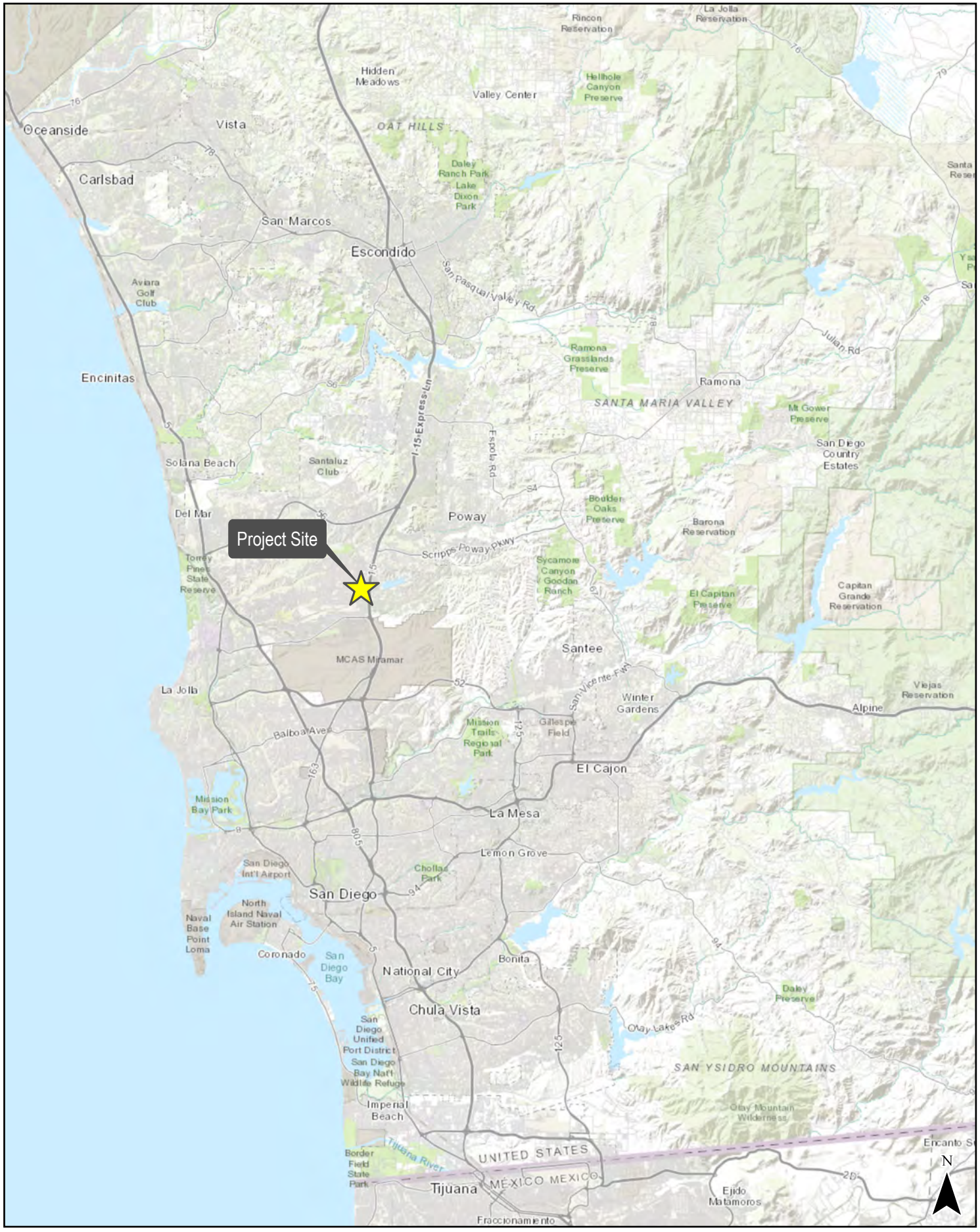
John Boarman, RTE
Principal

Amelia Giacalone
Senior Transportation Planner

cc: File

Figures:
A Project Vicinity
B Project Area Map
C CE Miramar Opportunity Sites
D CE Miramar Conceptual Expansion Plan
E Existing Transit Facilities

Attachments:
A California State University's *Transportation Impact Study Manual*, March 11, 2019
B MTS Bus Route Timetables and Route Information

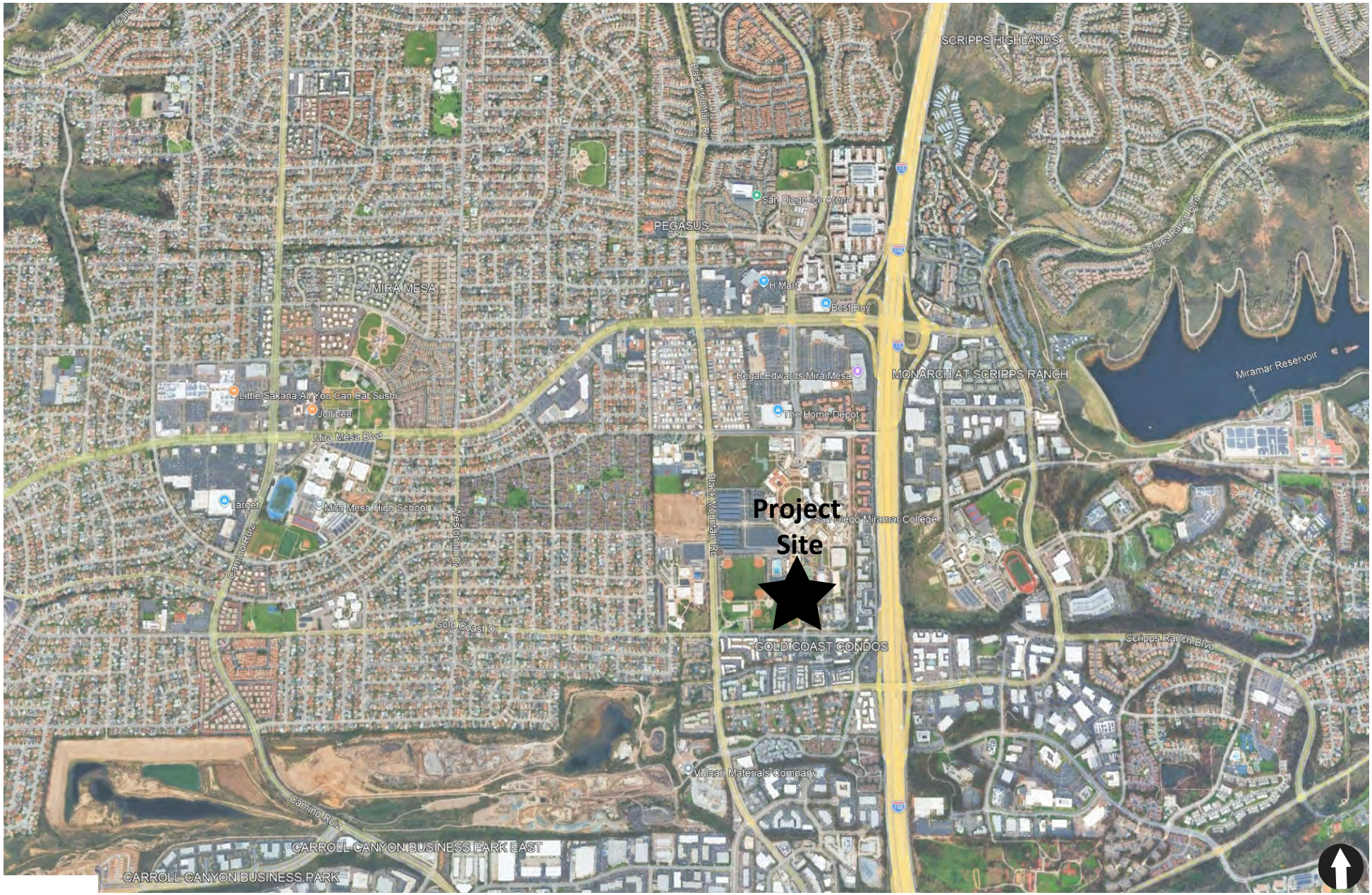


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SanGIS, Bureau of Land Management, Esri, HERE, Garmin, USGS, NGA, EPA, USDA, NPS

Figure A
Vicinity Map

SDCCE Facilities - MP

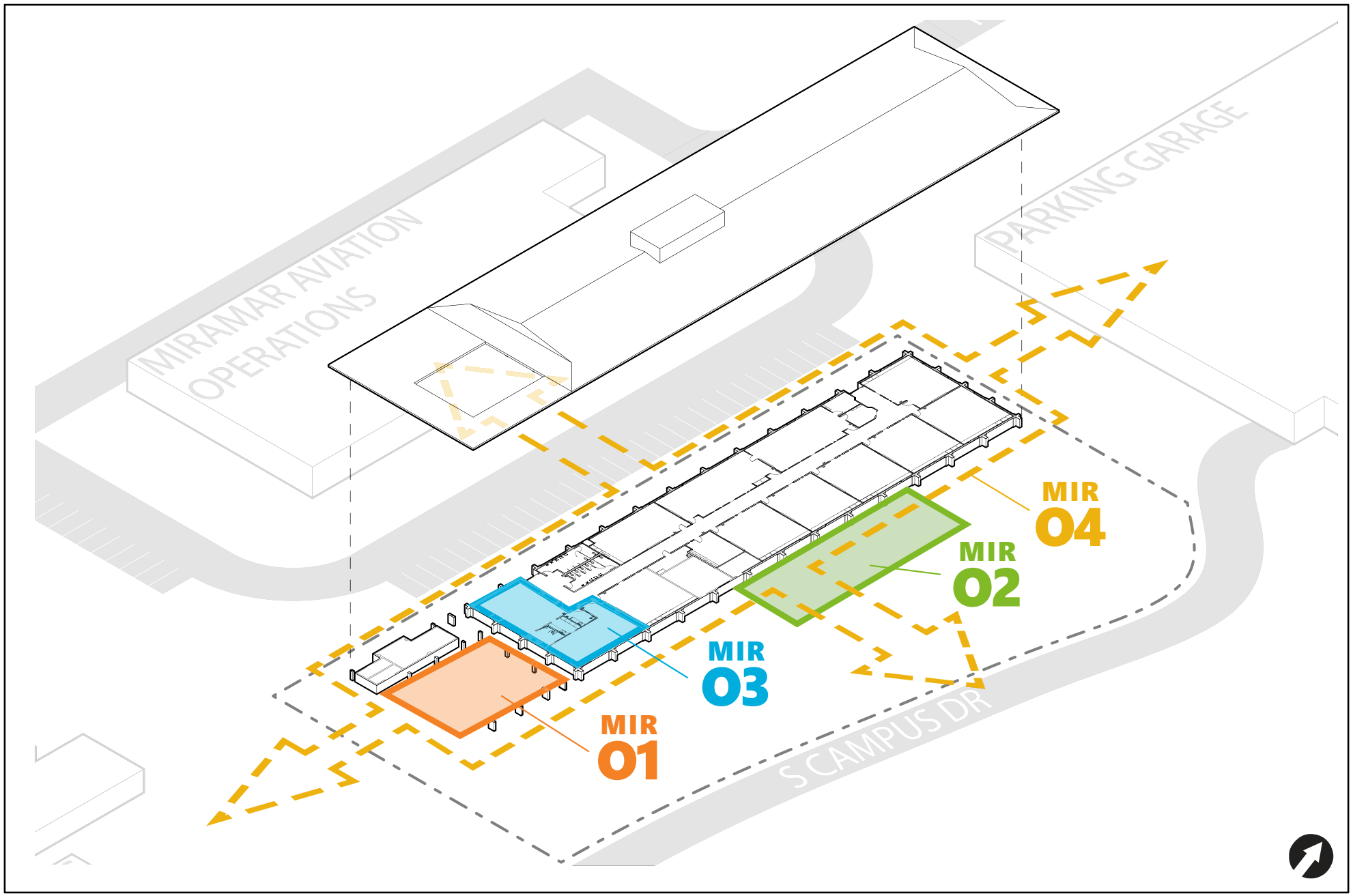


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Figure B

Project Area Map

SDCCE Facilities - MP

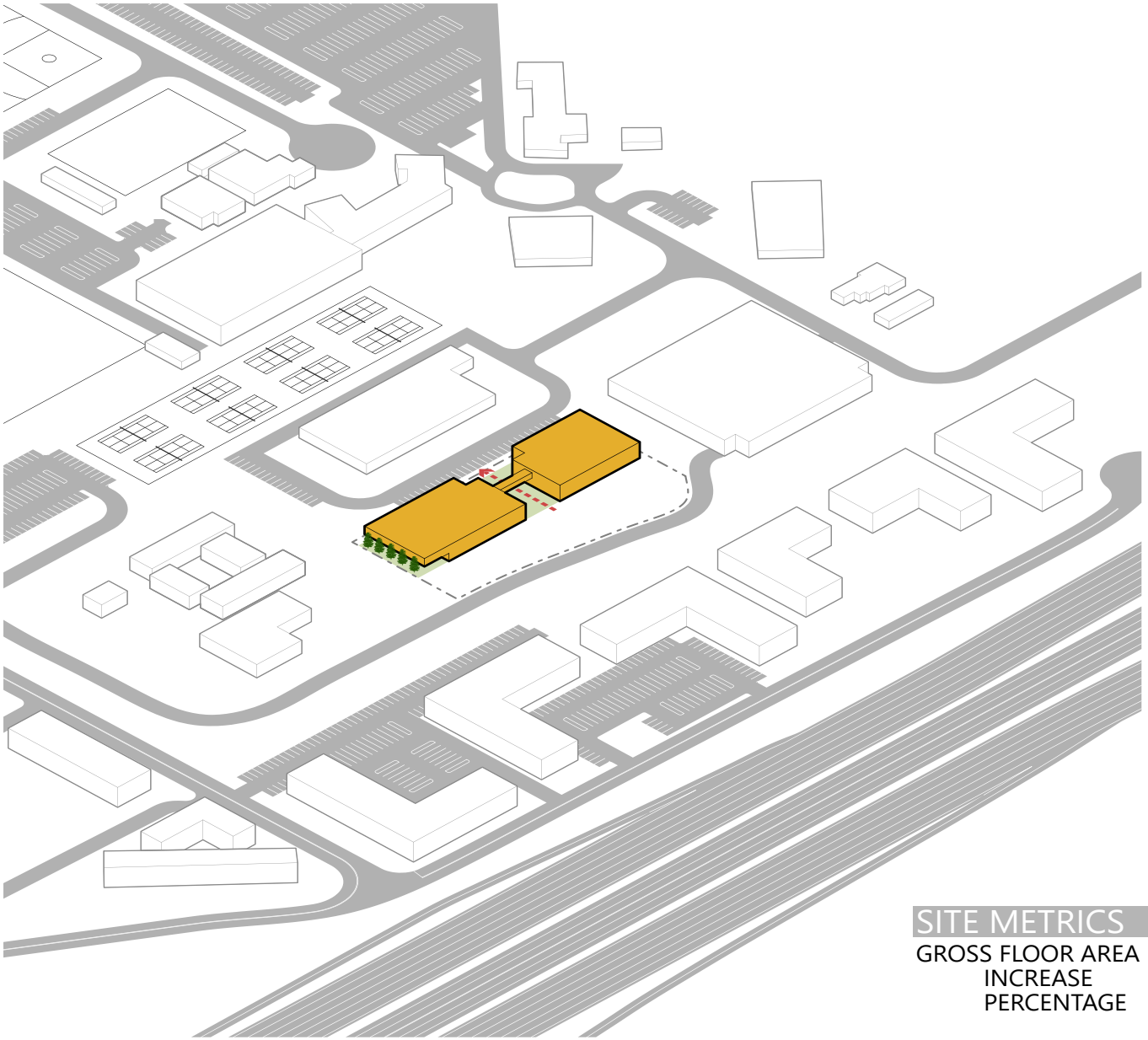


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Figure C

CE Miramar Opportunity Sites

SDCCE Facilities - MP



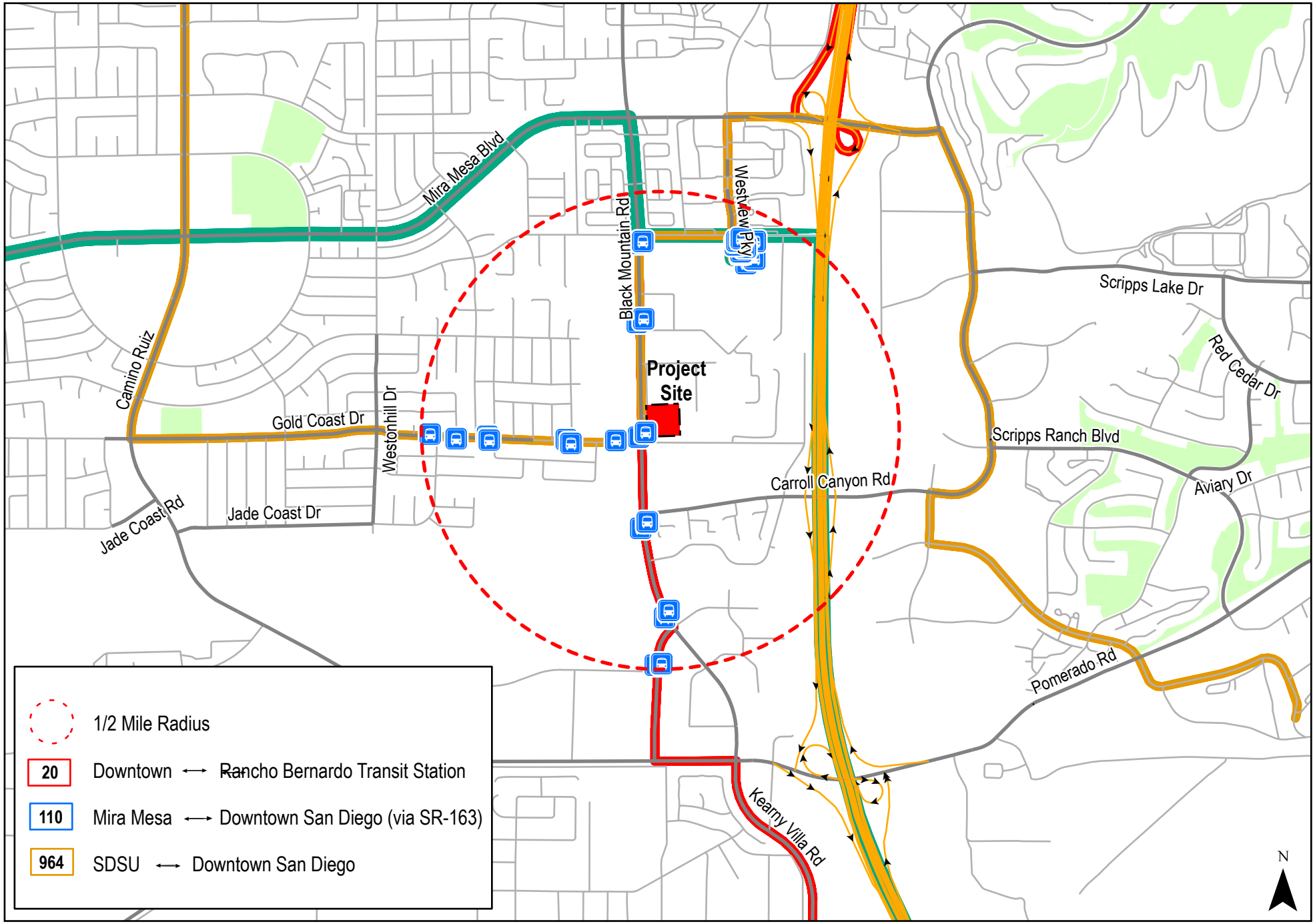
SITE METRICS	
GROSS FLOOR AREA	49,000 SF
INCREASE	+22,420 SF
PERCENTAGE	183%

LLG

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Figure D

CE Miramar Conceptual Expansion Plan



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Figure E
Existing Transit Conditions
CE Miramar
SDCCE Facilities - MP

Attachment A

California State University's
Transportation Impact Study Manual,
March 11, 2019

California State University

Transportation Impact Study Manual

March 11, 2019

FEHR & PEERS

Table of Contents

1. Background Information 1
   1.1 Manual Purpose 1
   1.2 SB 743 Background 2
   1.3 When is a VMT Study Needed 3
   1.4 Chancellor's Office Coordination 4
2. Report and Analysis Requirements 5
   2.1 CEQA Checklist 5
   2.2 Report Requirements 7
      2.2.1 Project Description and Project Setting 7
      2.2.2 Significance Criteria, Methodologies, and Results 9
   2.3 Impact Findings and Mitigation Measures 19
   2.4 Site Access and On-Site Circulation 21
3. Agency Coordination and Guidance 23
   3.1 Congestion Management Agency 23
   3.2 Caltrans 24
   3.3 Regional Transportation Planning Agencies 25
   3.4 Air Quality Management Districts 26
   3.5 Coastal Commission 26
   3.6 Local Agencies 27

List of Tables

Table 1: Significance Criteria 10
Table 2: VMT Significance Thresholds 14
Table 3: VMT Normalization Guidance 16
Table 4: Potential Mitigation Measures 19

Appendix

Appendix A – Glossary of Acronyms
Appendix B – RTP Assumptions by Campus
Appendix C – Test Case: CSUSB Master Plan

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1. Background Information

1.1 Manual Purpose

In November 2012, the California State University (CSU) issued a Transportation Impact Study Manual (2012 CSU Manual) to assist the campuses within the CSU system in addressing transportation-related impacts under the California Environmental Quality Act (CEQA). At that time, level of service (LOS), which is based on delay to single occupant vehicles, was the metric utilized to evaluate CEQA impacts to the transportation system. Following issuance of the 2012 CSU Manual, the California legislature approved Senate Bill (SB) 743, which directed the California Office of Planning and Research (OPR) to update the CEQA Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3, sections 15000-15387) and identify an alternative metric for determining significant impacts.

The OPR process, described in greater detail below, identified use of Vehicle Miles of Travel (VMT) as the new metric in assessing impacts associated with vehicle travel. VMT is calculated, generally, by multiplying the number of trips generated by a project by the average distance those trips traveled. Furthermore, VMT can be normalized on a per person basis to evaluate the efficiency of that trip (e.g. the lower the VMT per person, the more efficient travel is).

In December of 2018, the Natural Resources Agency finalized their rule making process and released an update to the CEQA Guidelines to officially change the transportation analysis metric from LOS to VMT. It should be noted that the CEQA Guidelines do recognize the time required for lead agencies to change their analysis requirements and develop implementation procedures to complete the assessment; as such, lead agencies have until July of 2020 to complete the updates to their impact analysis guidelines to complete the transition from LOS to VMT.

CEQA *refers to the California Environmental Quality Act. This statute requires analysis and identification of potentially significant environmental impacts associated with state or local action, including approval of new development or infrastructure projects. The process of identifying these impacts is typically referred to as the environmental review process.*

LOS *refers to "level of service," a metric that assigns a letter grade to road network performance. The typical application of LOS is to measure the average amount of delay experienced by vehicle drivers at an intersection during the most congested time of day and to assign a report card range from LOS A (fewer than 10 seconds of delay) to LOS F (more than 80 seconds of delay). Under prior CEQA criteria, a certain increase in LOS results in a significant impact, which must be mitigated.*

VMT *refers to "vehicle miles traveled," a metric that accounts for the number of vehicle trips generated by a project and the length or distance of those trips. For transportation impact analysis purposes, VMT is generally expressed as*

Given the recent revisions to the CEQA Guidelines, this manual replaces the 2012 CSU Manual to provide guidance in the preparation of transportation impact assessments for projects on CSU campuses, including all lands owned by CSU, consistent with the CEQA Guidelines update. The manual can be used for projects ranging from campus master plan updates to individual campus projects, and for public-private development.

The CSU Transportation Impact Study Manual is subject to revision due to future changes in policies, guidelines or statutes.

1.2 SB 743 Background

In 2013, Governor Jerry Brown signed SB 743 into law, thus significantly changing the CEQA transportation impact analysis procedures. SB 743 required OPR to develop a new transportation analysis alternative to LOS that "promotes the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses."[1] *The changes in impact analysis methodology include the elimination of auto delay, LOS, and other similar measures of vehicular capacity or traffic congestion as a basis for determining significant vehicle-related impacts.*

As proposed by OPR and approved by the Natural Resources Agency, auto delay has been eliminated as an environmental impact under CEQA. Additionally, the process identified that VMT is generally the most appropriate measure of vehicle-related transportation impacts under CEQA. [2]

In December 2018, OPR released the current version of the *Technical Advisory on Evaluating Transportation Impacts in CEQA* (Technical Advisory) to provide advice and recommendations to CEQA lead agencies on how to implement the SB 743 changes. SB 743 requires analysis of a project's anticipated generation of VMT rather than its location-specific roadway operational impacts (i.e., LOS impacts). The Technical Advisory also recommends a variety of travel demand management mitigation strategies to mitigate a project's significant VMT impacts.

Given the departure from LOS to VMT, this manual provides instructions for analyzing transportation impacts relative to VMT, applicable significance thresholds, and recommended mitigation measures.

VMT, as defined by OPR, is normalized by dividing it by the population, employment, number of households, service population (population plus employment), and/or some other metric that effectively utilizes VMT as a measure of travel efficiency (e.g. the lower the VMT per person, the more efficient their travel patterns

[1] Public Resources Code Section 21099(b)(1)
[2] The revised Guidelines were adopted by the Natural Resources Agency in December 2018, subsequently approved by the Office of Administrative Law, and effective as of January 3, 2019.

are). As such, the shift to VMT is essentially a shift toward measuring transportation efficiency for each project.

1.3 When is a VMT Study Needed

Numerous projects are considered to be VMT reducing or make travel more efficient. One example of this would be local serving retail that is less than 50,000 sq. ft. In this example, the retail would serve local trips and likely intercept existing trips on the system that need to travel a greater distance for those local services (thus reducing average trip length and reducing VMT). Similar local-serving retail projects are not required to complete a VMT assessment.

For CSU projects, examples of projects that would be screened from VMT assessment due to their VMT reducing nature (i.e., no further analysis required) are noted below:

- Local serving retail that is less than 50,000 sq. ft., or retail that is located wholly within the core of a CSU campus;
- Childcare centers that serve students, faculty, and staff families;
- Student services facilities;
- Parking facilities that serve the campus demand and do not create "too much parking[3]";
- Healthcare centers serving students, faculty, and staff; and
- Recreation/fitness/wellness centers that serve students, faculty, and staff.
- Projects generating less than 110 vehicle trips per day, as noted in the OPR Technical Advisory[4].

For all other project types, a VMT assessment would be required, as outlined in this manual. At the outset of the project, a memo from the transportation consultant shall be provided at the beginning of the CEQA process which identifies the manner in which the Transportation Study Impact Manual will be implemented for the project.

[3] The concept reflects the notion that, if you over park a site, then it is easier/more convenient to drive and VMT per person would increase. Therefore, if the parking per FTE is not increased, the ability to drive and park remains constant, or possibly reduced, and VMT is not induced.

[4] CEQA provides a categorical exemption for existing facilities, including additions to existing structures of up to 10,000 square feet, so long as the project is in an area where public infrastructure is available to allow for maximum planned development and the project is not in an environmentally sensitive area. (CEQA Guidelines, § 15301, subd. (e)(2).) Typical project types for which trip generation increases relatively linearly with building footprint (i.e., general office building, single tenant office building, office park, and business park) generate or attract an additional 110-124 trips per 10,000 square feet. Therefore, absent substantial evidence otherwise, it is reasonable to conclude that the addition of 110 or fewer trips could be considered not to lead to a significant impact. (OPR Technical Advisory, 2018)

1.4 Chancellor's Office Coordination

Campuses embarking on any transportation impact assessment should coordinate with the Chancellor's Office to solicit input on the scope of work, assessment approach, and to verify that the latest CSU and CEQA Guidelines are being utilized.

One potential area of coordination involves whether to continue conducting LOS analysis. Although LOS is no longer required for CEQA evaluation, many cities, counties, or other agencies (including Caltrans) may still request LOS assessment as part of a campus project. In those instances, the campus shall contact the Chancellor's Office to assist in the strategy of coordinating with those agencies and their requests.

2. Report and Analysis Requirements

This chapter describes the required analytical components that shall be included in the transportation impact study (TIS). In addition to identifying the organization and information required for the report, this chapter also summarizes the analysis methodology and thresholds that shall be utilized to determine if an impact is significant.

2.1 CEQA Checklist

As noted in Chapter 1, the CEQA Guidelines have been updated related to potential transportation impacts.

CEQA Guidelines Appendix G includes a series of questions to be answered to determine if a project has the potential to result in a significant impact. The questions related to transportation impacts are listed below and are based on the CEQA Guidelines as updated in December 2018 (Appendix G, XVII. Transportation):

Would the project:

a) *Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?*

b) *Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?*

c) *Substantially increase hazards due to a geometric design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?*

d) *Result in inadequate emergency access?*

CEQA Guidelines Section 15064.3 provides in full:

(a) Purpose.

This section describes specific considerations for evaluating a project's transportation impacts. Generally, vehicle miles traveled is the most appropriate measure of transportation impacts. For the purposes of this section, "vehicle miles traveled" refers to the amount and distance of automobile travel attributable to a project. Other relevant considerations may include the effects of the project on transit and non-motorized travel. Except as provided in subdivision (b)(2) below (regarding roadway capacity), a project's effect on automobile delay shall not constitute a significant environmental impact.

(b) Criteria for Analyzing Transportation Impacts.

(1) Land Use Projects. Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high-quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact.

(2) Transportation Projects. Transportation projects that reduce, or have no impact on, vehicle miles traveled should be presumed to cause a less than significant transportation impact. For roadway capacity projects, agencies have discretion to determine the appropriate measure of transportation impact consistent with CEQA and other applicable requirements. To the extent that such impacts have already been adequately addressed at a programmatic level, such as in a regional transportation plan EIR, a lead agency may tier from that analysis as provided in Section 15152.

(3) Qualitative Analysis. If existing models or methods are not available to estimate the vehicle miles traveled for the particular project being considered, a lead agency may analyze the project's vehicle miles traveled qualitatively. Such a qualitative analysis would evaluate factors such as the availability of transit, proximity to other destinations, etc. For many projects, a qualitative analysis of construction traffic may be appropriate.

(4) Methodology. A lead agency has discretion to choose the most appropriate methodology to evaluate a project's vehicle miles traveled, including whether to express the change in absolute terms, per capita, per household or in any other measure. A lead agency may use models to estimate a project's vehicle miles traveled, and may revise those estimates to reflect professional judgment based on substantial evidence. Any assumptions used to estimate vehicle miles traveled and any revisions to model outputs should be documented and explained in the environmental document prepared for the project. The standard of adequacy in Section 15151 shall apply to the analysis described in this section.

(c) Applicability. The provisions of this section shall apply prospectively as described in section 15007. A lead agency may elect to be governed by the provisions of this section immediately. Beginning on July 1, 2020, the provisions of this section shall apply statewide.

Note: Authority cited: Sections 21083 and 21099, Public Resources Code. Reference: Sections 21099 and 21100, Public Resources Code; Cleveland National Forest Foundation v. San Diego Association of Governments (2017) 17 Cal.App.5th 413; Ukiah Citizens for Safety First v. City of Ukiah (2016) 248 Cal.App.4th 256; California Clean Energy Committee v. City of Woodland (2014) 225 Cal. App. 4th 173.

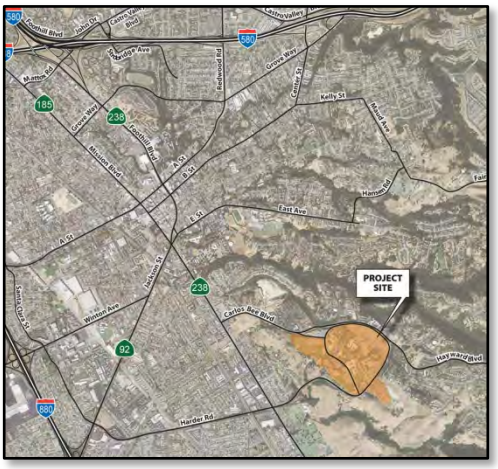
The remainder of this chapter provides guidance on addressing each of the noted CEQA checklist items consistent with Section 15064.3 of the CEQA Guidelines.

2.2 Report Requirements

This section of the Manual outlines the requirements for completing a TIS for projects proposed within the CSU system. In general, the study should include the following organization:

- Chapter 1 – Project Description and Project Setting
- Chapter 2 – Significance Criteria, Analysis Methodologies, and Results
- Chapter 3 – Impact Findings and Mitigation Measures
- Chapter 4 – Site Access and On-Site Circulation Assessment

2.2.1 Project Description and Project Setting



The Project Description and Project Setting provide the context for determining the study area for the impact analysis. The TIS study area refers to the geographical boundary within which the project's impacts on the transportation systems will be assessed. The study area should be viewed as the "area of influence" of a project. The extent of a TIS study area depends on the location (setting) and size/type of the project (description), and the technical questions anticipated to be asked by decision makers and the public. Defining the study area needs to be done through a process that results in substantial evidence (facts, analysis, etc.) to support the study area delineation. The boundary should extend as far as needed to accurately evaluate the significant impacts of the project and ensure that trip length information is not truncated at geographic boundaries (e.g. the entire trip length shall be accounted for).

Consideration of all travel modes and facilities (i.e., transit, pedestrian, bicycle, vehicle, rail, etc.) should take place when selecting the study area boundary. Guidance from CSU shall be obtained on the boundary delineation.

- The study area shall extend a sufficient distance from the project site to identify all potentially significant impacts, as supported by substantial evidence.
- Additional facilities may be studied based on circumstances unique to the site. TIS preparers shall consult with CSU to determine whether to consult with the host city or county early regarding any additional study locations based on local or site-specific issues.

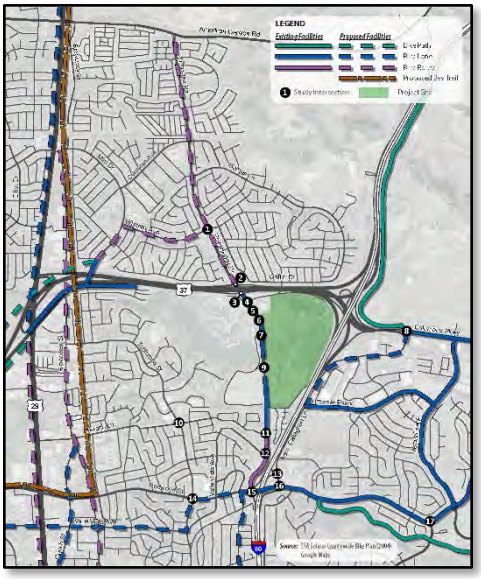
2.2.1.1 Roadway Network Description



The TIS shall provide a map that shows the Project site and identifies transportation facilities in the study area. The TIS shall provide a brief description of the study area roadways near the site. At a minimum, the TIS should state the number of travel lanes, direction of travel, the extents of each roadway, and the relation to the Project site. The TIS can also describe typical street cross-sections and other aspects of the streets such as on-street parking, bicycle and pedestrian facilities, median treatment, speed limit, etc. For state facilities, the latest available average daily traffic (ADT) counts near the Project site should also be reported[5].

2.2.1.2 Bicycle and Pedestrian Facility Description

The description and analysis of bicycle and pedestrian facilities will vary for each campus depending on the availability and usage. It is expected that urban locations will have more pedestrian and bicycle travel facilities and will require more detailed analysis than non-urban locations. At a minimum, the TIS shall provide the following information:



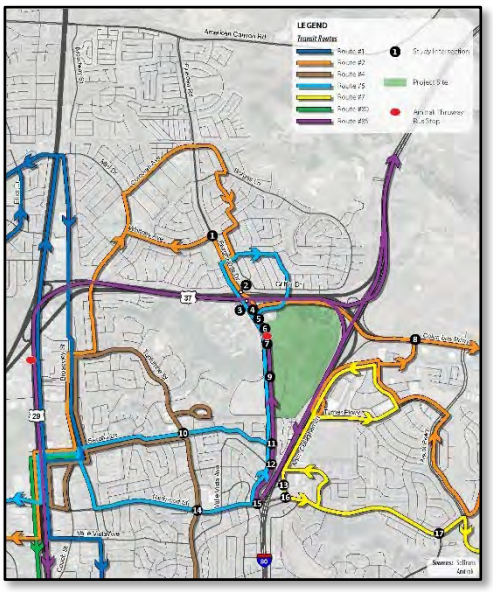
- A qualitative description of existing bicycle and pedestrian facilities in the Project vicinity. This would consist of identifying the location and type of bicycle facilities, presence of sidewalks, and the level of usage.
- A map showing existing and planned bicycle facilities in the study area.
- A description of different bicycle facility types. The local jurisdiction's bicycle plan should be consulted for a description of the facility types.
- A more detailed discussion of existing bicycle and pedestrian facilities and activities in the Project vicinity, including identification of nearby pedestrian and bicycle corridors. Major deficiencies in the existing system, such as street segments with missing sidewalks, obstacles, or non-Americans with Disabilities Act (ADA)-compliant facilities, should also be identified.

[5] Caltrans traffic counts can be found at traffic-counts.dot.ca.gov/

- A discussion of bicycle and pedestrian access between the Project site, nearby transit stops, and land uses that generate a high number of pedestrians or bicyclists (i.e., parking facilities, other campus buildings).
- A qualitative discussion based on observations of bicycle and pedestrian activity in the study area and at study area intersections.
- A description of bicycle parking in the Project vicinity, which may include location, type and usage of bicycle parking (racks, lockers, etc.)
- Graphics showing pedestrian and bicycle volumes in the study area and/or at study area intersections, if available.

2.2.1.3 Transit Facilities Description and Analysis

The description and analysis of transit facilities will vary for each site depending on the transit service and ridership in the Project area. At a minimum, the TIS shall provide the following:



- A qualitative description of transit service in the Project area, including campus shuttle service, local bus service, and regional bus, trolley, or rail service (such as Amtrak, or Bay Area Rapid Transit (BART) in the Bay Area, or the San Diego Trolley).
- A map showing transit routes within two miles of the Project site.
- Information on route operations, including hours of operations, time between stops of transit vehicles (headways), vehicle capacities, and load factors (i.e., a capacity analysis based on passenger counts).
- Information on bus stops near the Project site, such as bus stop locations.

2.2.2 Significance Criteria, Methodologies, and Results

The significance criteria refer to the criteria utilized to determine whether the transportation-related impacts of the proposed project would be significant within the meaning of CEQA. The significance criteria set forth below have been developed consistent with the CEQA Appendix G checklist questions, noted above and shall be utilized to evaluate potential project impacts. Table 1, Significance Criteria, lists the criteria to be applied in assessing transportation-related impacts; that is, the project would result in significant impacts if it would trigger any of the listed criteria.

Table 1: Significance Criteria

Impact Categories	CSU Significance Criteria
Plan Conflict	The project would conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle and pedestrian facilities.
VMT Impacts[6]	The project would result in a VMT-related impact as described below
Hazard Impact	The project would substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
Emergency Access Impact	The project would result in inadequate emergency access.

CEQA Checklist Questions:

a) Will the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

b) Will the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

c) Will the project substantially increase hazards due to a geometric design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?

d) Will the project result in inadequate emergency access?

2.2.2.1 Evaluation Approach and Methodology

2.2.2.1.1 Plan Conflicts

The TIS should identify plans, ordinances, or policies addressing the circulation system, including transit, roadways, bicycle lanes, and pedestrian paths. The consistency of a proposed project with the policies and standards shall be assessed to inform the impact conclusions using the significance criteria identified in **Table 1**. The various agencies and policies that will apply to most CSU projects are described below.

[6] Refer to Table 2: VMT Thresholds and Measurements by Project Type

CSU Campus Policies and Programs

The TIS should list the relevant circulation plans and other relevant transportation information identified in the current Campus Master Plan. A description of the Campus Travel Demand Management Plan (if applicable), current programs, and effectiveness (i.e. commute club membership, average carpool occupancy, changes in bicycle use, etc.) shall be included in this section.

Local Agency Policies and Standards

For information purposes, the TIS should list the transportation related programs, plans, and policies published in the adopted General Plan of the host city or county. The most relevant policies are those regarding planned improvements, including new roadways and new pedestrian and bicycle facilities, and policies and programs to enhance and encourage non-auto mode usage. Note that as a state agency, CSU is not required to comply with local plans, policies or regulations).

Congestion Management Program

The TIS must evaluate the Project's consistency with the relevant Congestion Management Program (CMP) requirements, where applicable, related to transit, bicycles, pedestrians, and other non-automotive uses. If the local CMP only requires LOS assessment for project evaluation, then that assessment shall not be included in the TIS as it is no longer required by CEQA upon implementation of SB 743. However, all other non-automotive analyses required by the CMP shall be assessed in the TIS to determine whether the project would conflict with the CMP.

2.2.2.1.2 VMT Impacts

This section describes the methodology and significance criteria for evaluating VMT impacts for CSU projects.

Screening Criteria

Please note that this section describes potential ways to screen projects from VMT assessment. However, projects that may be screened from VMT assessment may still need to address other assessments to comply with CEQA requirements.

Projects Screened From VMT Assessment

As noted in Chapter 1, the following CSU project types would generally not be required to complete a full VMT assessment; that is, identifying and describing the project as falling within one of these categories would constitute a less than significant impact related to VMT for CEQA purposes:

- Local serving retail that is less than 50,000 sq. ft., or retail that is located wholly within the core of a CSU campus;
- Childcare centers that serve students, faculty, and staff families;
- Student services facilities;
- Parking facilities that serve the campus demand and do not create "too much parking[7]";
- Healthcare centers serving students, faculty, and staff;
- Recreation/fitness/wellness centers that serve students, faculty, and staff; and
- Projects generating less than 110 vehicle trips per day, as noted in the OPR Technical Advisory[8].

Please note that, for those project listed above, the transportation consultant must still use engineering judgement to in completing the screening; that is, if these project types have the potential to increase VMT per person for some unique reason, then the project should undertake a full VMT assessment.

Projects Screened From Project Level VMT Assessment

In addition to the project types identified above, screening from project-level assessment may be applicable to certain other types of projects that do not meet the above project type on the basis that certain characteristics (e.g. location) are such that it can be assumed such project types would not result in significant VMT impacts. These project types and screening attributes are noted below as they have the *potential* to decrease the number of trips and/or the trip length around their development, further decreasing VMT. Importantly, however, this screening exemption is not absolute and if the transportation consultant reaches a conclusion that the project is appropriately screened from project-level analysis, it is essential that the study include substantial evidence supporting the conclusion. Additionally, although these projects would be screened from project level VMT assessment, they would still need to complete a *cumulative* level assessment to determine consistency with the Regional Transportation Plan (RTP) produced by the local Metropolitan Planning Organization (MPO) or Regional Transportation Planning Agency (RTPA).

- Development in Transit Priority Areas (TPA[9]);

[7] The concept reflects the notion that, if you over park a site, then it is easier/more convenient to drive and VMT per person would increase. Therefore, if the parking per FTE is not increased, the ability to drive and park remains constant, or possibly reduced, and VMT is not induced.

[8] Note – this screening criteria is described in OPR's technical advisory. If using this threshold, the transportation consultant should be aware that this is a trip-based benchmark; not a VMT-based benchmark. The user should review the trip length tied to the project to ensure that those would not be considered abnormally lengthy which would constitute potential concern related to CEQA significance.

[9] TPAs are defined as development located within a one-half mile of either an existing major transit stop (defined as a rail transit stop, ferry terminal served by either bus or rail transit, or the intersection of two or more major bus routes with 15-minute or better headways during the peak commute periods) or a stop along an existing high quality transit corridor (defined as a fixed route bus service with headways of 15-minutes or better).

- Development in a low-VMT generating area of the city, sub-region, or region; or
- On-campus housing serving students, faculty, and staff.

TPAs should be identified by the transportation consultant for applicability in the area. Low-VMT generating areas of the city, sub-region, or region can be identified by the transportation consultant by reviewing the VMT per person for the traffic analysis zone (TAZ[10]) for the referenced region. If the proposed land use is consistent with what is currently in the study area and the TAZ is identified as generating lower than existing VMT (compared to the city, sub-region, or regional VMT per person average), then the project can be screened from project level assessment.

As previously noted, although the project types described above can be screened from *project* level assessment, the proposed project needs to be assessed for its consistency with the RTP assumptions. If the project is not consistent with the RTP assumptions, then it would be screened out from project-level assessment but would require assessment of the effect upon regional or city VMT (i.e., it would require a cumulative assessment).

Some agencies (such as SACOG in Sacramento) have a checklist to determine RTP consistency and the campus should review local requirements for determining RTP consistency. If a checklist is not available, then consistency must be verified. To verify consistency, the land use information and assumptions in the local or regional travel demand forecasting model[11] should be reviewed.

Projects Requiring a Full VMT Assessment

For projects that do not meet any of the screening criteria described above, a transportation impact study including a full VMT assessment will be required. To complete this assessment, the traffic consultant will be required to determine if the project-generated VMT per service population is less than 15% of the existing regional, sub-regional, or citywide VMT per service population to determine whether the project would result in any project-related significant VMT impacts. The consultant must also evaluate the project's *effect* on VMT to determine if the project would increase or decrease the forecasted regional total VMT, i.e., would result in significant cumulative impacts.

For those projects not screened from further analysis, **Table 2** summarizes the VMT significance thresholds to be applied in assessing impacts associated with CSU projects; separate thresholds are identified for

[10] TAZ refers to a specific geographic location related to land use inputs into the regional or local travel demand forecasting model.

[11] The appendix contains a list of RTP assumptions related to campus use as of August 2018 to assist in verifying RTP consistency. Although this information has been summarized to assist staff with a consistency determination, the user should verify the land use inputs independently for accuracy.

application to project-level and cumulative impacts. These thresholds are consistent with the thresholds set forth in the OPR Technical Advisory, which recommends a significance threshold of 15% below existing VMT for project-level impacts associated with specific projects when measuring VMT on a per person or per capita basis (i.e., the project's travel efficiency should be 15% better than existing travel efficiency).

Table 2: VMT Significance Thresholds

Impact Categories	CSU Significance Thresholds
Project Level Impacts	➢ Residential Projects: VMT / Resident exceeds threshold of 15% below existing regional, sub-regional, or citywide VMT / Resident ➢ Office/Industrial: VMT / Employee exceeds threshold of 15% below existing regional, sub-regional, or citywide VMT / Employee ➢ Mixed-Use: VMT / Service Population[12] exceeds threshold of 15% below existing regional, sub-regional, or citywide VMT / Service Population ➢ Commuter Student Growth: VMT / Commuter Student exceeds threshold of 15% below existing regional, sub-regional, or citywide VMT / Commuter Student ➢ University Employment: VMT / Employee exceeds threshold of 15% below existing regional, sub-regional, or citywide VMT / Employee
Cumulative Impacts	➢ Residential Projects: VMT / Resident under the "with project" condition exceeds the Citywide, regional or sub-regional VMT / Resident identified under the RTP/SCS condition ➢ Office/Industrial: VMT / Employee under the "with project" condition exceeds the Citywide, regional, or sub-regional VMT / Employee identified under the RTP/SCS condition ➢ Mixed-Use: VMT / Service Population[2] under the "with project" condition exceeds the Citywide, regional, or sub-regional VMT / Service Population identified under the RTP/SCS condition ➢ Commuter Student Growth: VMT / Commuter Student under the "with project" condition exceeds the Citywide, regional or sub-regional VMT / Commuter Student identified under the RTP/SCS condition ➢ University Employment: VMT / Employee under the "with project" condition exceeds the Citywide, regional, or sub-regional VMT / Employee identified under the RTP/SCS condition

[12] Service population is typically defined as population plus employment. For campuses, service population is defined as population plus employment plus students. The transportation consultant shall not double count resident students twice in this evaluation (i.e., shall not count students that also live on campus).

VMT Methodology

As previously noted, VMT is defined as the number of trips generated by a project multiplied by the length of each trip. There are multiple methodologies that can be used to calculate VMT for a project, so special attention must be paid to how the project VMT is estimated.

VMT assessment under SB 743 is an efficiency metric, essentially evaluating the efficiency of the land use and transportation system by comparing the VMT per person that would result under the proposed project to the existing region or city VMT per capita. As such, the VMT methodology must be able to calculate the VMT for the project utilizing the exact same methodology used to estimate the VMT at the regional, sub-regional, or citywide scale so that an "apples-to-apples" comparison can be made.

The "best" tool presently available to estimate VMT at all CSU campus locations is the local or regional travel demand forecasting model. The travel demand models estimate trip generation, distribution, and assignment by land use type. Additionally, given the local or regional context of the project, the travel demand model can be utilized to develop the regional or citywide comparative efficiency metrics related to VMT.

As noted later in this manual, consistent with the OPR Technical Advisory for SB 743 implementation, VMT should be normalized as an efficiency rate for evaluation, the transportation consultant isn't evaluating the total VMT generated by the project; rather they are comparing the efficiency of travel on a per person basis to local, sub-regional, or regional travel efficiency averages. Depending on the proposed use being evaluated, the normalization should focus on specific types of VMT (identified as VMT by trip purpose) and should be normalized to the appropriate capita denominator (employment for employment uses, population for residential uses, students for educational uses, etc.). For example, increased employment uses should focus on home-based-work trip purposes estimated from the model and would be normalized per employee; home-based-work trips are those trips made from home to work and back home. This "commute trip" VMT estimate would be compared to the regional, sub-regional, or citywide VMT for the same trip purpose per employee to evaluate potential impacts of the project.

Please note that some travel demand models have limitations related to the application of isolating VMT by trip purpose or have constraints related to the model's ability to fully account for existing VMT in the model study area (especially if the project is located near the near the model's geographic boundary). As such, the traffic consultant shall use professional judgment to adjust the model results (if needed) in order to provide an accurate accounting of VMT per person, as required in **Table 3, VMT Normalization Guidance**.

Table 3: VMT Normalization Guidance

Project Type	VMT Trip Purpose Type[1, 2, 3, 4, 5, 6]
University Commuter Student Growth	Home-Based Other (Attraction)
University Master Plans and Other Mixed-Use Projects where new VMT would be generated (including FTE increases or other projects that include multiple uses)	Home-Based Work (Production & Attraction) + Home-Based Other (Production & Attraction) + Non-Home-Based (Production & Attraction)
University Employment	Home-Based Work (Attraction)
Market-rate or non-university housing	Home-Based Work (Production) + Home-Based Other (Production)
Student/Faculty/Staff Housing	Home-Based Work (Production & Attraction) + Home-Based Other (Production & Attraction)
Office/Industrial or off-campus commercial/retail greater than 50,000 sq. ft. (typically implemented as a Public-Private Partnership project)	Home-Based Work (Attraction)
Events and Recreational Projects[7,8]	Home-Based Other (Attraction)
Development located in a Transit Priority Area	See categories above for the most appropriate metric

Notes

1. Home-Based Work trips are trips in which either the origin or destination of the trip is the traveler's home, and either the origin or destination of the trip is the traveler's workplace.
2. Trip Production is the home end (either the origin or destination) of a Home-Based trip, or it is the destination of a Non-Home-Based trip.
3. Home-Based Other trips are trips in which either the origin or destination of the trip is the traveler's home, and either the origin or destination of the trip is a location other than the traveler's workplace, such as a place to buy goods or services, or a place to engage in social or recreational activities.
4. Trip Attraction is the non-home end (either the origin or destination) of a Home-Based trip, or destination of a Non-Home-Based trip.
5. Service Population is comprised of the employment population plus student population plus any additional residency not captured in the noted populations (e.g. faculty or staff housing could have spouses or children living there that are not already accounted for in the employment or student population).
6. Non-Home-Based trips are trips in which neither the origin nor destination of the trip is the traveler's home.
7. Examples of these types of projects include hotels, arenas, performing arts centers, and conference centers.
8. In the context of events and recreational projects, production-based trips are those generated by the residential land uses. Attractions, on the other hand, are trips that are destinations and are usually generated by employment or educational uses. Isolating these trip types allows the analyst to isolate the specific trip types accordingly.

To be consistent with current best practices, the transportation consultant shall review the travel demand model to ensure that it meets the following three criteria to be deemed acceptable for use in the assessment:

1. The scale of the model should match that of the project to ensure that the model accounts for all regional influence areas and accounts for the total VMT generated by the project (i.e., confirm it does not artificially truncate VMT information due to a small geographic boundary).
2. The model should be calibrated and validated within the study area by the transportation consultant related to VMT estimation. The model's validation in the study area should be verified for each forecast time period (i.e., daily, AM peak hour, PM peak hour, etc.) and for each mode analyzed. The model trip length information and VMT estimates should also be compared to available data to verify accuracy. The model validation should include static and dynamic tests. Static validation tests should include those specified in Travel Forecasting Guidelines (Caltrans, 1992), and Model Validation and Reasonableness Checking Manual (FHWA, 1997). Dynamic tests verify that the model contains an appropriate level of sensitivity related to the types of transportation network or land use changes associated with the project.
3. The model's land use or socioeconomic forecasts should be tested for reasonableness by the transportation consultant. Models are used to forecast travel demand for a specific horizon year (i.e., 20 years). The land use and socioeconomic forecasts need to match the horizon year and be based on reasonable market conditions that reflect past and future development trends for the specific study area. Additionally, the model needs to include any reasonably foreseeable development projects.

Project Generated VMT Assessment (Project Impacts)

To estimate the project generated VMT, the travel demand model should be run for the base year and future year condition, isolating out the VMT generated by the project as noted in **Table 3**. Since the project generated VMT should reflect the opening year of the project for individual projects or the buildout year for master plan projects, the traffic consultant must interpolate the VMT estimates between the base year and future year model results assuming linear interpolation (typically, a model's base year is several years prior to the opening year of the project). The same interpolation and model runs shall be utilized to estimate citywide, regional, or sub-regional VMT that is to be utilized for comparative purposes.

Using the model in this fashion, the transportation consultant shall complete the following assessment:

- Existing Conditions – existing VMT per capita for the citywide, regional, or sub-regional area
- Project Conditions – VMT per capita for the proposed project to be compared to the Existing Conditions
- Cumulative No Project Conditions – RTP-consistent VMT per capita at the citywide, regional, or sub-regional level
- Cumulative Plus Project Conditions – VMT per capita at the citywide, regional, or sub-regional level

Project Effect on VMT Assessment (Cumulative Impacts)

For the cumulative assessment, the transportation consultant shall evaluate the project's *effect* on VMT. To undertake this assessment, the user must input the project into the travel demand model and determine if the project would result in an increase or decrease in the regional, sub-regional, or citywide VMT per capita.

The traffic consultant may need to complete a redistribution of land uses to ensure that the "no project" assessment and the "with project" assessment contain the same land use control totals for the city, region, or sub-region, especially if the project is large enough that it would affect land use absorption elsewhere in the city, region, or sub-region (e.g. a proposed housing project on the campus does not change the regional population estimates; it just reallocates where they live). The consultant also will need to work with the Chancellor's Office to identify the most appropriate method of land use allocation, but the following approaches are considered acceptable for completing the cumulative assessment:

- Add the proposed land use to the travel demand model (note, this will not maintain regional control totals, but should produce appropriate results for most projects); or
- Utilize an economist to identify where else in the local region development would not occur with implementation of the project to maintain regional land use control totals (this would be appropriate for campus development that includes significant housing (i.e., more than 1,000 housing units or employees that were not anticipated in the RTP); or
- The traffic consultant would review all Traffic Analysis Zones (TAZs) within a five- to ten-mile radius of the project site and reduce growth proportionately across all TAZs showing growth to maintain regional land use control totals.

Fehr & Peers completed a "test case" for VMT assessment as part of manual preparation using the CSU San Bernardino master plan as the test project to evaluate through the VMT methodology and significance criteria. The results of this test case are summarized in a presentation included as Appendix C.

2.2.2.1.3 Hazard Impacts

The transportation consultant should review the project and determine if there is a specific design component that would create a hazardous condition. Typically, this review looks at project geometrics and the consultant would provide a professional opinion related to modal conflicts and/or consistency with typical design standards.

Additionally, the transportation consultant should review the land use context where the project is expected to contribute a different mix of travel such that the volume, mix, or speed of traffic was not anticipated as part of the original transportation network design (applies to all modes). Increasing trips on a facility that

was not originally designed for that volume, mix, or speed of traffic is another important consideration that should be addressed.

2.2.2.1.4 Emergency Access Impacts

The transportation consultant shall work with the campus to contact emergency services (fire and/or police) and solicit their input related to emergency accessibility for the project site. Additionally, CSU projects are required to follow the State University Administrative Manual (SUAM) which requires the State Fire Marshal to review all projects prior to implementation. As such, the consultant should reference the university requirements related to the SUAM which would result in a less-than-significant finding related to emergency accessibility impacts.

2.3 Impact Findings and Mitigation Measures

This section of the Transportation Impact Study shall summarize the results of the impact analysis (using the methodologies and significance criteria and thresholds identified above).

For significant impacts, feasible mitigation measures shall be recommended. **Table 4, Potential Mitigation Measures**, lists those potential mitigation measures that shall be considered by the transportation consultant and campus; the measures are listed by corresponding impact category. The specific mitigation measures to be selected will depend on the specific impact identified.

Table 4: Potential Mitigation Measures

Impact Category	Potential Mitigation Measures
Plan Conflict	➢ Provide for access to, from, and through the development for pedestrians and bicyclists ➢ Designate Class I bicycle paths, Class II bicycle lanes, and other appropriate facilities on-campus ➢ Provide bus turn-outs, bus shelters, additional bus stops, and park-and-ride lots ➢ Address planned transit facilities in project design, if feasible ➢ Coordinate with local transit providers to improve service to the area

VMT Impacts	➢ Revisit project design features and or proposed land uses with an eye towards reducing project trips or reducing trip lengths ➢ Look for other measures to reduce trip lengths or the number of trips generated through Transportation Demand Management (TDM) measures (see additional guidance below) ➢ If a regional program is available to reduce VMT, a fair-share payment toward that program shall be paid if all significant impacts have not been mitigated through all other feasible mitigation measures
Hazard Impact	➢ Optimize location of access driveway(s) ➢ Improve sight distances at intersections and driveways to standard engineering practice ➢ Provide for yield or stop control ➢ Restrict certain turn movements
Emergency Access Impact	➢ As noted above, projects would be required to be reviewed by the State Fire Marshal as part of the SUAM procedures. As such, no significant emergency access impacts are anticipated and, therefore, no mitigation would be required.

VMT Mitigation – Transportation Demand Management Strategies

For those projects that result in significant VMT-related impacts, implementation of a TDM mitigation measure represents potentially feasible mitigation to assist in reducing such impacts, if not fully eliminating the impacts. In preparing a TDM mitigation measure, each campus shall consider the following VMT reduction strategies to mitigate those impacts:

- Revisit project design features and or proposed land uses with an eye towards reducing project trips or reducing trip lengths. In a master plan context, examples include: increasing on-campus housing (thereby reducing commuter trips to the campus), limiting parking on the campus to discourage vehicle trips, coordinating with regional transit agencies to expand transit service to the campus, improving bicycle/pedestrian facilities both on- and off- campus, and other measures that decrease the need and/or desirability for people to drive to/from the campus.
- After all feasible TDM strategies have been included within the recommended mitigation measure, if there are remaining (i.e., residual) significant VMT-related impacts, the transportation consultant needs to determine whether there are any fee (i.e., fair-share) programs specific to VMT reduction that have been adopted and are applicable to CSU, generally, and the campus geographic area, specifically. Currently, there are very few such programs available to reduce VMT significant impacts

through a fair-share payment program (only a handful of VMT-based nexus programs exists in the state). If a valid regional program applicable to CSU is available to reduce VMT at the time the transportation consultant is conducting the VMT analysis, and impacts have not been reduced to less than significant with implementation of other VMT-reduction strategies, then, following consultation with the Chancellor's Office and General Counsel, a fair-share payment toward that program in an amount necessary to reduce the remaining impacts to less than significant shall be considered.

- Several regional agencies are exploring a VMT mitigation banking system that, if implemented, could be utilized to off-set significant VMT-related impacts. Although such a banking system currently does not yet exist in the state, this potential mitigation measure could exist in the future, and the transportation consultant must research the then-present availability of any such programs, with a related report to the campus and Chancellor's Office.

In light of the fact VMT mitigation programs have not yet been developed in most areas of the state, the mitigation measure most available that can affect VMT on campuses is implementation of a comprehensive TDM program. In this regard, CSU has developed a comprehensive TDM manual that provides a framework for development of a TDM program tailored to the setting of each campus.

Anticipated VMT reductions associated with several TDM strategies presently can be calculated using information from the California Air Pollution Control Officers (CAPCOA) guidance or other approved VMT calculation methodology.

Full implementation of all feasible TDM measures will mitigate significant VMT impacts to the extent feasible. TDM measures, which likely will be required in many circumstances, should be considered early in the project development process, along with the costs of implementation of such measures.

TDM Measure
Parking
Student, Faculty and Staff Permits
Daily Parking Pricing
Short Term/Hourly Parking
Preferential Parking for Carpools and Vanpools
Transit
Reduced/Subsidized Transit Fares
Universal Transit Pass
Shuttle Services
Walking/Bicycling
Walking and Biking Incentives
Bicycle Parking and Showers
On-site Bicycle Maintenance
Bikesharing
Other
On Campus Amenities
On Campus Housing
Guaranteed Ride Home Program (for Employees)
Carpool and Vanpool Incentives
Marketing and Educational Campaigns
Carsharing
Pre-tax Commuter Benefits (for Employees)
Ridematching Program

2.4 Site Access and On-Site Circulation

The analysis of on-site circulation is required to identify the adequacy of the site design. The level of detail in the analysis is to match the level of detail provided in the project site plan and will also be affected by the project type – i.e., a Master Plan update will be reviewed more broadly relative to campus-wide circulation

system requirements, whereas a new building or parking structure can receive a more localized and operational review.

The site plan review and circulation assessment should include the following considerations. This portion of the review should be completed by a registered State of California Civil or Traffic Engineer.

- Existence of any current traffic hazards in the local area such as high-collision locations.
- Applicability of context-sensitive design practices compatible with adjacent neighborhoods or other areas that may be impacted by the project traffic.
- Close proximity of proposed site driveway(s) to other driveways or intersections that may create a traffic hazard.
- Adequacy of corner sight distance or stopping sight distance at project access points.
- Adequacy of on-site vehicle, bicycle, and pedestrian circulation, provision of safe pedestrian paths between residential areas and academic buildings and other campus destinations, and between the site and nearby transit facilities.
- Project site design, including project construction activities, resulting in inadequate emergency access or response times.

3. Agency Coordination and Guidance

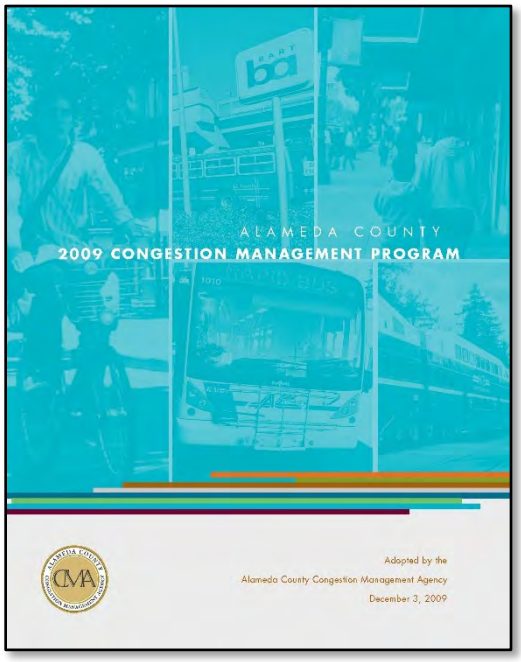
Campuses embarking on any transportation assessment should coordinate with the Chancellor's Office to solicit input on the scope of work, process, and to verify that the latest CSU and CEQA Guidelines are being utilized.

As previously noted, although LOS is no longer required for CEQA evaluation, many cities, counties, or other agencies (including Caltrans) may still request LOS assessment as part of a campus project. In those instances, the campus shall contact the Chancellor's Office to assist in the strategy of coordinating with those agencies and their requests.

The remainder of this chapter summarizes key agencies with which coordination may be required when preparing a TIS.

3.1 Congestion Management Agency

In 1990, the State of California passed Proposition 111, which requires urban counties to establish Congestion Management Agencies (CMA) to conduct certain transportation-related functions, including oversight of a portion of the state gas tax. CMAs are directed by boards consisting of representatives from the applicable county and each city within the county. The CMAs are required to maintain and periodically update a Congestion Management Program (CMP), consisting of the following elements:



- Traffic LOS standards applicable to a designated system of State highways and principal arterial streets;
- Transportation System Performance Measures to evaluate current and future multi-modal system performance for the movement of people and goods;
- A seven-year capital improvement program (CIP) containing projects to maintain or improve the performance of the multi-modal system for the movement of people and goods;
- A set of procedures to analyze the impacts of land use decisions made by local jurisdictions on regional transportation systems; and
- A travel demand element that promotes transportation alternatives to the single-occupant vehicle.

In addition to preparing, adopting and implementing a CMP, each CMA includes a countywide computerized travel demand model based on a uniform database. The CMA must also establish procedures for preparing Deficiency Plans when LOS standards are violated.

CMP requirements vary from county to county, but generally require assessment of project impacts on the primary roadway network (freeways and major arterials), using a trigger for impact assessment based on project size or number of trips generated; note that certain counties, including San Diego, have opted out of the CMP program. The CMP performance objectives are often different than those maintained by a local city or Caltrans, reflecting a county-wide perspective on congestion management and multi-modal transportation system operations. For example, a corridor-level metric such as average travel speed or vehicle density may be used as opposed to individual intersection or roadway segment LOS.

Given the direction of SB 743 to eliminate LOS from CEQA documents and utilize VMT for determining CEQA impacts, each campus will need to review the requirements identified within the CMP to determine applicability to the campus and corresponding TIS. If applicable requirements only focus on LOS assessments within the CMP, then no technical analysis will be required. However, if a CMP requires assessment of other modes or metrics, then the transportation assessment will need to address consistency with those modal requirements.

3.2 Caltrans

The California Department of Transportation (Caltrans) operates and maintains the State's highway system. Transportation impact studies prepared for CSU projects within a study area that includes Caltrans facilities should coordinate with Caltrans on the scope of the transportation assessment, including the standard practices of the local Caltrans District. Notwithstanding SB 743, Caltrans may require additional analysis beyond VMT, including, for example, queue analysis at Caltrans facility on- and off-ramps as related to potential safety impacts.

In recent years, Caltrans has begun moving toward a multi-modal, "complete streets" perspective in managing its facilities, to include not just freeways but many urban thoroughfares. Several guidance documents are available to support impact assessment on such routes, including Complete Streets Implementation Action Plan (February 2010) and Smart Mobility 2010 (February 2010).

In furtherance of the "complete streets" approach, in November 2016, Caltrans published interim guidance relative to SB 743. These guidelines supersede the previous Caltrans' guidance related to traffic impact analyses (published in 2002) that were largely focused on vehicle LOS. The guidance specifically states:

> *"Past LD-IGR practices primarily utilized Level of Service to identify various impacts to the State Highway System (SHS), and often limited its recommended mitigation to traditional road*

improvements. Although Caltrans recognized that Lead Agencies could implement other measures, such as improvements to other modes of transportation or incentive programs to encourage use of other modes, the Lead Agencies often rely on Caltrans' recommended measures. Going forward, efforts to fulfill our LD-IGR obligation should consider multimodal solutions to not only improve access to destinations for all system users (motorists, transit riders, bicyclists, pedestrians), but also encourage efficient land use that helps achieve the multitude of goals sought, including quality of life, economic prosperity, the development of multimodal networks, and GHG emissions reduction ."

3.3 Regional Transportation Planning Agencies

Regional transportation planning agencies (RTPA) are one of three regional agencies responsible for regional planning in California. The Caltrans Director designates the official regional transportation planning agency for each of California's 58 counties. For each county, the regional transportation planning agency is established through one of the following:

- created by statute,
- the metropolitan planning organization (MPO) serves as the regional transportation planning agency, or
- a local transportation commission or county transportation commission serves as the regional transportation planning agency.

Prior to the passage of SB 743, the purpose of the RTPA was to monitor LOS on regional roadways and prepare regional plans and programs to improve all modes of transportation locally and regionally. Under the new CEQA guidelines established pursuant to SB 743, RTPAs will have the responsibility of developing plans to reduce VMT. This change from vehicular LOS to regional VMT will align transportation metrics and mitigation measures with those required for air quality and covered in the Sustainable Communities Strategy (SCS). The SCS integrates land use and transportation strategies to achieve greenhouse gas (GHG) emission reduction targets. SB 375 requires each metropolitan planning organization to prepare a SCS.

In tandem with an SCS, agencies are likely to prepare a Regional Transportation Plan (RTP), which is a long-range planning document identifying future transportation improvements and the funding available within the region. The RTP/SCS collectively identifies improvements across the entire transportation system, including the roadway network and public transit systems.

Transportation impact studies prepared for CSU projects shall review the project's consistency with the RTP/SCS and document those consistency findings as outlined in prior chapters of this manual.

3.4 Air Quality Management Districts

Air Quality Management Districts (AQMDs) are comprised of locally elected officials from each jurisdiction within the district. The purpose of the districts is to regulate sources of air pollution. In September 2006, the State of California passed AB 32, the Global Warming Solutions Act of 2006, which requires the state to achieve a specified statewide GHG emissions reduction cap by 2020. Since the passage of AB 32, the California Air Resources Board and regional AQMDs have been developing guidance on the evaluation of GHG baselines and reduction strategies. Senate Bill 375 (SB 375) provides incentives in the form of CEQA streamlining to encourage community design that supports reduction in per capita GHG emissions. This effort has been further supported by the passage of SB 743.

CSU projects that require CEQA clearance may need to provide inputs, such as vehicle trips and vehicle-miles travelled, to the consultant preparing the air quality analysis of the project. Most AQMDs provide a set of guidelines to assist Lead Agencies in evaluating potential air quality impacts of projects and plans. Impact assessment for air quality assessment within a District's governing area should generally be prepared consistent with the guidelines set by the District.

3.5 Coastal Commission

The California Coastal Commission (CCC) is a state agency that partners with coastal cities and counties to regulate the use of land and water in the coastal zone under the California Coastal Act. The California Coastal Act includes provisions relating to transportation and public services in the context of new development. For example, Chapter 3, Article 6, Section 30250 (Location; Existing Developed Area), states that most new development must be located in proximity to existing developed areas in order to consolidate public services. Likewise, Section 30252 (Maintenance and Enhancement of Public Access) states that new development should maintain and improve public access to the coast, including measures such as extending transit service, mixing land uses in developed areas, providing bicycle and pedestrian circulation within the development, and providing adequate parking and/or increased transit service.

To maintain consistency with the Coastal Act, local governments prepare Local Coastal Programs (LCP) for CCC approval. The LCP guides development in the coastal zone and consists of a Land Use Plan, consistent with the local jurisdiction's general plan land uses, and an Implementation Plan, which is typically integrated with the local government's zoning code. Though the LCP plans vary by jurisdiction, a given LCP may directly address transportation considerations, such as the provision of new bicycle storage facilities at beach parking lots and standards for maximum roadway width through the coastal zone. Once the CCC adopts the LCP, the local agency that put forth the LCP is responsible for issuing coastal permits concurrent

with that planning document. The CCC only directly issues permits for land not covered under an LCP and addresses appeals of coastal permits.

CSU transportation impact studies for projects within the coastal zone shall review the goals and policies set by the applicable LCP and determine the project's consistency with those goals and policies. (Note: The term "coastal zone" is a legally defined term. Campuses should consult with the General Counsel's office to determine whether the subject project would be located within the coastal zone.)

3.6 Local Agencies

Local agencies in California typically have the ability to control land use and transportation within the City. However, CSU campuses are not subject to local land use control. As such, local agencies may approach a campus during a TIS without the understanding of their lack of control over campus land use decisions.

As such, local agencies may comment on environmental documents as they are a responsible (e.g. they are responsible for the areas around the campus). These local agencies are governed by the policies contained in their General Plan (which includes goals, policies, and maps related to transportation in its Circulation Element). Additionally, many cities have completed other transportation plans (such as Active Transportation Plans (ATPs), Bicycle Master Plans, Transit Master Plans, etc.) that guide the planning and implementation of those transportation facilities in their City.

Many cities have specific General Plan targets related to LOS. As such, local agencies may ask for intersection or roadway segment analysis to show the project's consistency with their policies. As noted above, LOS is no longer required for CEQA assessment and the CSU is not subject to these local land use control policies. Therefore, if a local agency does request LOS assessment (or any other assessment hat is not consistent with this manual), the Chancellor's office shall be consulted immediately to determine the most appropriate approach to coordinating with the local agency.

Appendix A – Glossary of Acronyms

SB – Senate Bill

AB – Assembly Bill

LOS – Level of Service for intersection or roadway operations

VMT – Vehicle Miles of Travel

TISM – CSU Traffic Impact Study Manual

CEQA – California Environmental Quality Act

OPR – California Office of Planning and Research

MP – Master Plan

RTP – Regional Transportation Plan

SCS – Sustainable Communities Strategy

TPA – Transit Priority Area

FTE – Full Time Equivalent

TDM – Transportation Demand Management

Appendix B – RTP Assumptions

Model Inputs and VMT Estimates for Campuses

Note: This information is meant simply as a reference for the CSU campuses. For project applications, campuses need to verify with the Metropolitan Planning Organizations and other entities that manage the below models that the information associated with them is correct before they use it.

Campus	Potential Travel Demand Forecasting Models to Estimate VMT	Base Year	Base Year - Employment	Base Year - Students	Future Year	Future Year - Employment	Future Year - Students	Other Dedicated VMT Estimators Available	Information on Existing Campus VMT Estimates	Link to Reports with VMT Estimates	Notes
Northern											
Cal Maritime	• Solano/Napa Activity Based Model (Solano/Napa) • The Bay Area's Metropolitan Transportation Commission's Travel Model One (TMO) Activity Based Model	• **Solano/Napa:** 2015 • **TMO:** 2010	• **Solano/Napa:** 329 • **TMO:** 645	• **Solano/Napa:** 291 • **TMO:** 573	• **Solano/Napa:** 2040 • **TMO:** 2040	• **Solano/Napa:** 414 • **TMO:** 727	• **Solano/Napa:** 364 • **TMO:** 640	N/A	• The "Increase in VMT After Implementation of the Master Plan" was calculated on page 334 of the report "California State University Maritime Academy Physical Master Plan Environmental Impact Report" but the total VMT of the campus was not calculated. • The increase in VMT was not broken down by user type. • Not enough information was provided to know whether this increase was calculated based on full or half accounting, or whether it was calculated in accordance with SB 743 guidelines.	California State University Maritime Academy Physical Master Plan Environmental Impact Report: https://www.dropbox.com/s/peqxbtupcfr798u/Cal%20Maritime%20Academy%20Project%20Public%20Review%20Draft%20EIR.pdf?dl=0	There are no trip-based travel demand forecasting models (TDMs) for this area.
Chico	Butte County Association of Governments (BCAG) Model	2014	N/A (see "Notes" column)	16,500	2036	N/A (see "Notes" column)	23,504	N/A	N/A	N/A	• The City of Chico has its own VISUM TDM. If you'd like information from that model, contact the City. Although note that the City uses the BCAG model instead of its own TDM. • There is no land use category represented in the BCAG model.
East Bay	• **For the Concord campus:** Contra Costa Transportation Authority (CCTA) 4 Step Model • **For the Hayward campus:** Trip-based Alalmeda County Transportation Commission (ACTC) Travel Demand Model	2010 for both models	• **CCTA:** 107 • **ACTC:** 1,774	• **CCTA:** 900 • **ACTC:** 13,061	2040 for both models	• **CCTA:** 210 • **ACTC:** 2,161	• **CCTA**: 0 • **ACTC:** 13,061	This online tool called "Simulated VMT per Capita by Place of Residence": https://mtc.maps.arcgis.com/apps/webappviewer/index.html?id=5dac76d69b3d41e583882e146491568b	N/A	N/A	
Humboldt	Humboldt County Travel Demand Forecasting model	See "Notes" column	See "Notes" column	See "Notes" column	See "Notes" column	See "Notes" column	See "Notes" column	See "Notes" column	N/A	N/A	We reached out to Caltrans about information on this TDM multiple times and did not hear back.
Sacramento	• Sacramento Metropolitan Travel Demand Model (SACMET) • Sacramento Activity-Based Travel Simulation Model (SACSIM)	• **SACMET:** 2012 • **SACSIM:** 2012	• **SACMET:** 3,388 • **SACSIM:** 3,239	• **SACMET:** 28,016 • **SACSIM:** 28,016	• **SACMET:** 2036 • **SACSIM:** 2036	• **SACMET:** 4,262 • **SACSIM:** 3,890	• **SACMET:** 36,419 • **SACSIM:** 36,419	N/A	• Reductions in VMT from commuter student trips between campus, and other trips (e.g. shopping trips) if the Campus Master Plan was implemented were estimated on pages 68 and 73, for Existing Plus Project and Future Plus Project conditions, respectively, but total VMT of the campus was not estimated. • Reductions in VMT for other user types, like faculty or staff, weren't estimated. • Not enough information was provided to know whether full or half accounting was used, or if VMT was estimated in accordance with SB 743 guidelines	CSU Sacramento Master Plan: http://www.csus.edu/aba/facilities/documents/csu%20sacramento%20master%20plan%20final%20eir%20_%20web.pdf	
San Francisco	• SF-Champ, San Francisco's TDM • The Bay Area's Metropolitan Transportation Commission's Travel Model One (TMO) Activity Based Model	• **SF-Champ:** 2012 • **TMO:** 2015	• **SF-Champ:** 881 • **TMO:** 9,410	• **SF-Champ:** 18,651 • **TMO:** 24,550	2040 for both models	• **SF-Champ:** 1,545 • **TMO:** 11,656	• **SF-Champ:** 18,651 • **TMO:** 31,298	N/A	• Total Miles Traveled per day by users of the SF State Shuttle Bus, people who drive alone, people who carpool, people who use the Muni Diesel Vehicles, and people who use the Muni Electric Vehicles were calculated on page 15 of the campus' Climate Action Plan. • Not enough information provided to know whether full or half accounting was used, or if SB 743 guidelines were followed.	San Francisco State University Climate Action Plan: https://sustain.sfsu.edu/sites/default/files/assets/doc/SFState_CAP.pdf	
San José	• Valley Transportation Authority (VTA) TDM • City of San Jose (San Jose) TDM	• **VTA:** 2013 • **San Jose:** 2008	• **VTA:** 2,869 • **San Jose:** 3,712	• **VTA:** 34,100 • **San Jose:** 34,100	• **VTA:** 2040 • **San Jose:** 2030	• **VTA:** 3,164 • **San Jose:** ?	• **VTA:** 34,100 • **San Jose:** ?	A sketch-level VMT tool that the City of San Jose developed here, although this tool is more appropriate for land development projects than campuses: http://www.sanjoseca.gov/vmt	N/A	N/A	We do not have access to Future Year Employment and College Population inputs for the City of San José's TDM.

Campus	Potential Travel Demand Forecasting Models to Estimate VMT	Base Year	Base Year - Employment	Base Year - Students	Future Year	Future Year - Employment	Future Year - Students	Other Dedicated VMT Estimators Available	Information on Existing Campus VMT Estimates	Link to Reports with VMT Estimates	Notes
Sonoma	Sonoma County Transportation Authority (SCTA) 4 Step Model	2005	6,404	8,384	2030	471,404	24,498	N/A	N/A	N/A	
Central											
Bakersfield	Kern Council of Governments (Kern COG) TDM	2017	1,392	9,368	2042	1,589	14,751	The Mixed Use Developed (MXD) Trip Generation and Travel Demand Management (TDM) post-processor for project-level VMT tool.	• VMT was estimated for the University Place Office Park Project, on page 86 of the report "CSUB University Place Office Park Project - Draft Initial Study-Mitigated Negative", but total VMT for the campus was not estimated. • The CalEEMod tool was used to estimate VMT. • VMT was not broken down by user type. • Not enough information was provided to know whether full or half accounting was used to estimate VMT, or if VMT was estimated based on SB 743 guidelines.	CSUB University Place Office Park Project Draft Initial Study: http://www.csub.edu/discover/_files/CSUB_Office_Draft_IS-MND.pdf	The post-processor VMT tool is not meant for universities, it's just a general tool.
Fresno	Fresno Council of Governments (Fresno COG) Model	2014	12,661	16,256	Both 2035 and 2042 are Future Years	• **2035:** 14,190 • **2042:** 13,904	• **2035:** 19,259 • **2042:** 20,013	Envision Tomorrow: https://frego.com/envision-tomorrow/	N/A	N/A	
Monterey Bay	Association of Monterey Bay Area Governments (AMBAG) TDM	2010	485	4,596	2035	454	5,170	N/A	Total campus VMT was not estimated, however the potential of the Promontory Project to decrease VMT was discussed on page 69 of The Promontory at California State University Monterey Bay (CSUMB) Specific Plan. Exactly how much VMT would decrease from the project was not discussed. The report just says that since the project is an infill development, VMT should decrease.	Initial Study for The Promontory at California State University Monterey Bay Specific Plan: https://csumb.edu/sites/default/files/images/st-block-88-1471897379448-raw-rbfthepromontoryatcsumbinitialstudymitigatednegativedeclaration.pdf	
San Luis Obispo	San Luis Obispo Council of Governments (SLOCOG) TDM	**SLOCOG:** 2010	**SLOCOG:** 2,843	**SLOCOG:** 19,325	**SLOCOG:** 2020	**SLOCOG:** 2,945	**SLOCOG:** 24,000	N/A	• VMT was estimated on page 273 of the Draft Environmental Impact Report for CSU San Luis Obispo's 2035 Master Plan • VMT was broken down by the following user types: Faculty/Staff and Off-Campus Students • Full accounting was used to estimate VMT, which is consistent with SB 743 guidelines	Draft Environmental Impact Report for CSU San Luis Obispo's 2035 Master Plan: http://masterplan.calpoly.edu/wp-content/uploads/2017/11/01_Cal-Poly-Master-Plan-2035-Draft-EIR_November-2017.pdf	The City of San Luis Obispo has its own TDM, however Fehr & Peers does not have access to recent copies of it. If you'd like to use that model, please contact the City.
Stanislaus	Stanislaus Council of Governments (StanCOG) TDM	2008	96	8,601	Not Available	Not Available	Not Available	N/A	N/A	N/A	We do not have access to Future Year inputs for the StanCOG TDM.
Southern											
Channel Islands	Ventura County Transportation Commission (VCTC) TDM	2012	835	4,617	2040	835	4,824	N/A	•Annual VMT from the East Campus Residential Neighborhood Project was estimated on page 254 of the report "CSUCI Specific Reuse Plan Amendment Draft Environmental Impact Report" but total VMT for the campus was not estimated. • Annual VMT from the project was estimated for passenger cars, light/medium trucks, heavy trucks/other, and motorcycles. • Not enough information was provided to determine whether full or half accounting was used, or if VMT was estimated based on SB 743 guidelines.	CSUCI Specific Reuse Plan Amendment Draft Environmental Impact Report: https://www.csuci.edu/ci-2025/documents/specific-reuse-plane-phase-2-draft-eir.pdf	
Dominguez Hills	Southern California Association of Governments (SCAG) TDM	2012	2,061	12,933	2040	2,568	13,017	N/A	N/A	N/A	
Fullerton	• Orange County Transportation Authority Model (OCTAM) TDM • SCAG TDM	2012 for both models	• **OCTAM:** 1,526 • **SCAG:** 6,242	• **OCTAM:** 31,635 • **SCAG:** 31,847	2040 for both models	• **OCTAM:** 2,266 • **SCAG:** 9,088	• **OCTAM:** 34,747 • **SCAG:** 32,210	N/A	N/A	N/A	
Long Beach	SCAG TDM	2012	7,128	38,131	2040	7,854	38,379	N/A	N/A	N/A	
Los Angeles	• City of Los Angeles' (LA) TDM • SCAG TDM	2012 for both models	• **LA:** 2,335 • **SCAG:** 508	• **LA:** 26,472 • **SCAG:** 26,472	2040 for both models	• **LA:** 3,244 • **SCAG:** 1,284	• **LA:** 26,644 • **SCAG:** 26,644	N/A	• Total campus VMT was not estimated, but an estimated decrease in VMT by commuter students due to the North Campus Project was discussed on page 52 of The North Campus Project Environmental Impact Report. • Decreases in VMT for other user types, like faculty, were not discussed. • Full accounting was used, which is consistent with SB 743 guidelines.	Final EIR for the North Campus Project: http://www.calstatela.edu/sites/default/files/groups/FPDC/preliminary_csula_north_campus_eir.pdf	

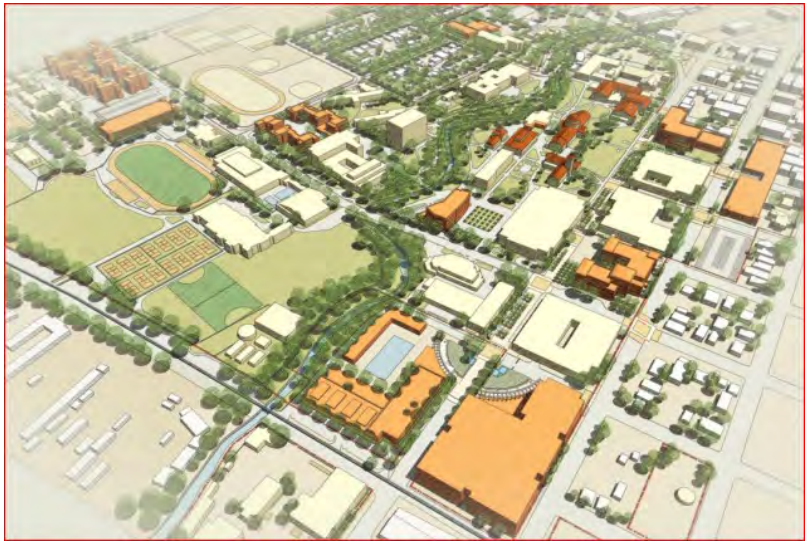
Campus	Potential Travel Demand Forecasting Models to Estimate VMT	Base Year	Base Year - Employment	Base Year - Students	Future Year	Future Year - Employment	Future Year - Students	Other Dedicated VMT Estimators Available	Information on Existing Campus VMT Estimates	Link to Reports with VMT Estimates	Notes
Northridge	• City of Los Angeles' (LA) TDM • SCAG TDM	2012 for both models	• **LA:** 11,826 • **SCAG:** 6,321	• **LA:** 36,438 • **SCAG:** 36,438	2040 for both models	• **LA:** 12,540 • **SCAG:** 6,507	• **LA:** 36,674 • **SCAG:** 36,674	N/A	Total campus VMT has not been estimated, but it was predicted that the Tseng College of Extended Learning Building Project would not significantly increase VMT, on page 17 of the CSUN 2005 Master Plan Update Final EIR Addendum.	This report is not available online. For more information on the CSUN 2005 Master Plan Update Final EIR, see: http://www.csun.edu/pubrels/envision2035/documents.html	
Pomona	• SCAG TDM • Pomona Traffic Analysis Model (PTAM)	• **SCAG:** 2012 • **PTAM:** 2008	• **SCAG:** 3,842 • **PTAM:** 224	• **SCAG:** 28,907 • **PTAM:** 27,737	• **SCAG:** 2040 • **PTAM:** 2035	• **SCAG:** 4,746 • **PTAM:** 241	• **SCAG:** 29,095 • **PTAM:** 29,737	N/A	• Estimated VMT reductions from commuter students by replacing student housing are included on page 43 of the Final Environmental Impact Report (EIR) for Student Housing Replacement, but total campus VMT was not estimated. VMT reductions were not calculated for other users, such as faculty. • Full accounting was used to estimate the VMT reductions, which is consistent with SB 743 guidelines. • Reducing VMT by Faculty and Staff by 10% is a goal of the Climate Action Plan (CAP), as stated on page 18, but the CAP doesn't include VMT estimates.	• Final EIR for Student Housing Replacement: https://www.cpp.edu/~fpm/planning-design-construction/docs/student-housing-replacement-final-eir-08-2016.pdf • CAP: https://www.cpp.edu/~sustainability/pdf/CPP_CAP_091109.pdf	
San Bernardino	• For main campus: San Bernardino Traffic Analysis Model (SBTAM) • For Palm Desert campus: Riverside County Traffic Analysis Model (RIVTAM)	• **SBTAM:** 2012 • **RIVTAM:** 2008	• **SBTAM:** 0 • **RIVTAM:** 826	• **SBTAM:** 17,800 • **RIVTAM:** 0	• **SBTAM:** 2040 • **RIVTAM:** 2035	• **SBTAM:** 612 • **RIVTAM:** 2,016	• **SBTAM:** 25,100 • **RIVTAM:** 0	N/A	• On page 93 of the Final EIR for CSU San Bernardino's 2016 Campus Master Plan, VMT was estimated for the main campus for existing and master plan enrollment. Under each condition, VMT was broken down by the following user types: on-campus students, off-campus students, and faculty/staff. For Master Plan enrollment, an additional user type was analyzed: "Discovery Park Employees". • Full accounting was used to estimate VMT, which is consistent with SB 743. • VMT was also estimated in the Final EIR for the 2016 Campus Master Plan for CSU San Bernardino's Palm Desert Campus, on page 96. • VMT was estimated for existing and master plan enrollment. Under each condition, VMT was broken down by: off-campus students and faculty/staff. For Master Plan Enrollment, there was an additional user type: on-campus students. • Full accounting was used to estimate VMT for the Palm Desert Campus, which is consistent with SB 743	• Master Plan for CSUSB: https://www.csusb.edu/sites/csusb/files/08-28-17%20CSUSB%20Final%20EIR_appendices%20%28WEB%29.pdf • Master Plan for CSUSB, Palm Desert: https://www.csusb.edu/sites/csusb/files/12-19-2017%20CSUSB%20PDC%20Final%20EIR%202016%20Campus%20Master%20Plan.pdf	
San Diego	San Diego Association of Governments (SANDAG) TDM	2012	11,979	10,892	2050	39,157	15,961	N/A	• On page 10 of the report "Pathways Toward Zero-Carbon Campus Commuting: Innovative in Measuring, Understanding, and Reducing Greenhouse Gas Emissions", Annual Total Miles for 2016-2017 for students, faculty, and staff were calculated, but the report doesn't say how this number was calculated or whether the methodology is consistent with SB 743. • Page 40 of the GHG emissions section of the EIR for a new student housing project says that the project would result in 3,793 VMT per day, but there are no details on how that number was calculated	• Pathways Toward Zero-Carbon Campus Commuting: https://trid.trb.org/view/1496845 • GHG Emissions section of the EIR: http://advancement.sdsu.edu/PDFs/FEIR/Revised_DEIR/4_7_Greenhouse_Gas_Emissions.pdf	
San Marcos	SanDAG TDM	2012	2,536	7,405	2050	12,260	10,854	N/A	N/A	N/A	

Appendix C – Test Case: CSUSB Master Plan

SB 743 Implementation

Step 2 – Master Plan or Non-Screened Out Project Generated VMT Assessment

- Key considerations:
  - To ensure the ability to maintain consistency between efficiency metrics, recommend use of the local or regional travel demand model.
  - Can compare campus VMT/person (or other efficiency metric) to citywide or regional totals



Test Case – CSUSB MP

Project Generated VMT Assessment

- Draft Threshold: CSU projects should estimate VMT per person and strive to be 15% less than the citywide, subregional, or regional average – **Master Plan generated VMT**
- Consistent with the State guidelines/recommendations

Test Case – CSUSB MP

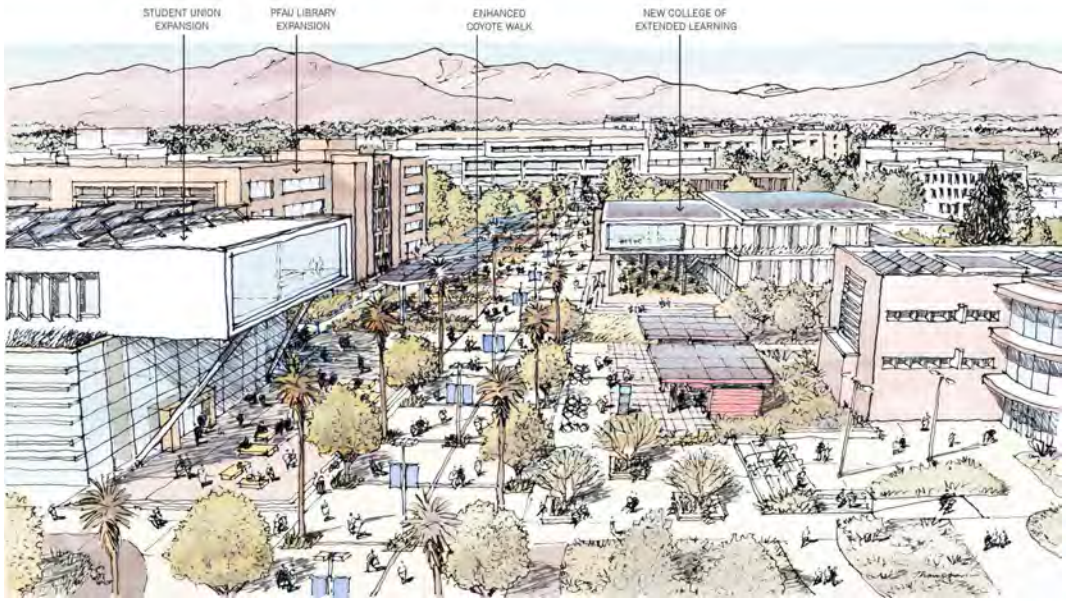
Master Plan Generated VMT Assessment

Table 2: Project Impact Assessment		
VMT Per Service Population (Includes Students as Noted Above)	**Existing VMT**	**15% Below Existing Threshold (Project Impact)**
Project Generated VMT	***16.0***	
Citywide (City of San Bernardino) VMT	22.4	***19.0***
Regional VMT	23.6	***20.1***
Does Project Exceed Applicable Project Threshold?		***No***

SB 743 Implementation

Step 3 – Effect on VMT (Cumulative Assessment)

- Is the Master Plan/project better than or worse than RTP assumptions (e.g. is VMT per person higher compared to the RTP)



Test Case – CSUSB MP

Effect on Regional or City VMT (Cumulative Assessment)

- Draft Threshold: CSU projects should result in VMT per person that is the same as or lower than the citywide, subregional, or regional average – **Effect on VMT (Cumulative Assessment)**
    - Is regional or citywide VMT increasing with the project?
- Consistent with the State guidelines/ recommendations

Test Case – CSUSB MP

Effect on Regional or City VMT (Cumulative Assessment)

Table 3: Cumulative Impact Assessment			
VMT Per Service Population (Includes Students as Noted Above)	**2040 RTP/SCS**	**2040 With Project**	**Difference**
City of San Bernardino	25.5	25.3	-0.2
Valley Region of San Bernardino	28.0	27.9	-0.1
Does Project Exceed Cumulative Threshold?			**No**

Test Case – CSUSB MP

Step 4 - Impacts and Mitigation

- No Significant Impacts As:
  - Master Plan Generated VMT was less than 15% of the Citywide and Regional averages
  - Effect on VMT (Cumulative) was less than the Citywide or sub-regional average
- Mitigation:
  - No impacts, so no mitigation required
  - If mitigation is required for a significant impact, consider land use changes such as more on-campus housing, land use location change, and/or transportation demand management (TDM)
  - Roadway improvements are no longer required to mitigate significant impacts
  - Campus's can invest in TDM instead of roadway improvements; supports CAP Goals and Active Transportation

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Appendix G4. West City Campus Transportation Screening Memo

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Pasadena
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August 19, 2026

Ms. Elizabeth Kim
Harris & Associates

LLG Reference: 3-26-4213

Subject: SDCCE Facilities Master Plan Project
West City Campus
Transportation Screening Memo
San Diego, California

Dear Ms. Kim,

Linscott, Law & Greenspan, Engineers (LLG) has prepared this transportation screening memorandum for the proposed San Diego College of Continuing Education (SDCCE) Facilities Master Plan (FMP) Project at the **West City Campus (WCC)** (Project). The Project's primary purpose is to improve on-site programming at the existing WCC campus. The Project is further described below.

PROJECT BACKGROUND

As one of the largest non-credit colleges in California, the SDCCE continually engages in planning to guide future decisions, using many documents such as an organizational strategic plan, sustainability and technology plans, and individual departmental plans. The FMP is an important part of the SDCCE's planning resources, with a specific focus on future decisions related to campus architecture and physical spaces. It provides a physical planning framework to guide decision-making regarding campus architecture and site development, and it identifies development opportunities as opportunity sites and performance improvements. Pre-project planning began in May 2021 and involved regular engagement with college and District leadership, as well as campus stakeholder groups, continuing through January 2022. The FMP was finalized in March 2022.

On November 5, 2024, San Diego voters passed the $3.5 billion Measure HH Bond Program to fund new construction, facility modernization, sustainability improvements, safety upgrades, and campus infrastructure enhancements across District's colleges, including SDCCE. Future bond sales authorized by Measure HH would fund additional improvements described in the FMP as well as the master plans for the other District colleges.

This memorandum focuses on the SDCCE FMP for the **WCC** site.

David S. Shender, PE
John A. Boarman, PE
Richard E. Barretto, PE
Keil D. Maberry, PE
KC Yellapu, PE
Dave Roseman, PE
Shankar Ramakrishnan, PE

PROJECT LOCATION

The **WCC** site is located at 3249 Fordham Street, San Diego, California 92110. The WCC project site is in the Midway-Pacific Highway community planning area. The campus is bounded by Kenyon Street to the southwest and Fordham Street to the southeast.

The WCC project site is 3.6 acres and is currently developed with 42,000 sf building area and 208 shared parking stalls.

The WCC project site is surrounded by residences to the west and southwest, shopping centers to the north and northwest. Other major uses include the San Diego Sports Arena less than 0.5-miles northeast of the campus.

Figure A shows the Project Vicinity and ***Figure B*** shows a more detailed Project area map.

PROJECT DESCRIPTION

The Project's primary purpose is to improve on-site programming at the existing site rather than to support future enrollment growth. Enrollment growth is not a basis for the Facilities Master Plan for this campus. Enrollment will fluctuate from year to year and could rise or fall depending on the cycle. The proposed new construction is intended to accommodate existing programs by expanding existing space.

The FMP provides the following key initiatives for the WCC.

- Leverage indoor-outdoor connectivity around a central courtyard concept;
- Identify an expansion strategy that allows for phased growth, over time – including a reassessment of future parking demands and current capacity;
- Enhance wayfinding to better distinguish West City at its campus perimeter, entrance, and interface with the community;
- Expand opportunities to host campus and community events, local business synergies; and
- Give students more choices to study and congregate before, after and between classes.

To support these initiatives, five Opportunity Sites (WCC-O1 through WCC-O5) and 19 Performance Improvements & Pilot Projects (WCC-P1 through WCC-P19) have been identified, as described below and in ***Table 1***, *West City Camous Performance Improvements and Pilot Projects*. ***Figure C***, *WCC Opportunity Sites*, shows these opportunity areas.

- **WCC-O1 Enhance Front Garden.** Expand the front garden (approximately 4,600 square feet) to create a more suitable study and lounge space. Enhancements would include seating, lighting, and fencing or enclosure for safety

- **WCC-O2 Campus Expansion.** Construct a new approximately 15,400-square-foot building to: expand Culinary Arts (including an additional kitchen lab and restaurant space); expand Clothing and Textiles programs; add a multi-purpose room; add a second elevator; provide additional faculty and classified professional offices, lounge space, storage, and dedicated restrooms; add a lactation room; add offices for Campus Security and Community Services Officers; and provide additional office and storage space for IT. ***Figure D***, *West City Conceptual Expansion Plan*, provides conceptual illustration of the campus expansion.

  Although the FMP includes an expanded building area, the expansion would mainly support the existing programs and would not meaningfully increase the instructional space. The Project's primary purpose is to improve on-site programming at the existing WCC rather than to support future enrollment growth.
- **WCC-O3 New Parking Structure.** Construct a new parking structure to replace parking spaces displaced by building and site improvements. The existing campus currently provides 208 parking stalls.
- **WCC-O4 and WCC-O5.** These Opportunity Sites involve interior modifications to enhance the lobby area and reconfigure the second level to provide enhanced student services, such as a student lounge and lactation room.

TABLE 1. WEST CITY CAMPUS PERFORMANCE IMPROVEMENTS AND PILOT PROJECTS

Number	Description
	Identifying & Wayfinding
WCC -P1	Add building entrance identification signage facing parking lot
WCC -P2	Add SDCCE and campus identification on building elevation facing Kaiser Permanente
WCC -P3	Add freestanding campus identification at south facing entrance
WCC-P4	Campus ID font to be consistent with overall branding
	Safety & Security
WCC-P5	Secure exterior stairs and add lighting
WCC-P6	Modify Culinary Arts kitchen floors to be more slip-resistant
WCC-P7	Increase distance between open cubicles to improve privacy; consider adding plexiglass dividers
	Technology
WCC-P8	Enhance Room 205 with additional power, data, and computer stations
WCC-P9	Add cameras to all staff offices for online teaching and virtual meetings
	Technology (continued)
WCC-P10	Update technology in all classrooms to accommodate online and hybrid classes (Hy-Flex Classroom)
WCC-P11	New, updated computers for all staff and classrooms
WCC-P12	Improve Wi-Fi and add Wi-Fi hot spots throughout the campus
	Maintenance, Operations, & Service
WCC-P13	Enhance restrooms with no-touch fixtures
WCC-P14	Increase electrical capacity for the general site and in Clothing & Textiles classrooms
WCC-P15	Provide visitor designated parking spaces
WCC-P16	Replace flooring in Clothing and Textiles classrooms
WCC-P17	Enhance acoustical treatment at lobby and L2 hallway
WCC-P18	Modify windows to be operable
WCC-P19	Add water bottle filling stations

PROJECT TRIP GENERATION

As previously noted, the main intent of the WCC Project summarized above is to improve existing on-site programming. The proposed new construction is intended to accommodate existing programs by expanding existing space and therefore no increase in trips to the site are expected.

LMA SCREENING

Based on the City's TSM, all projects must complete a Local Mobility Analysis (LMA) unless certain criteria are met, including the following: "*Consistent with community plan and zoning designation and generates less than 1,000 daily unadjusted driveway vehicle trips*".

The Project is consistent with the community plan and zoning designation and is not expected to result in additional trips, as described above. Therefore, an LMA is not required for the Project.

VMT ANALYSIS SCREENING

METHODOLOGY

The San Diego Community College District (District) is the CEQA lead agency for the Project and therefore has the discretion to choose the most appropriate methodology to evaluate VMT. The methodology for VMT analysis of the Project was developed based on a review of the following documents:

- *Technical Advisory on Evaluating Transportation Impacts in CEQA* prepared by the State Office of Planning and Research (OPR), December 2018
- *City of San Diego's Transportation Study Manual (TSM)*, September 19, 2022
- California State University *Transportation Impact Study Manual*, March 11, 2019

Neither the OPR or City of San Diego guidelines include detailed procedures for specifically analyzing VMT from non-credit, continuing education college use types, which are considered unique and complex land-use types from a VMT perspective, and instead group these uses with other types of public facility uses that have different travel patterns and characteristics.

Alternatively, the California State University (CSU) *Transportation Impact Study Manual* (TIS) provides comprehensive and relevant guidance on the preparation of transportation impact assessments for continuing education uses, consistent with both the CEQA Guidelines and OPR's Technical Advisory. While these guidelines were developed for projects on CSU campuses, they are considered applicable to the proposed Project due to the similar land use characteristics, commuter patterns, and travel behavior associated with continuing education college use types. Therefore, the Project's VMT analysis methodology was based on CSU's *TIS Manual*, included as ***Attachment A***.

Based on CSU's *TIS Manual*, screening from a project-level assessment may be appropriate for certain project types, including those within Transit Priority Areas (TPA), and it can be assumed those project types would not result in significant VMT impacts.

The CSU *TIS Manual* defines TPAs as those areas located within one-half mile of either an existing major transit stop (defined as a rail transit stop, ferry terminal served by either bus or rail transit, or the intersection of two or more major bus routes with 15-minute or better headways during the peak commute periods) **OR** a stop along an existing high quality transit corridor (defined as a fixed route bus service with headways of 15-minutes or better).

Additionally, although these types of projects would be screened from project level VMT assessment, they would still need to complete a *cumulative* level assessment to determine consistency with the Regional Transportation Plan (RTP). If a project is consistent with the RTP assumptions, it can be presumed to have a less than significant cumulative impact related to VMT.

PROJECT LEVEL SCREENING ASSESSMENT

The Project is screened from requiring a project-level VMT assessment based on the sites' location within a TPA. The Project site is considered to be located within a TPA since it is within one-half mile of Metropolitan Transit System (MTS) Routes 9, 28, and 35 which provides fixed route bus service with combined headways of 15 minutes or better. Existing transit facilities adjacent to the site are shown on ***Figure E***.

A description of the routes is provided below. ***Attachment B*** includes the bus route timetables.

Bus stops for **Route 9** near the project site are located along Sports Arena Boulevard. The closest Route 9 bus stop is located at the intersection of Sports Arena Boulevard & Midway Drive. Route 9 runs between the Old Town Transit Center and Pacific Beach along Ingraham Street, West Mission Bay Boulevard, Sports Arena Boulevard, and Rosecrans Street. Weekday service begins at 6:13 AM and ends at 8:49 PM, with 30-minute headways.

Bus stops for **Route 28** near the project site are located along Rosecrans Street. The closest Route 28 bus stop is located at the intersection of Rosecrans Street & Midway Drive. Route 28 runs between the Old Town Transit Center and Shelter Island along Rosecrans Street. Weekday service begins at 5:41 AM and ends at 10:41 PM, with 30-minute headways.

Bus stops for **Route 35** near the project site are located along Midway Drive. The closest Route 35 bus stop is located at the intersection of Midway Drive & Fordham Street. Route 35 runs between the Old Town Transit Center and Ocean Beach along

Cable Street, W Point Loma Boulevard, Midway Drive, and Rosecrans Street. Weekday service begins at 5:41 AM and ends at 11:11 PM, with 15-to-20-minute headways.

As described above, the proposed Project is within a TPA as that term is defined by the CSU *TIS Manual*. Therefore, the proposed Project is presumed to result in a less than significant impact and, as a result, the Project is appropriately screened from a project level assessment.

CUMULATIVE LEVEL SCREENING ASSESSMENT

The CSU *TIS Manual* notes that although a proposed project may be screened from project level VMT assessment, the project would nevertheless need to be assessed for its consistency with the applicable RTP. To assess the project's consistency with the RTP, it is necessary to review the land use information and assumptions contained in the local or regional travel demand forecasting model.

The currently approved RTP for the San Diego region is the San Diego Association of Governments (SANDAG) 2025 Regional Plan, which was adopted in December of 2025. The RTP utilizes the SANDAG Series 15 ABM 3 Regional Plan travel demand forecasting model. Within this model, the Project is located within TAZ 1202.

The RTP travel demand forecasting model assumes the continued use of the site with uses consistent with the current '*Institutional & Public and Semi-Public* Facilities' zoning through 2050. Therefore, the Project is considered consistent with the RTP land-use type assumptions for the area.

Since the proposed Project is consistent with the zoning assumptions utilized in the preparation of the current SANDAG RTP, it is not necessary to conduct a cumulative-level VMT assessment of the proposed Project.

VMT SCREENING ASSESSMENT SUMMARY

Based on its location within a TPA as defined by the CSU *TIS Manual*, consistency with the adopted regional land use assumptions of the SANDAG Regional Plan, and absence of evidence demonstrating a substantial increase in VMT beyond baseline conditions, the Project would result in less than significant project-level and cumulative impacts related to VMT under CEQA. Consistent with CEQA Guidelines Section 15064.3, no further analysis of VMT-related impacts is required.

SUMMARY

TRIP GENERATION:

- The main intent of the WCC Project is to improve existing on-site programming. The proposed new construction is intended to accommodate existing programs by expanding existing space and therefore no increase in trips to the site are expected.

LMA ANALYSIS SCREENING:

- The Project is consistent with the community plan and zoning designation and is not expected to result in additional trips. Therefore, an LMA is not required for the Project.

VMT ANALYSIS SCREENING:

- Based on its location within a TPA as defined by the CSU *TIS Manual*, consistency with the adopted regional land use assumptions of the SANDAG Regional Plan, and absence of evidence demonstrating a substantial increase in VMT beyond baseline conditions, the Project would result in less than significant project-level and cumulative impacts related to VMT under CEQA. Consistent with CEQA Guidelines Section 15064.3, no further analysis of VMT-related impacts is required.

Sincerely,

Linscott, Law & Greenspan, Engineers

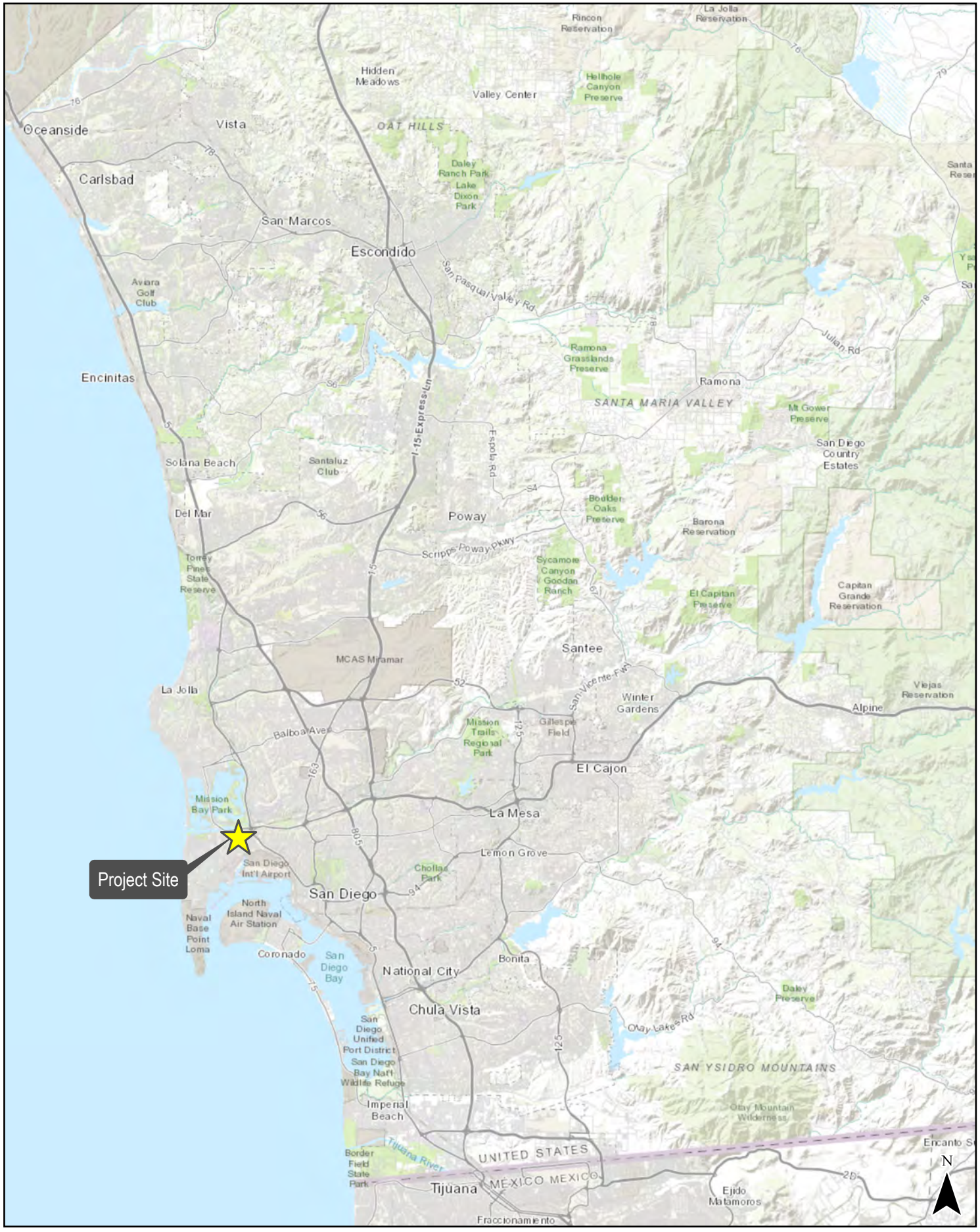
John Boarman, RTE
Principal

Amelia Giacalone
Senior Transportation Planner

cc: File

Figures:
A Project Vicinity
B Project Area Map
C WCC Opportunity Sites
D WCC Conceptual Expansion Plan
E Existing Transit Facilities

Attachments:
A California State University's *Transportation Impact Study Manual*, March 11, 2019
B MTS Bus Route Timetables and Route Information



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SanGIS, Bureau of Land Management, Esri, HERE, Garmin, USGS, NGA, EPA, USDA, NPS

Figure A
Vicinity Map

SDCCE Facilities - MP



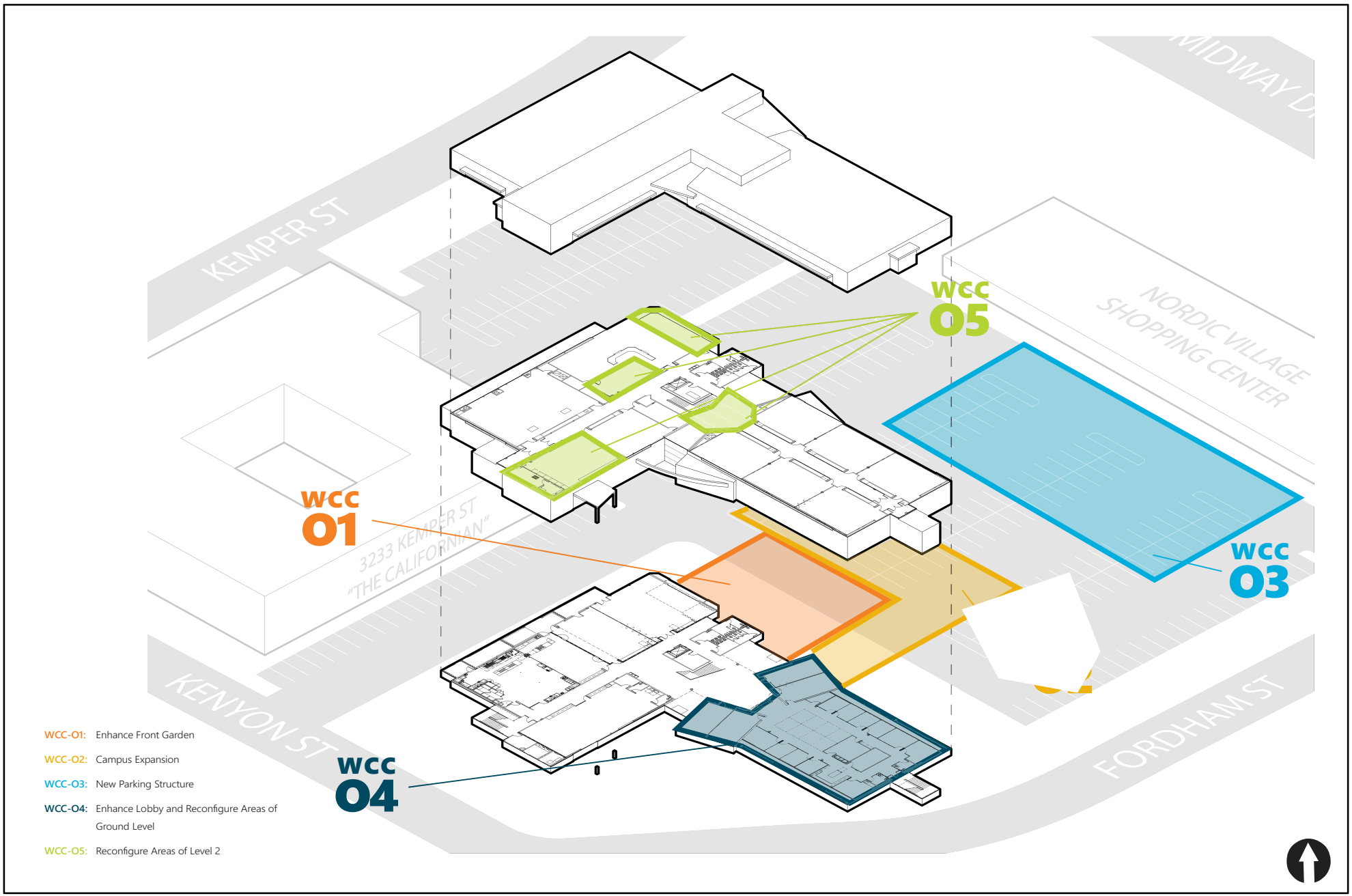
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Figure B

Project Area Map

SDCCE Facilities - MP

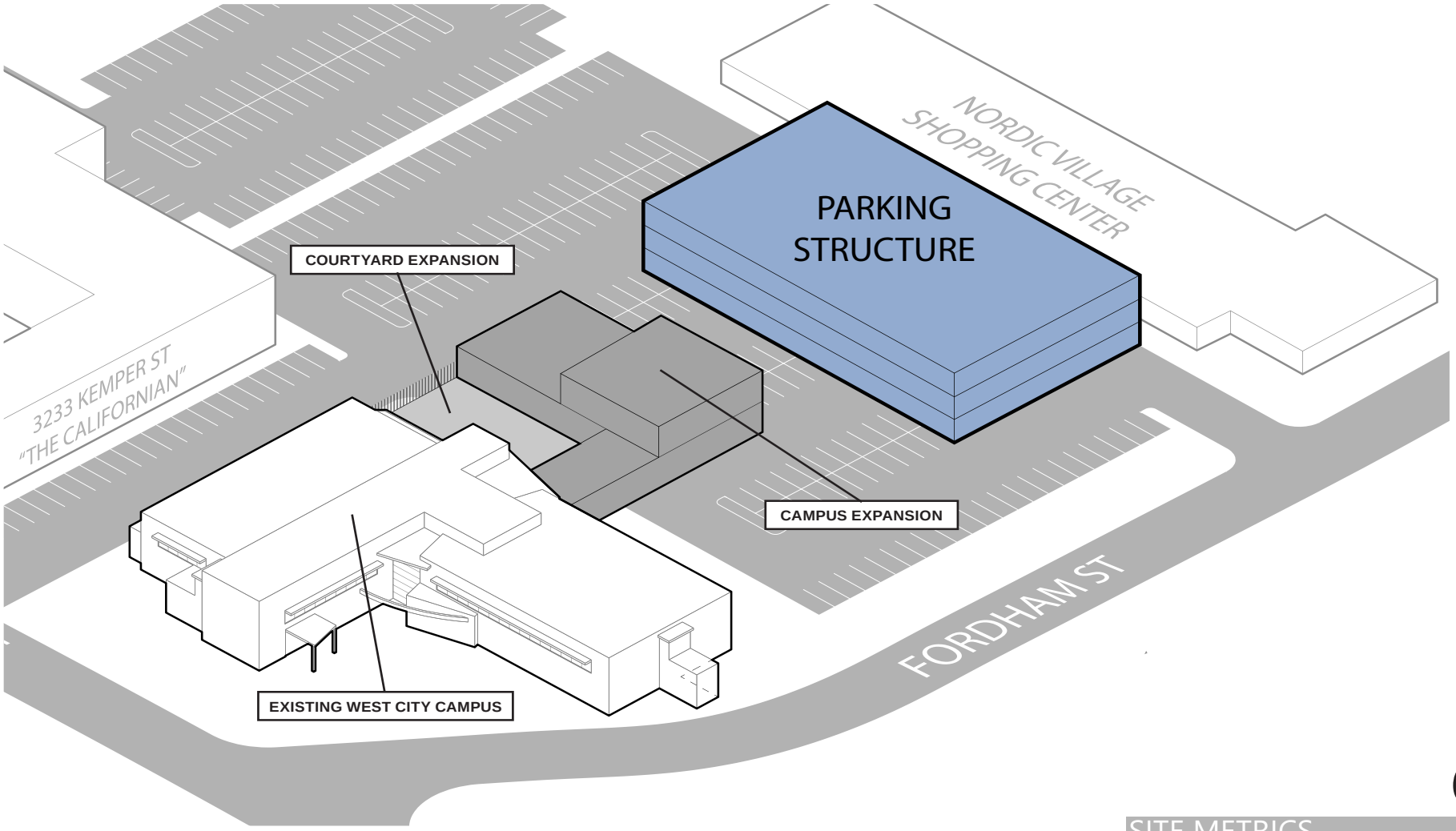


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Figure C

WCC Opportunity Sites



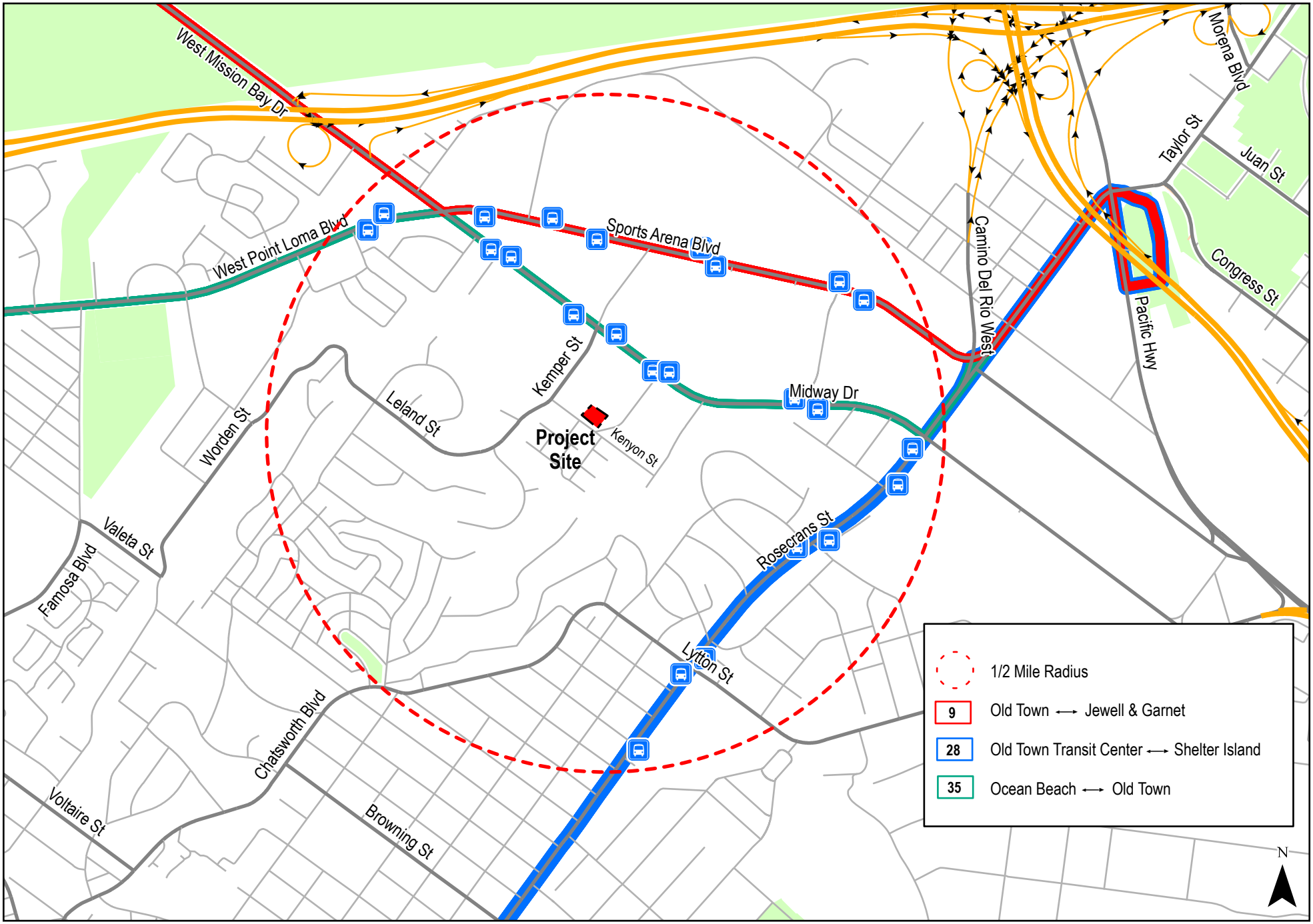
SITE METRICS	
SURFACE PARKING	-48 STALLS
GARAGE FOOTPRINT	18,013 SF
GARAGE STALLS	+144 STALLS
STALLS ADDED	+46%

LLG

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Figure D

WCC Conceptual Expansion Plan



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Figure E
Existing Transit Conditions
CE West City
SDCCE Facilities - MP

Attachment A

California State University's
Transportation Impact Study Manual,
March 11, 2019

California State University

Transportation Impact Study Manual

March 11, 2019

FEHR & PEERS

Table of Contents

1. Background Information 1
   1.1 Manual Purpose 1
   1.2 SB 743 Background 2
   1.3 When is a VMT Study Needed 3
   1.4 Chancellor's Office Coordination 4
2. Report and Analysis Requirements 5
   2.1 CEQA Checklist 5
   2.2 Report Requirements 7
      2.2.1 Project Description and Project Setting 7
      2.2.2 Significance Criteria, Methodologies, and Results 9
   2.3 Impact Findings and Mitigation Measures 19
   2.4 Site Access and On-Site Circulation 21
3. Agency Coordination and Guidance 23
   3.1 Congestion Management Agency 23
   3.2 Caltrans 24
   3.3 Regional Transportation Planning Agencies 25
   3.4 Air Quality Management Districts 26
   3.5 Coastal Commission 26
   3.6 Local Agencies 27

List of Tables

Table 1: Significance Criteria 10
Table 2: VMT Significance Thresholds 14
Table 3: VMT Normalization Guidance 16
Table 4: Potential Mitigation Measures 19

Appendix

Appendix A – Glossary of Acronyms
Appendix B – RTP Assumptions by Campus
Appendix C – Test Case: CSUSB Master Plan

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1. Background Information

1.1 Manual Purpose

In November 2012, the California State University (CSU) issued a Transportation Impact Study Manual (2012 CSU Manual) to assist the campuses within the CSU system in addressing transportation-related impacts under the California Environmental Quality Act (CEQA). At that time, level of service (LOS), which is based on delay to single occupant vehicles, was the metric utilized to evaluate CEQA impacts to the transportation system. Following issuance of the 2012 CSU Manual, the California legislature approved Senate Bill (SB) 743, which directed the California Office of Planning and Research (OPR) to update the CEQA Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3, sections 15000-15387) and identify an alternative metric for determining significant impacts.

The OPR process, described in greater detail below, identified use of Vehicle Miles of Travel (VMT) as the new metric in assessing impacts associated with vehicle travel. VMT is calculated, generally, by multiplying the number of trips generated by a project by the average distance those trips traveled. Furthermore, VMT can be normalized on a per person basis to evaluate the efficiency of that trip (e.g. the lower the VMT per person, the more efficient travel is).

In December of 2018, the Natural Resources Agency finalized their rule making process and released an update to the CEQA Guidelines to officially change the transportation analysis metric from LOS to VMT. It should be noted that the CEQA Guidelines do recognize the time required for lead agencies to change their analysis requirements and develop implementation procedures to complete the assessment; as such, lead agencies have until July of 2020 to complete the updates to their impact analysis guidelines to complete the transition from LOS to VMT.

CEQA *refers to the California Environmental Quality Act. This statute requires analysis and identification of potentially significant environmental impacts associated with state or local action, including approval of new development or infrastructure projects. The process of identifying these impacts is typically referred to as the environmental review process.*

LOS *refers to "level of service," a metric that assigns a letter grade to road network performance. The typical application of LOS is to measure the average amount of delay experienced by vehicle drivers at an intersection during the most congested time of day and to assign a report card range from LOS A (fewer than 10 seconds of delay) to LOS F (more than 80 seconds of delay). Under prior CEQA criteria, a certain increase in LOS results in a significant impact, which must be mitigated.*

VMT *refers to "vehicle miles traveled," a metric that accounts for the number of vehicle trips generated by a project and the length or distance of those trips. For transportation impact analysis purposes, VMT is generally expressed as*

Given the recent revisions to the CEQA Guidelines, this manual replaces the 2012 CSU Manual to provide guidance in the preparation of transportation impact assessments for projects on CSU campuses, including all lands owned by CSU, consistent with the CEQA Guidelines update. The manual can be used for projects ranging from campus master plan updates to individual campus projects, and for public-private development.

The CSU Transportation Impact Study Manual is subject to revision due to future changes in policies, guidelines or statutes.

1.2 SB 743 Background

In 2013, Governor Jerry Brown signed SB 743 into law, thus significantly changing the CEQA transportation impact analysis procedures. SB 743 required OPR to develop a new transportation analysis alternative to LOS that "promotes the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses."[1] *The changes in impact analysis methodology include the elimination of auto delay, LOS, and other similar measures of vehicular capacity or traffic congestion as a basis for determining significant vehicle-related impacts.*

As proposed by OPR and approved by the Natural Resources Agency, auto delay has been eliminated as an environmental impact under CEQA. Additionally, the process identified that VMT is generally the most appropriate measure of vehicle-related transportation impacts under CEQA. [2]

In December 2018, OPR released the current version of the *Technical Advisory on Evaluating Transportation Impacts in CEQA* (Technical Advisory) to provide advice and recommendations to CEQA lead agencies on how to implement the SB 743 changes. SB 743 requires analysis of a project's anticipated generation of VMT rather than its location-specific roadway operational impacts (i.e., LOS impacts). The Technical Advisory also recommends a variety of travel demand management mitigation strategies to mitigate a project's significant VMT impacts.

Given the departure from LOS to VMT, this manual provides instructions for analyzing transportation impacts relative to VMT, applicable significance thresholds, and recommended mitigation measures.

VMT, as defined by OPR, is normalized by dividing it by the population, employment, number of households, service population (population plus employment), and/or some other metric that effectively utilizes VMT as a measure of travel efficiency (e.g. the lower the VMT per person, the more efficient their travel patterns

[1] Public Resources Code Section 21099(b)(1)
[2] The revised Guidelines were adopted by the Natural Resources Agency in December 2018, subsequently approved by the Office of Administrative Law, and effective as of January 3, 2019.

are). As such, the shift to VMT is essentially a shift toward measuring transportation efficiency for each project.

1.3 When is a VMT Study Needed

Numerous projects are considered to be VMT reducing or make travel more efficient. One example of this would be local serving retail that is less than 50,000 sq. ft. In this example, the retail would serve local trips and likely intercept existing trips on the system that need to travel a greater distance for those local services (thus reducing average trip length and reducing VMT). Similar local-serving retail projects are not required to complete a VMT assessment.

For CSU projects, examples of projects that would be screened from VMT assessment due to their VMT reducing nature (i.e., no further analysis required) are noted below:

- Local serving retail that is less than 50,000 sq. ft., or retail that is located wholly within the core of a CSU campus;
- Childcare centers that serve students, faculty, and staff families;
- Student services facilities;
- Parking facilities that serve the campus demand and do not create "too much parking[3]";
- Healthcare centers serving students, faculty, and staff; and
- Recreation/fitness/wellness centers that serve students, faculty, and staff.
- Projects generating less than 110 vehicle trips per day, as noted in the OPR Technical Advisory[4].

For all other project types, a VMT assessment would be required, as outlined in this manual. At the outset of the project, a memo from the transportation consultant shall be provided at the beginning of the CEQA process which identifies the manner in which the Transportation Study Impact Manual will be implemented for the project.

[3] The concept reflects the notion that, if you over park a site, then it is easier/more convenient to drive and VMT per person would increase. Therefore, if the parking per FTE is not increased, the ability to drive and park remains constant, or possibly reduced, and VMT is not induced.

[4] CEQA provides a categorical exemption for existing facilities, including additions to existing structures of up to 10,000 square feet, so long as the project is in an area where public infrastructure is available to allow for maximum planned development and the project is not in an environmentally sensitive area. (CEQA Guidelines, § 15301, subd. (e)(2).) Typical project types for which trip generation increases relatively linearly with building footprint (i.e., general office building, single tenant office building, office park, and business park) generate or attract an additional 110-124 trips per 10,000 square feet. Therefore, absent substantial evidence otherwise, it is reasonable to conclude that the addition of 110 or fewer trips could be considered not to lead to a significant impact. (OPR Technical Advisory, 2018)

1.4 Chancellor's Office Coordination

Campuses embarking on any transportation impact assessment should coordinate with the Chancellor's Office to solicit input on the scope of work, assessment approach, and to verify that the latest CSU and CEQA Guidelines are being utilized.

One potential area of coordination involves whether to continue conducting LOS analysis. Although LOS is no longer required for CEQA evaluation, many cities, counties, or other agencies (including Caltrans) may still request LOS assessment as part of a campus project. In those instances, the campus shall contact the Chancellor's Office to assist in the strategy of coordinating with those agencies and their requests.

2. Report and Analysis Requirements

This chapter describes the required analytical components that shall be included in the transportation impact study (TIS). In addition to identifying the organization and information required for the report, this chapter also summarizes the analysis methodology and thresholds that shall be utilized to determine if an impact is significant.

2.1 CEQA Checklist

As noted in Chapter 1, the CEQA Guidelines have been updated related to potential transportation impacts.

CEQA Guidelines Appendix G includes a series of questions to be answered to determine if a project has the potential to result in a significant impact. The questions related to transportation impacts are listed below and are based on the CEQA Guidelines as updated in December 2018 (Appendix G, XVII. Transportation):

Would the project:

a) *Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?*

b) *Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?*

c) *Substantially increase hazards due to a geometric design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?*

d) *Result in inadequate emergency access?*

CEQA Guidelines Section 15064.3 provides in full:

(a) Purpose.

This section describes specific considerations for evaluating a project's transportation impacts. Generally, vehicle miles traveled is the most appropriate measure of transportation impacts. For the purposes of this section, "vehicle miles traveled" refers to the amount and distance of automobile travel attributable to a project. Other relevant considerations may include the effects of the project on transit and non-motorized travel. Except as provided in subdivision (b)(2) below (regarding roadway capacity), a project's effect on automobile delay shall not constitute a significant environmental impact.

(b) Criteria for Analyzing Transportation Impacts.

(1) Land Use Projects. Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high-quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact.

(2) Transportation Projects. Transportation projects that reduce, or have no impact on, vehicle miles traveled should be presumed to cause a less than significant transportation impact. For roadway capacity projects, agencies have discretion to determine the appropriate measure of transportation impact consistent with CEQA and other applicable requirements. To the extent that such impacts have already been adequately addressed at a programmatic level, such as in a regional transportation plan EIR, a lead agency may tier from that analysis as provided in Section 15152.

(3) Qualitative Analysis. If existing models or methods are not available to estimate the vehicle miles traveled for the particular project being considered, a lead agency may analyze the project's vehicle miles traveled qualitatively. Such a qualitative analysis would evaluate factors such as the availability of transit, proximity to other destinations, etc. For many projects, a qualitative analysis of construction traffic may be appropriate.

(4) Methodology. A lead agency has discretion to choose the most appropriate methodology to evaluate a project's vehicle miles traveled, including whether to express the change in absolute terms, per capita, per household or in any other measure. A lead agency may use models to estimate a project's vehicle miles traveled, and may revise those estimates to reflect professional judgment based on substantial evidence. Any assumptions used to estimate vehicle miles traveled and any revisions to model outputs should be documented and explained in the environmental document prepared for the project. The standard of adequacy in Section 15151 shall apply to the analysis described in this section.

(c) Applicability. The provisions of this section shall apply prospectively as described in section 15007. A lead agency may elect to be governed by the provisions of this section immediately. Beginning on July 1, 2020, the provisions of this section shall apply statewide.

Note: Authority cited: Sections 21083 and 21099, Public Resources Code. Reference: Sections 21099 and 21100, Public Resources Code; Cleveland National Forest Foundation v. San Diego Association of Governments (2017) 17 Cal.App.5th 413; Ukiah Citizens for Safety First v. City of Ukiah (2016) 248 Cal.App.4th 256; California Clean Energy Committee v. City of Woodland (2014) 225 Cal. App. 4th 173.

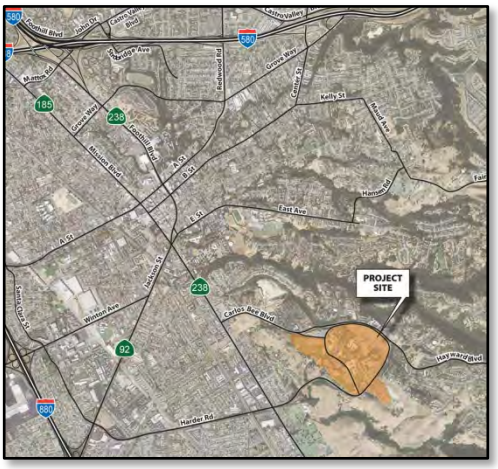
The remainder of this chapter provides guidance on addressing each of the noted CEQA checklist items consistent with Section 15064.3 of the CEQA Guidelines.

2.2 Report Requirements

This section of the Manual outlines the requirements for completing a TIS for projects proposed within the CSU system. In general, the study should include the following organization:

- Chapter 1 – Project Description and Project Setting
- Chapter 2 – Significance Criteria, Analysis Methodologies, and Results
- Chapter 3 – Impact Findings and Mitigation Measures
- Chapter 4 – Site Access and On-Site Circulation Assessment

2.2.1 Project Description and Project Setting



The Project Description and Project Setting provide the context for determining the study area for the impact analysis. The TIS study area refers to the geographical boundary within which the project's impacts on the transportation systems will be assessed. The study area should be viewed as the "area of influence" of a project. The extent of a TIS study area depends on the location (setting) and size/type of the project (description), and the technical questions anticipated to be asked by decision makers and the public. Defining the study area needs to be done through a process that results in substantial evidence (facts, analysis, etc.) to support the study area delineation. The boundary should extend as far as needed to accurately evaluate the significant impacts of the project and ensure that trip length information is not truncated at geographic boundaries (e.g. the entire trip length shall be accounted for).

Consideration of all travel modes and facilities (i.e., transit, pedestrian, bicycle, vehicle, rail, etc.) should take place when selecting the study area boundary. Guidance from CSU shall be obtained on the boundary delineation.

- The study area shall extend a sufficient distance from the project site to identify all potentially significant impacts, as supported by substantial evidence.
- Additional facilities may be studied based on circumstances unique to the site. TIS preparers shall consult with CSU to determine whether to consult with the host city or county early regarding any additional study locations based on local or site-specific issues.

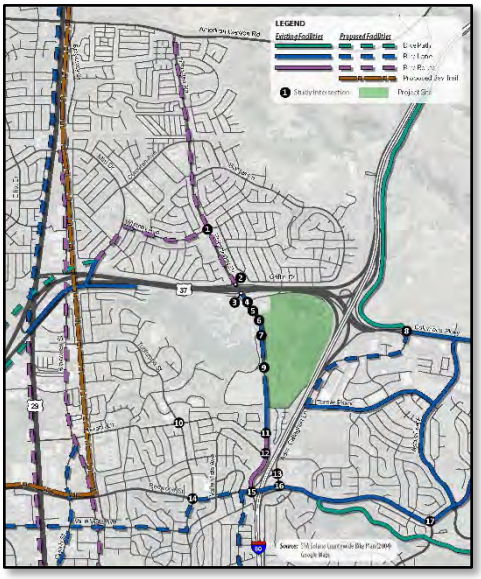
2.2.1.1 Roadway Network Description



The TIS shall provide a map that shows the Project site and identifies transportation facilities in the study area. The TIS shall provide a brief description of the study area roadways near the site. At a minimum, the TIS should state the number of travel lanes, direction of travel, the extents of each roadway, and the relation to the Project site. The TIS can also describe typical street cross-sections and other aspects of the streets such as on-street parking, bicycle and pedestrian facilities, median treatment, speed limit, etc. For state facilities, the latest available average daily traffic (ADT) counts near the Project site should also be reported[5].

2.2.1.2 Bicycle and Pedestrian Facility Description

The description and analysis of bicycle and pedestrian facilities will vary for each campus depending on the availability and usage. It is expected that urban locations will have more pedestrian and bicycle travel facilities and will require more detailed analysis than non-urban locations. At a minimum, the TIS shall provide the following information:



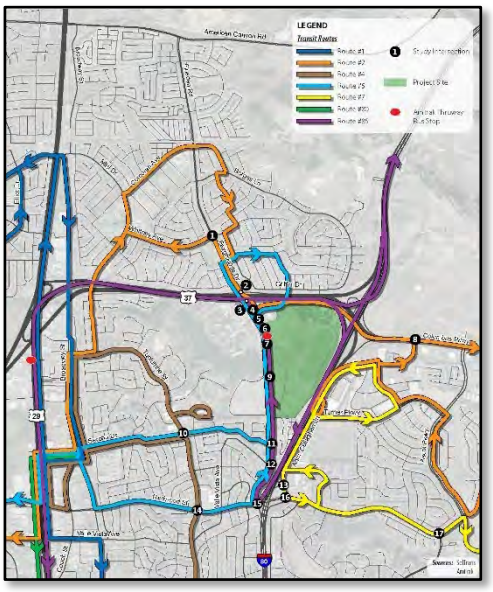
- A qualitative description of existing bicycle and pedestrian facilities in the Project vicinity. This would consist of identifying the location and type of bicycle facilities, presence of sidewalks, and the level of usage.
- A map showing existing and planned bicycle facilities in the study area.
- A description of different bicycle facility types. The local jurisdiction's bicycle plan should be consulted for a description of the facility types.
- A more detailed discussion of existing bicycle and pedestrian facilities and activities in the Project vicinity, including identification of nearby pedestrian and bicycle corridors. Major deficiencies in the existing system, such as street segments with missing sidewalks, obstacles, or non-Americans with Disabilities Act (ADA)-compliant facilities, should also be identified.

[5] Caltrans traffic counts can be found at traffic-counts.dot.ca.gov/

- A discussion of bicycle and pedestrian access between the Project site, nearby transit stops, and land uses that generate a high number of pedestrians or bicyclists (i.e., parking facilities, other campus buildings).
- A qualitative discussion based on observations of bicycle and pedestrian activity in the study area and at study area intersections.
- A description of bicycle parking in the Project vicinity, which may include location, type and usage of bicycle parking (racks, lockers, etc.)
- Graphics showing pedestrian and bicycle volumes in the study area and/or at study area intersections, if available.

2.2.1.3 Transit Facilities Description and Analysis

The description and analysis of transit facilities will vary for each site depending on the transit service and ridership in the Project area. At a minimum, the TIS shall provide the following:



- A qualitative description of transit service in the Project area, including campus shuttle service, local bus service, and regional bus, trolley, or rail service (such as Amtrak, or Bay Area Rapid Transit (BART) in the Bay Area, or the San Diego Trolley).
- A map showing transit routes within two miles of the Project site.
- Information on route operations, including hours of operations, time between stops of transit vehicles (headways), vehicle capacities, and load factors (i.e., a capacity analysis based on passenger counts).
- Information on bus stops near the Project site, such as bus stop locations.

2.2.2 Significance Criteria, Methodologies, and Results

The significance criteria refer to the criteria utilized to determine whether the transportation-related impacts of the proposed project would be significant within the meaning of CEQA. The significance criteria set forth below have been developed consistent with the CEQA Appendix G checklist questions, noted above and shall be utilized to evaluate potential project impacts. Table 1, Significance Criteria, lists the criteria to be applied in assessing transportation-related impacts; that is, the project would result in significant impacts if it would trigger any of the listed criteria.

Table 1: Significance Criteria

Impact Categories	CSU Significance Criteria
Plan Conflict	The project would conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle and pedestrian facilities.
VMT Impacts[6]	The project would result in a VMT-related impact as described below
Hazard Impact	The project would substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
Emergency Access Impact	The project would result in inadequate emergency access.

CEQA Checklist Questions:

a) Will the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

b) Will the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

c) Will the project substantially increase hazards due to a geometric design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?

d) Will the project result in inadequate emergency access?

2.2.2.1 Evaluation Approach and Methodology

2.2.2.1.1 Plan Conflicts

The TIS should identify plans, ordinances, or policies addressing the circulation system, including transit, roadways, bicycle lanes, and pedestrian paths. The consistency of a proposed project with the policies and standards shall be assessed to inform the impact conclusions using the significance criteria identified in **Table 1**. The various agencies and policies that will apply to most CSU projects are described below.

[6] Refer to Table 2: VMT Thresholds and Measurements by Project Type

CSU Campus Policies and Programs

The TIS should list the relevant circulation plans and other relevant transportation information identified in the current Campus Master Plan. A description of the Campus Travel Demand Management Plan (if applicable), current programs, and effectiveness (i.e. commute club membership, average carpool occupancy, changes in bicycle use, etc.) shall be included in this section.

Local Agency Policies and Standards

For information purposes, the TIS should list the transportation related programs, plans, and policies published in the adopted General Plan of the host city or county. The most relevant policies are those regarding planned improvements, including new roadways and new pedestrian and bicycle facilities, and policies and programs to enhance and encourage non-auto mode usage. Note that as a state agency, CSU is not required to comply with local plans, policies or regulations).

Congestion Management Program

The TIS must evaluate the Project's consistency with the relevant Congestion Management Program (CMP) requirements, where applicable, related to transit, bicycles, pedestrians, and other non-automotive uses. If the local CMP only requires LOS assessment for project evaluation, then that assessment shall not be included in the TIS as it is no longer required by CEQA upon implementation of SB 743. However, all other non-automotive analyses required by the CMP shall be assessed in the TIS to determine whether the project would conflict with the CMP.

2.2.2.1.2 VMT Impacts

This section describes the methodology and significance criteria for evaluating VMT impacts for CSU projects.

Screening Criteria

Please note that this section describes potential ways to screen projects from VMT assessment. However, projects that may be screened from VMT assessment may still need to address other assessments to comply with CEQA requirements.

Projects Screened From VMT Assessment

As noted in Chapter 1, the following CSU project types would generally not be required to complete a full VMT assessment; that is, identifying and describing the project as falling within one of these categories would constitute a less than significant impact related to VMT for CEQA purposes:

- Local serving retail that is less than 50,000 sq. ft., or retail that is located wholly within the core of a CSU campus;
- Childcare centers that serve students, faculty, and staff families;
- Student services facilities;
- Parking facilities that serve the campus demand and do not create "too much parking[7]";
- Healthcare centers serving students, faculty, and staff;
- Recreation/fitness/wellness centers that serve students, faculty, and staff; and
- Projects generating less than 110 vehicle trips per day, as noted in the OPR Technical Advisory[8].

Please note that, for those project listed above, the transportation consultant must still use engineering judgement to in completing the screening; that is, if these project types have the potential to increase VMT per person for some unique reason, then the project should undertake a full VMT assessment.

Projects Screened From Project Level VMT Assessment

In addition to the project types identified above, screening from project-level assessment may be applicable to certain other types of projects that do not meet the above project type on the basis that certain characteristics (e.g. location) are such that it can be assumed such project types would not result in significant VMT impacts. These project types and screening attributes are noted below as they have the *potential* to decrease the number of trips and/or the trip length around their development, further decreasing VMT. Importantly, however, this screening exemption is not absolute and if the transportation consultant reaches a conclusion that the project is appropriately screened from project-level analysis, it is essential that the study include substantial evidence supporting the conclusion. Additionally, although these projects would be screened from project level VMT assessment, they would still need to complete a *cumulative* level assessment to determine consistency with the Regional Transportation Plan (RTP) produced by the local Metropolitan Planning Organization (MPO) or Regional Transportation Planning Agency (RTPA).

- Development in Transit Priority Areas (TPA[9]);

[7] The concept reflects the notion that, if you over park a site, then it is easier/more convenient to drive and VMT per person would increase. Therefore, if the parking per FTE is not increased, the ability to drive and park remains constant, or possibly reduced, and VMT is not induced.

[8] Note – this screening criteria is described in OPR's technical advisory. If using this threshold, the transportation consultant should be aware that this is a trip-based benchmark; not a VMT-based benchmark. The user should review the trip length tied to the project to ensure that those would not be considered abnormally lengthy which would constitute potential concern related to CEQA significance.

[9] TPAs are defined as development located within a one-half mile of either an existing major transit stop (defined as a rail transit stop, ferry terminal served by either bus or rail transit, or the intersection of two or more major bus routes with 15-minute or better headways during the peak commute periods) or a stop along an existing high quality transit corridor (defined as a fixed route bus service with headways of 15-minutes or better).

- Development in a low-VMT generating area of the city, sub-region, or region; or
- On-campus housing serving students, faculty, and staff.

TPAs should be identified by the transportation consultant for applicability in the area. Low-VMT generating areas of the city, sub-region, or region can be identified by the transportation consultant by reviewing the VMT per person for the traffic analysis zone (TAZ[10]) for the referenced region. If the proposed land use is consistent with what is currently in the study area and the TAZ is identified as generating lower than existing VMT (compared to the city, sub-region, or regional VMT per person average), then the project can be screened from project level assessment.

As previously noted, although the project types described above can be screened from *project* level assessment, the proposed project needs to be assessed for its consistency with the RTP assumptions. If the project is not consistent with the RTP assumptions, then it would be screened out from project-level assessment but would require assessment of the effect upon regional or city VMT (i.e., it would require a cumulative assessment).

Some agencies (such as SACOG in Sacramento) have a checklist to determine RTP consistency and the campus should review local requirements for determining RTP consistency. If a checklist is not available, then consistency must be verified. To verify consistency, the land use information and assumptions in the local or regional travel demand forecasting model[11] should be reviewed.

Projects Requiring a Full VMT Assessment

For projects that do not meet any of the screening criteria described above, a transportation impact study including a full VMT assessment will be required. To complete this assessment, the traffic consultant will be required to determine if the project-generated VMT per service population is less than 15% of the existing regional, sub-regional, or citywide VMT per service population to determine whether the project would result in any project-related significant VMT impacts. The consultant must also evaluate the project's *effect* on VMT to determine if the project would increase or decrease the forecasted regional total VMT, i.e., would result in significant cumulative impacts.

For those projects not screened from further analysis, **Table 2** summarizes the VMT significance thresholds to be applied in assessing impacts associated with CSU projects; separate thresholds are identified for

[10] TAZ refers to a specific geographic location related to land use inputs into the regional or local travel demand forecasting model.

[11] The appendix contains a list of RTP assumptions related to campus use as of August 2018 to assist in verifying RTP consistency. Although this information has been summarized to assist staff with a consistency determination, the user should verify the land use inputs independently for accuracy.

application to project-level and cumulative impacts. These thresholds are consistent with the thresholds set forth in the OPR Technical Advisory, which recommends a significance threshold of 15% below existing VMT for project-level impacts associated with specific projects when measuring VMT on a per person or per capita basis (i.e., the project's travel efficiency should be 15% better than existing travel efficiency).

Table 2: VMT Significance Thresholds

Impact Categories	CSU Significance Thresholds
Project Level Impacts	➢ Residential Projects: VMT / Resident exceeds threshold of 15% below existing regional, sub-regional, or citywide VMT / Resident ➢ Office/Industrial: VMT / Employee exceeds threshold of 15% below existing regional, sub-regional, or citywide VMT / Employee ➢ Mixed-Use: VMT / Service Population[12] exceeds threshold of 15% below existing regional, sub-regional, or citywide VMT / Service Population ➢ Commuter Student Growth: VMT / Commuter Student exceeds threshold of 15% below existing regional, sub-regional, or citywide VMT / Commuter Student ➢ University Employment: VMT / Employee exceeds threshold of 15% below existing regional, sub-regional, or citywide VMT / Employee
Cumulative Impacts	➢ Residential Projects: VMT / Resident under the "with project" condition exceeds the Citywide, regional or sub-regional VMT / Resident identified under the RTP/SCS condition ➢ Office/Industrial: VMT / Employee under the "with project" condition exceeds the Citywide, regional, or sub-regional VMT / Employee identified under the RTP/SCS condition ➢ Mixed-Use: VMT / Service Population[2] under the "with project" condition exceeds the Citywide, regional, or sub-regional VMT / Service Population identified under the RTP/SCS condition ➢ Commuter Student Growth: VMT / Commuter Student under the "with project" condition exceeds the Citywide, regional or sub-regional VMT / Commuter Student identified under the RTP/SCS condition ➢ University Employment: VMT / Employee under the "with project" condition exceeds the Citywide, regional, or sub-regional VMT / Employee identified under the RTP/SCS condition

[12] Service population is typically defined as population plus employment. For campuses, service population is defined as population plus employment plus students. The transportation consultant shall not double count resident students twice in this evaluation (i.e., shall not count students that also live on campus).

VMT Methodology

As previously noted, VMT is defined as the number of trips generated by a project multiplied by the length of each trip. There are multiple methodologies that can be used to calculate VMT for a project, so special attention must be paid to how the project VMT is estimated.

VMT assessment under SB 743 is an efficiency metric, essentially evaluating the efficiency of the land use and transportation system by comparing the VMT per person that would result under the proposed project to the existing region or city VMT per capita. As such, the VMT methodology must be able to calculate the VMT for the project utilizing the exact same methodology used to estimate the VMT at the regional, sub-regional, or citywide scale so that an "apples-to-apples" comparison can be made.

The "best" tool presently available to estimate VMT at all CSU campus locations is the local or regional travel demand forecasting model. The travel demand models estimate trip generation, distribution, and assignment by land use type. Additionally, given the local or regional context of the project, the travel demand model can be utilized to develop the regional or citywide comparative efficiency metrics related to VMT.

As noted later in this manual, consistent with the OPR Technical Advisory for SB 743 implementation, VMT should be normalized as an efficiency rate for evaluation, the transportation consultant isn't evaluating the total VMT generated by the project; rather they are comparing the efficiency of travel on a per person basis to local, sub-regional, or regional travel efficiency averages. Depending on the proposed use being evaluated, the normalization should focus on specific types of VMT (identified as VMT by trip purpose) and should be normalized to the appropriate capita denominator (employment for employment uses, population for residential uses, students for educational uses, etc.). For example, increased employment uses should focus on home-based-work trip purposes estimated from the model and would be normalized per employee; home-based-work trips are those trips made from home to work and back home. This "commute trip" VMT estimate would be compared to the regional, sub-regional, or citywide VMT for the same trip purpose per employee to evaluate potential impacts of the project.

Please note that some travel demand models have limitations related to the application of isolating VMT by trip purpose or have constraints related to the model's ability to fully account for existing VMT in the model study area (especially if the project is located near the near the model's geographic boundary). As such, the traffic consultant shall use professional judgment to adjust the model results (if needed) in order to provide an accurate accounting of VMT per person, as required in **Table 3, VMT Normalization Guidance**.

Table 3: VMT Normalization Guidance

Project Type	VMT Trip Purpose Type[1, 2, 3, 4, 5, 6]
University Commuter Student Growth	Home-Based Other (Attraction)
University Master Plans and Other Mixed-Use Projects where new VMT would be generated (including FTE increases or other projects that include multiple uses)	Home-Based Work (Production & Attraction) + Home-Based Other (Production & Attraction) + Non-Home-Based (Production & Attraction)
University Employment	Home-Based Work (Attraction)
Market-rate or non-university housing	Home-Based Work (Production) + Home-Based Other (Production)
Student/Faculty/Staff Housing	Home-Based Work (Production & Attraction) + Home-Based Other (Production & Attraction)
Office/Industrial or off-campus commercial/retail greater than 50,000 sq. ft. (typically implemented as a Public-Private Partnership project)	Home-Based Work (Attraction)
Events and Recreational Projects[7,8]	Home-Based Other (Attraction)
Development located in a Transit Priority Area	See categories above for the most appropriate metric

Notes

1. Home-Based Work trips are trips in which either the origin or destination of the trip is the traveler's home, and either the origin or destination of the trip is the traveler's workplace.
2. Trip Production is the home end (either the origin or destination) of a Home-Based trip, or it is the destination of a Non-Home-Based trip.
3. Home-Based Other trips are trips in which either the origin or destination of the trip is the traveler's home, and either the origin or destination of the trip is a location other than the traveler's workplace, such as a place to buy goods or services, or a place to engage in social or recreational activities.
4. Trip Attraction is the non-home end (either the origin or destination) of a Home-Based trip, or destination of a Non-Home-Based trip.
5. Service Population is comprised of the employment population plus student population plus any additional residency not captured in the noted populations (e.g. faculty or staff housing could have spouses or children living there that are not already accounted for in the employment or student population).
6. Non-Home-Based trips are trips in which neither the origin nor destination of the trip is the traveler's home.
7. Examples of these types of projects include hotels, arenas, performing arts centers, and conference centers.
8. In the context of events and recreational projects, production-based trips are those generated by the residential land uses. Attractions, on the other hand, are trips that are destinations and are usually generated by employment or educational uses. Isolating these trip types allows the analyst to isolate the specific trip types accordingly.

To be consistent with current best practices, the transportation consultant shall review the travel demand model to ensure that it meets the following three criteria to be deemed acceptable for use in the assessment:

1. The scale of the model should match that of the project to ensure that the model accounts for all regional influence areas and accounts for the total VMT generated by the project (i.e., confirm it does not artificially truncate VMT information due to a small geographic boundary).
2. The model should be calibrated and validated within the study area by the transportation consultant related to VMT estimation. The model's validation in the study area should be verified for each forecast time period (i.e., daily, AM peak hour, PM peak hour, etc.) and for each mode analyzed. The model trip length information and VMT estimates should also be compared to available data to verify accuracy. The model validation should include static and dynamic tests. Static validation tests should include those specified in Travel Forecasting Guidelines (Caltrans, 1992), and Model Validation and Reasonableness Checking Manual (FHWA, 1997). Dynamic tests verify that the model contains an appropriate level of sensitivity related to the types of transportation network or land use changes associated with the project.
3. The model's land use or socioeconomic forecasts should be tested for reasonableness by the transportation consultant. Models are used to forecast travel demand for a specific horizon year (i.e., 20 years). The land use and socioeconomic forecasts need to match the horizon year and be based on reasonable market conditions that reflect past and future development trends for the specific study area. Additionally, the model needs to include any reasonably foreseeable development projects.

Project Generated VMT Assessment (Project Impacts)

To estimate the project generated VMT, the travel demand model should be run for the base year and future year condition, isolating out the VMT generated by the project as noted in **Table 3**. Since the project generated VMT should reflect the opening year of the project for individual projects or the buildout year for master plan projects, the traffic consultant must interpolate the VMT estimates between the base year and future year model results assuming linear interpolation (typically, a model's base year is several years prior to the opening year of the project). The same interpolation and model runs shall be utilized to estimate citywide, regional, or sub-regional VMT that is to be utilized for comparative purposes.

Using the model in this fashion, the transportation consultant shall complete the following assessment:

- Existing Conditions – existing VMT per capita for the citywide, regional, or sub-regional area
- Project Conditions – VMT per capita for the proposed project to be compared to the Existing Conditions
- Cumulative No Project Conditions – RTP-consistent VMT per capita at the citywide, regional, or sub-regional level
- Cumulative Plus Project Conditions – VMT per capita at the citywide, regional, or sub-regional level

Project Effect on VMT Assessment (Cumulative Impacts)

For the cumulative assessment, the transportation consultant shall evaluate the project's *effect* on VMT. To undertake this assessment, the user must input the project into the travel demand model and determine if the project would result in an increase or decrease in the regional, sub-regional, or citywide VMT per capita.

The traffic consultant may need to complete a redistribution of land uses to ensure that the "no project" assessment and the "with project" assessment contain the same land use control totals for the city, region, or sub-region, especially if the project is large enough that it would affect land use absorption elsewhere in the city, region, or sub-region (e.g. a proposed housing project on the campus does not change the regional population estimates; it just reallocates where they live). The consultant also will need to work with the Chancellor's Office to identify the most appropriate method of land use allocation, but the following approaches are considered acceptable for completing the cumulative assessment:

- Add the proposed land use to the travel demand model (note, this will not maintain regional control totals, but should produce appropriate results for most projects); or
- Utilize an economist to identify where else in the local region development would not occur with implementation of the project to maintain regional land use control totals (this would be appropriate for campus development that includes significant housing (i.e., more than 1,000 housing units or employees that were not anticipated in the RTP); or
- The traffic consultant would review all Traffic Analysis Zones (TAZs) within a five- to ten-mile radius of the project site and reduce growth proportionately across all TAZs showing growth to maintain regional land use control totals.

Fehr & Peers completed a "test case" for VMT assessment as part of manual preparation using the CSU San Bernardino master plan as the test project to evaluate through the VMT methodology and significance criteria. The results of this test case are summarized in a presentation included as Appendix C.

2.2.2.1.3 Hazard Impacts

The transportation consultant should review the project and determine if there is a specific design component that would create a hazardous condition. Typically, this review looks at project geometrics and the consultant would provide a professional opinion related to modal conflicts and/or consistency with typical design standards.

Additionally, the transportation consultant should review the land use context where the project is expected to contribute a different mix of travel such that the volume, mix, or speed of traffic was not anticipated as part of the original transportation network design (applies to all modes). Increasing trips on a facility that

was not originally designed for that volume, mix, or speed of traffic is another important consideration that should be addressed.

2.2.2.1.4 Emergency Access Impacts

The transportation consultant shall work with the campus to contact emergency services (fire and/or police) and solicit their input related to emergency accessibility for the project site. Additionally, CSU projects are required to follow the State University Administrative Manual (SUAM) which requires the State Fire Marshal to review all projects prior to implementation. As such, the consultant should reference the university requirements related to the SUAM which would result in a less-than-significant finding related to emergency accessibility impacts.

2.3 Impact Findings and Mitigation Measures

This section of the Transportation Impact Study shall summarize the results of the impact analysis (using the methodologies and significance criteria and thresholds identified above).

For significant impacts, feasible mitigation measures shall be recommended. **Table 4, Potential Mitigation Measures**, lists those potential mitigation measures that shall be considered by the transportation consultant and campus; the measures are listed by corresponding impact category. The specific mitigation measures to be selected will depend on the specific impact identified.

Table 4: Potential Mitigation Measures

Impact Category	Potential Mitigation Measures
Plan Conflict	➢ Provide for access to, from, and through the development for pedestrians and bicyclists ➢ Designate Class I bicycle paths, Class II bicycle lanes, and other appropriate facilities on-campus ➢ Provide bus turn-outs, bus shelters, additional bus stops, and park-and-ride lots ➢ Address planned transit facilities in project design, if feasible ➢ Coordinate with local transit providers to improve service to the area

VMT Impacts	➢ Revisit project design features and or proposed land uses with an eye towards reducing project trips or reducing trip lengths ➢ Look for other measures to reduce trip lengths or the number of trips generated through Transportation Demand Management (TDM) measures (see additional guidance below) ➢ If a regional program is available to reduce VMT, a fair-share payment toward that program shall be paid if all significant impacts have not been mitigated through all other feasible mitigation measures
Hazard Impact	➢ Optimize location of access driveway(s) ➢ Improve sight distances at intersections and driveways to standard engineering practice ➢ Provide for yield or stop control ➢ Restrict certain turn movements
Emergency Access Impact	➢ As noted above, projects would be required to be reviewed by the State Fire Marshal as part of the SUAM procedures. As such, no significant emergency access impacts are anticipated and, therefore, no mitigation would be required.

VMT Mitigation – Transportation Demand Management Strategies

For those projects that result in significant VMT-related impacts, implementation of a TDM mitigation measure represents potentially feasible mitigation to assist in reducing such impacts, if not fully eliminating the impacts. In preparing a TDM mitigation measure, each campus shall consider the following VMT reduction strategies to mitigate those impacts:

- Revisit project design features and or proposed land uses with an eye towards reducing project trips or reducing trip lengths. In a master plan context, examples include: increasing on-campus housing (thereby reducing commuter trips to the campus), limiting parking on the campus to discourage vehicle trips, coordinating with regional transit agencies to expand transit service to the campus, improving bicycle/pedestrian facilities both on- and off- campus, and other measures that decrease the need and/or desirability for people to drive to/from the campus.
- After all feasible TDM strategies have been included within the recommended mitigation measure, if there are remaining (i.e., residual) significant VMT-related impacts, the transportation consultant needs to determine whether there are any fee (i.e., fair-share) programs specific to VMT reduction that have been adopted and are applicable to CSU, generally, and the campus geographic area, specifically. Currently, there are very few such programs available to reduce VMT significant impacts

through a fair-share payment program (only a handful of VMT-based nexus programs exists in the state). If a valid regional program applicable to CSU is available to reduce VMT at the time the transportation consultant is conducting the VMT analysis, and impacts have not been reduced to less than significant with implementation of other VMT-reduction strategies, then, following consultation with the Chancellor's Office and General Counsel, a fair-share payment toward that program in an amount necessary to reduce the remaining impacts to less than significant shall be considered.

- Several regional agencies are exploring a VMT mitigation banking system that, if implemented, could be utilized to off-set significant VMT-related impacts. Although such a banking system currently does not yet exist in the state, this potential mitigation measure could exist in the future, and the transportation consultant must research the then-present availability of any such programs, with a related report to the campus and Chancellor's Office.

In light of the fact VMT mitigation programs have not yet been developed in most areas of the state, the mitigation measure most available that can affect VMT on campuses is implementation of a comprehensive TDM program. In this regard, CSU has developed a comprehensive TDM manual that provides a framework for development of a TDM program tailored to the setting of each campus.

Anticipated VMT reductions associated with several TDM strategies presently can be calculated using information from the California Air Pollution Control Officers (CAPCOA) guidance or other approved VMT calculation methodology.

Full implementation of all feasible TDM measures will mitigate significant VMT impacts to the extent feasible. TDM measures, which likely will be required in many circumstances, should be considered early in the project development process, along with the costs of implementation of such measures.

TDM Measure
Parking
Student, Faculty and Staff Permits
Daily Parking Pricing
Short Term/Hourly Parking
Preferential Parking for Carpools and Vanpools
Transit
Reduced/Subsidized Transit Fares
Universal Transit Pass
Shuttle Services
Walking/Bicycling
Walking and Biking Incentives
Bicycle Parking and Showers
On-site Bicycle Maintenance
Bikesharing
Other
On Campus Amenities
On Campus Housing
Guaranteed Ride Home Program (for Employees)
Carpool and Vanpool Incentives
Marketing and Educational Campaigns
Carsharing
Pre-tax Commuter Benefits (for Employees)
Ridematching Program

2.4 Site Access and On-Site Circulation

The analysis of on-site circulation is required to identify the adequacy of the site design. The level of detail in the analysis is to match the level of detail provided in the project site plan and will also be affected by the project type – i.e., a Master Plan update will be reviewed more broadly relative to campus-wide circulation

system requirements, whereas a new building or parking structure can receive a more localized and operational review.

The site plan review and circulation assessment should include the following considerations. This portion of the review should be completed by a registered State of California Civil or Traffic Engineer.

- Existence of any current traffic hazards in the local area such as high-collision locations.
- Applicability of context-sensitive design practices compatible with adjacent neighborhoods or other areas that may be impacted by the project traffic.
- Close proximity of proposed site driveway(s) to other driveways or intersections that may create a traffic hazard.
- Adequacy of corner sight distance or stopping sight distance at project access points.
- Adequacy of on-site vehicle, bicycle, and pedestrian circulation, provision of safe pedestrian paths between residential areas and academic buildings and other campus destinations, and between the site and nearby transit facilities.
- Project site design, including project construction activities, resulting in inadequate emergency access or response times.

3. Agency Coordination and Guidance

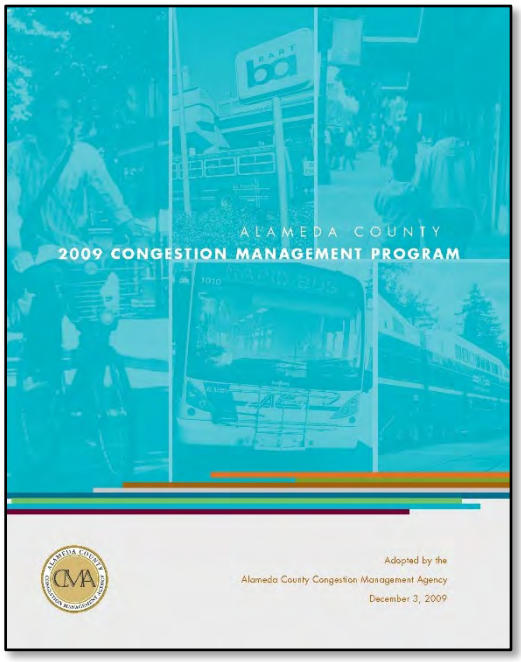
Campuses embarking on any transportation assessment should coordinate with the Chancellor's Office to solicit input on the scope of work, process, and to verify that the latest CSU and CEQA Guidelines are being utilized.

As previously noted, although LOS is no longer required for CEQA evaluation, many cities, counties, or other agencies (including Caltrans) may still request LOS assessment as part of a campus project. In those instances, the campus shall contact the Chancellor's Office to assist in the strategy of coordinating with those agencies and their requests.

The remainder of this chapter summarizes key agencies with which coordination may be required when preparing a TIS.

3.1 Congestion Management Agency

In 1990, the State of California passed Proposition 111, which requires urban counties to establish Congestion Management Agencies (CMA) to conduct certain transportation-related functions, including oversight of a portion of the state gas tax. CMAs are directed by boards consisting of representatives from the applicable county and each city within the county. The CMAs are required to maintain and periodically update a Congestion Management Program (CMP), consisting of the following elements:



- Traffic LOS standards applicable to a designated system of State highways and principal arterial streets;
- Transportation System Performance Measures to evaluate current and future multi-modal system performance for the movement of people and goods;
- A seven-year capital improvement program (CIP) containing projects to maintain or improve the performance of the multi-modal system for the movement of people and goods;
- A set of procedures to analyze the impacts of land use decisions made by local jurisdictions on regional transportation systems; and
- A travel demand element that promotes transportation alternatives to the single-occupant vehicle.

In addition to preparing, adopting and implementing a CMP, each CMA includes a countywide computerized travel demand model based on a uniform database. The CMA must also establish procedures for preparing Deficiency Plans when LOS standards are violated.

CMP requirements vary from county to county, but generally require assessment of project impacts on the primary roadway network (freeways and major arterials), using a trigger for impact assessment based on project size or number of trips generated; note that certain counties, including San Diego, have opted out of the CMP program. The CMP performance objectives are often different than those maintained by a local city or Caltrans, reflecting a county-wide perspective on congestion management and multi-modal transportation system operations. For example, a corridor-level metric such as average travel speed or vehicle density may be used as opposed to individual intersection or roadway segment LOS.

Given the direction of SB 743 to eliminate LOS from CEQA documents and utilize VMT for determining CEQA impacts, each campus will need to review the requirements identified within the CMP to determine applicability to the campus and corresponding TIS. If applicable requirements only focus on LOS assessments within the CMP, then no technical analysis will be required. However, if a CMP requires assessment of other modes or metrics, then the transportation assessment will need to address consistency with those modal requirements.

3.2 Caltrans

The California Department of Transportation (Caltrans) operates and maintains the State's highway system. Transportation impact studies prepared for CSU projects within a study area that includes Caltrans facilities should coordinate with Caltrans on the scope of the transportation assessment, including the standard practices of the local Caltrans District. Notwithstanding SB 743, Caltrans may require additional analysis beyond VMT, including, for example, queue analysis at Caltrans facility on- and off-ramps as related to potential safety impacts.

In recent years, Caltrans has begun moving toward a multi-modal, "complete streets" perspective in managing its facilities, to include not just freeways but many urban thoroughfares. Several guidance documents are available to support impact assessment on such routes, including Complete Streets Implementation Action Plan (February 2010) and Smart Mobility 2010 (February 2010).

In furtherance of the "complete streets" approach, in November 2016, Caltrans published interim guidance relative to SB 743. These guidelines supersede the previous Caltrans' guidance related to traffic impact analyses (published in 2002) that were largely focused on vehicle LOS. The guidance specifically states:

> *"Past LD-IGR practices primarily utilized Level of Service to identify various impacts to the State Highway System (SHS), and often limited its recommended mitigation to traditional road*

improvements. Although Caltrans recognized that Lead Agencies could implement other measures, such as improvements to other modes of transportation or incentive programs to encourage use of other modes, the Lead Agencies often rely on Caltrans' recommended measures. Going forward, efforts to fulfill our LD-IGR obligation should consider multimodal solutions to not only improve access to destinations for all system users (motorists, transit riders, bicyclists, pedestrians), but also encourage efficient land use that helps achieve the multitude of goals sought, including quality of life, economic prosperity, the development of multimodal networks, and GHG emissions reduction ."

3.3 Regional Transportation Planning Agencies

Regional transportation planning agencies (RTPA) are one of three regional agencies responsible for regional planning in California. The Caltrans Director designates the official regional transportation planning agency for each of California's 58 counties. For each county, the regional transportation planning agency is established through one of the following:

- created by statute,
- the metropolitan planning organization (MPO) serves as the regional transportation planning agency, or
- a local transportation commission or county transportation commission serves as the regional transportation planning agency.

Prior to the passage of SB 743, the purpose of the RTPA was to monitor LOS on regional roadways and prepare regional plans and programs to improve all modes of transportation locally and regionally. Under the new CEQA guidelines established pursuant to SB 743, RTPAs will have the responsibility of developing plans to reduce VMT. This change from vehicular LOS to regional VMT will align transportation metrics and mitigation measures with those required for air quality and covered in the Sustainable Communities Strategy (SCS). The SCS integrates land use and transportation strategies to achieve greenhouse gas (GHG) emission reduction targets. SB 375 requires each metropolitan planning organization to prepare a SCS.

In tandem with an SCS, agencies are likely to prepare a Regional Transportation Plan (RTP), which is a long-range planning document identifying future transportation improvements and the funding available within the region. The RTP/SCS collectively identifies improvements across the entire transportation system, including the roadway network and public transit systems.

Transportation impact studies prepared for CSU projects shall review the project's consistency with the RTP/SCS and document those consistency findings as outlined in prior chapters of this manual.

3.4 Air Quality Management Districts

Air Quality Management Districts (AQMDs) are comprised of locally elected officials from each jurisdiction within the district. The purpose of the districts is to regulate sources of air pollution. In September 2006, the State of California passed AB 32, the Global Warming Solutions Act of 2006, which requires the state to achieve a specified statewide GHG emissions reduction cap by 2020. Since the passage of AB 32, the California Air Resources Board and regional AQMDs have been developing guidance on the evaluation of GHG baselines and reduction strategies. Senate Bill 375 (SB 375) provides incentives in the form of CEQA streamlining to encourage community design that supports reduction in per capita GHG emissions. This effort has been further supported by the passage of SB 743.

CSU projects that require CEQA clearance may need to provide inputs, such as vehicle trips and vehicle-miles travelled, to the consultant preparing the air quality analysis of the project. Most AQMDs provide a set of guidelines to assist Lead Agencies in evaluating potential air quality impacts of projects and plans. Impact assessment for air quality assessment within a District's governing area should generally be prepared consistent with the guidelines set by the District.

3.5 Coastal Commission

The California Coastal Commission (CCC) is a state agency that partners with coastal cities and counties to regulate the use of land and water in the coastal zone under the California Coastal Act. The California Coastal Act includes provisions relating to transportation and public services in the context of new development. For example, Chapter 3, Article 6, Section 30250 (Location; Existing Developed Area), states that most new development must be located in proximity to existing developed areas in order to consolidate public services. Likewise, Section 30252 (Maintenance and Enhancement of Public Access) states that new development should maintain and improve public access to the coast, including measures such as extending transit service, mixing land uses in developed areas, providing bicycle and pedestrian circulation within the development, and providing adequate parking and/or increased transit service.

To maintain consistency with the Coastal Act, local governments prepare Local Coastal Programs (LCP) for CCC approval. The LCP guides development in the coastal zone and consists of a Land Use Plan, consistent with the local jurisdiction's general plan land uses, and an Implementation Plan, which is typically integrated with the local government's zoning code. Though the LCP plans vary by jurisdiction, a given LCP may directly address transportation considerations, such as the provision of new bicycle storage facilities at beach parking lots and standards for maximum roadway width through the coastal zone. Once the CCC adopts the LCP, the local agency that put forth the LCP is responsible for issuing coastal permits concurrent

with that planning document. The CCC only directly issues permits for land not covered under an LCP and addresses appeals of coastal permits.

CSU transportation impact studies for projects within the coastal zone shall review the goals and policies set by the applicable LCP and determine the project's consistency with those goals and policies. (Note: The term "coastal zone" is a legally defined term. Campuses should consult with the General Counsel's office to determine whether the subject project would be located within the coastal zone.)

3.6 Local Agencies

Local agencies in California typically have the ability to control land use and transportation within the City. However, CSU campuses are not subject to local land use control. As such, local agencies may approach a campus during a TIS without the understanding of their lack of control over campus land use decisions.

As such, local agencies may comment on environmental documents as they are a responsible (e.g. they are responsible for the areas around the campus). These local agencies are governed by the policies contained in their General Plan (which includes goals, policies, and maps related to transportation in its Circulation Element). Additionally, many cities have completed other transportation plans (such as Active Transportation Plans (ATPs), Bicycle Master Plans, Transit Master Plans, etc.) that guide the planning and implementation of those transportation facilities in their City.

Many cities have specific General Plan targets related to LOS. As such, local agencies may ask for intersection or roadway segment analysis to show the project's consistency with their policies. As noted above, LOS is no longer required for CEQA assessment and the CSU is not subject to these local land use control policies. Therefore, if a local agency does request LOS assessment (or any other assessment hat is not consistent with this manual), the Chancellor's office shall be consulted immediately to determine the most appropriate approach to coordinating with the local agency.

Appendix A – Glossary of Acronyms

SB – Senate Bill

AB – Assembly Bill

LOS – Level of Service for intersection or roadway operations

VMT – Vehicle Miles of Travel

TISM – CSU Traffic Impact Study Manual

CEQA – California Environmental Quality Act

OPR – California Office of Planning and Research

MP – Master Plan

RTP – Regional Transportation Plan

SCS – Sustainable Communities Strategy

TPA – Transit Priority Area

FTE – Full Time Equivalent

TDM – Transportation Demand Management

Appendix B – RTP Assumptions

Model Inputs and VMT Estimates for Campuses

Note: This information is meant simply as a reference for the CSU campuses. For project applications, campuses need to verify with the Metropolitan Planning Organizations and other entities that manage the below models that the information associated with them is correct before they use it.

Campus	Potential Travel Demand Forecasting Models to Estimate VMT	Base Year	Base Year - Employment	Base Year - Students	Future Year	Future Year - Employment	Future Year - Students	Other Dedicated VMT Estimators Available	Information on Existing Campus VMT Estimates	Link to Reports with VMT Estimates	Notes
Northern											
Cal Maritime	• Solano/Napa Activity Based Model (Solano/Napa) • The Bay Area's Metropolitan Transportation Commission's Travel Model One (TMO) Activity Based Model	• **Solano/Napa:** 2015 • **TMO:** 2010	• **Solano/Napa:** 329 • **TMO:** 645	• **Solano/Napa:** 291 • **TMO:** 573	• **Solano/Napa:** 2040 • **TMO:** 2040	• **Solano/Napa:** 414 • **TMO:** 727	• **Solano/Napa:** 364 • **TMO:** 640	N/A	• The "Increase in VMT After Implementation of the Master Plan" was calculated on page 334 of the report "California State University Maritime Academy Physical Master Plan Environmental Impact Report" but the total VMT of the campus was not calculated. • The increase in VMT was not broken down by user type. • Not enough information was provided to know whether this increase was calculated based on full or half accounting, or whether it was calculated in accordance with SB 743 guidelines.	California State University Maritime Academy Physical Master Plan Environmental Impact Report: https://www.dropbox.com/s/peqxbtupcfr798u/Cal%20Maritime%20Academy%20Project%20Public%20Review%20Draft%20EIR.pdf?dl=0	There are no trip-based travel demand forecasting models (TDMs) for this area.
Chico	Butte County Association of Governments (BCAG) Model	2014	N/A (see "Notes" column)	16,500	2036	N/A (see "Notes" column)	23,504	N/A	N/A	N/A	• The City of Chico has its own VISUM TDM. If you'd like information from that model, contact the City. Although note that the City uses the BCAG model instead of its own TDM. • There is no land use category represented in the BCAG model.
East Bay	• **For the Concord campus:** Contra Costa Transportation Authority (CCTA) 4 Step Model • **For the Hayward campus:** Trip-based Alalmeda County Transportation Commission (ACTC) Travel Demand Model	2010 for both models	• **CCTA:** 107 • **ACTC:** 1,774	• **CCTA:** 900 • **ACTC:** 13,061	2040 for both models	• **CCTA:** 210 • **ACTC:** 2,161	• **CCTA**: 0 • **ACTC:** 13,061	This online tool called "Simulated VMT per Capita by Place of Residence": https://mtc.maps.arcgis.com/apps/webappviewer/index.html?id=5dac76d69b3d41e583882e146491568b	N/A	N/A	
Humboldt	Humboldt County Travel Demand Forecasting model	See "Notes" column	See "Notes" column	See "Notes" column	See "Notes" column	See "Notes" column	See "Notes" column	See "Notes" column	N/A	N/A	We reached out to Caltrans about information on this TDM multiple times and did not hear back.
Sacramento	• Sacramento Metropolitan Travel Demand Model (SACMET) • Sacramento Activity-Based Travel Simulation Model (SACSIM)	• **SACMET:** 2012 • **SACSIM:** 2012	• **SACMET:** 3,388 • **SACSIM:** 3,239	• **SACMET:** 28,016 • **SACSIM:** 28,016	• **SACMET:** 2036 • **SACSIM:** 2036	• **SACMET:** 4,262 • **SACSIM:** 3,890	• **SACMET:** 36,419 • **SACSIM:** 36,419	N/A	• Reductions in VMT from commuter student trips between campus, and other trips (e.g. shopping trips) if the Campus Master Plan was implemented were estimated on pages 68 and 73, for Existing Plus Project and Future Plus Project conditions, respectively, but total VMT of the campus was not estimated. • Reductions in VMT for other user types, like faculty or staff, weren't estimated. • Not enough information was provided to know whether full or half accounting was used, or if VMT was estimated in accordance with SB 743 guidelines	CSU Sacramento Master Plan: http://www.csus.edu/aba/facilities/documents/csu%20sacramento%20master%20plan%20final%20eir%20_%20web.pdf	
San Francisco	• SF-Champ, San Francisco's TDM • The Bay Area's Metropolitan Transportation Commission's Travel Model One (TMO) Activity Based Model	• **SF-Champ:** 2012 • **TMO:** 2015	• **SF-Champ:** 881 • **TMO:** 9,410	• **SF-Champ:** 18,651 • **TMO:** 24,550	2040 for both models	• **SF-Champ:** 1,545 • **TMO:** 11,656	• **SF-Champ:** 18,651 • **TMO:** 31,298	N/A	• Total Miles Traveled per day by users of the SF State Shuttle Bus, people who drive alone, people who carpool, people who use the Muni Diesel Vehicles, and people who use the Muni Electric Vehicles were calculated on page 15 of the campus' Climate Action Plan. • Not enough information provided to know whether full or half accounting was used, or if SB 743 guidelines were followed.	San Francisco State University Climate Action Plan: https://sustain.sfsu.edu/sites/default/files/assets/doc/SFState_CAP.pdf	
San José	• Valley Transportation Authority (VTA) TDM • City of San Jose (San Jose) TDM	• **VTA:** 2013 • **San Jose:** 2008	• **VTA:** 2,869 • **San Jose:** 3,712	• **VTA:** 34,100 • **San Jose:** 34,100	• **VTA:** 2040 • **San Jose:** 2030	• **VTA:** 3,164 • **San Jose:** ?	• **VTA:** 34,100 • **San Jose:** ?	A sketch-level VMT tool that the City of San Jose developed here, although this tool is more appropriate for land development projects than campuses: http://www.sanjoseca.gov/vmt	N/A	N/A	We do not have access to Future Year Employment and College Population inputs for the City of San José's TDM.

Campus	Potential Travel Demand Forecasting Models to Estimate VMT	Base Year	Base Year - Employment	Base Year - Students	Future Year	Future Year - Employment	Future Year - Students	Other Dedicated VMT Estimators Available	Information on Existing Campus VMT Estimates	Link to Reports with VMT Estimates	Notes
Sonoma	Sonoma County Transportation Authority (SCTA) 4 Step Model	2005	6,404	8,384	2030	471,404	24,498	N/A	N/A	N/A	
Central											
Bakersfield	Kern Council of Governments (Kern COG) TDM	2017	1,392	9,368	2042	1,589	14,751	The Mixed Use Developed (MXD) Trip Generation and Travel Demand Management (TDM) post-processor for project-level VMT tool.	• VMT was estimated for the University Place Office Park Project, on page 86 of the report "CSUB University Place Office Park Project - Draft Initial Study-Mitigated Negative", but total VMT for the campus was not estimated. • The CalEEMod tool was used to estimate VMT. • VMT was not broken down by user type. • Not enough information was provided to know whether full or half accounting was used to estimate VMT, or if VMT was estimated based on SB 743 guidelines.	CSUB University Place Office Park Project Draft Initial Study: http://www.csub.edu/discover/_files/CSUB_Office_Draft_IS-MND.pdf	The post-processor VMT tool is not meant for universities, it's just a general tool.
Fresno	Fresno Council of Governments (Fresno COG) Model	2014	12,661	16,256	Both 2035 and 2042 are Future Years	• **2035:** 14,190 • **2042:** 13,904	• **2035:** 19,259 • **2042:** 20,013	Envision Tomorrow: https://frego.com/envision-tomorrow/	N/A	N/A	
Monterey Bay	Association of Monterey Bay Area Governments (AMBAG) TDM	2010	485	4,596	2035	454	5,170	N/A	Total campus VMT was not estimated, however the potential of the Promontory Project to decrease VMT was discussed on page 69 of The Promontory at California State University Monterey Bay (CSUMB) Specific Plan. Exactly how much VMT would decrease from the project was not discussed. The report just says that since the project is an infill development, VMT should decrease.	Initial Study for The Promontory at California State University Monterey Bay Specific Plan: https://csumb.edu/sites/default/files/images/st-block-88-1471897379448-raw-rbfthepromontoryatcsumbinitialstudymitigatednegativedeclaration.pdf	
San Luis Obispo	San Luis Obispo Council of Governments (SLOCOG) TDM	**SLOCOG:** 2010	**SLOCOG:** 2,843	**SLOCOG:** 19,325	**SLOCOG:** 2020	**SLOCOG:** 2,945	**SLOCOG:** 24,000	N/A	• VMT was estimated on page 273 of the Draft Environmental Impact Report for CSU San Luis Obispo's 2035 Master Plan • VMT was broken down by the following user types: Faculty/Staff and Off-Campus Students • Full accounting was used to estimate VMT, which is consistent with SB 743 guidelines	Draft Environmental Impact Report for CSU San Luis Obispo's 2035 Master Plan: http://masterplan.calpoly.edu/wp-content/uploads/2017/11/01_Cal-Poly-Master-Plan-2035-Draft-EIR_November-2017.pdf	The City of San Luis Obispo has its own TDM, however Fehr & Peers does not have access to recent copies of it. If you'd like to use that model, please contact the City.
Stanislaus	Stanislaus Council of Governments (StanCOG) TDM	2008	96	8,601	Not Available	Not Available	Not Available	N/A	N/A	N/A	We do not have access to Future Year inputs for the StanCOG TDM.
Southern											
Channel Islands	Ventura County Transportation Commission (VCTC) TDM	2012	835	4,617	2040	835	4,824	N/A	•Annual VMT from the East Campus Residential Neighborhood Project was estimated on page 254 of the report "CSUCI Specific Reuse Plan Amendment Draft Environmental Impact Report" but total VMT for the campus was not estimated. • Annual VMT from the project was estimated for passenger cars, light/medium trucks, heavy trucks/other, and motorcycles. • Not enough information was provided to determine whether full or half accounting was used, or if VMT was estimated based on SB 743 guidelines.	CSUCI Specific Reuse Plan Amendment Draft Environmental Impact Report: https://www.csuci.edu/ci-2025/documents/specific-reuse-plane-phase-2-draft-eir.pdf	
Dominguez Hills	Southern California Association of Governments (SCAG) TDM	2012	2,061	12,933	2040	2,568	13,017	N/A	N/A	N/A	
Fullerton	• Orange County Transportation Authority Model (OCTAM) TDM • SCAG TDM	2012 for both models	• **OCTAM:** 1,526 • **SCAG:** 6,242	• **OCTAM:** 31,635 • **SCAG:** 31,847	2040 for both models	• **OCTAM:** 2,266 • **SCAG:** 9,088	• **OCTAM:** 34,747 • **SCAG:** 32,210	N/A	N/A	N/A	
Long Beach	SCAG TDM	2012	7,128	38,131	2040	7,854	38,379	N/A	N/A	N/A	
Los Angeles	• City of Los Angeles' (LA) TDM • SCAG TDM	2012 for both models	• **LA:** 2,335 • **SCAG:** 508	• **LA:** 26,472 • **SCAG:** 26,472	2040 for both models	• **LA:** 3,244 • **SCAG:** 1,284	• **LA:** 26,644 • **SCAG:** 26,644	N/A	• Total campus VMT was not estimated, but an estimated decrease in VMT by commuter students due to the North Campus Project was discussed on page 52 of The North Campus Project Environmental Impact Report. • Decreases in VMT for other user types, like faculty, were not discussed. • Full accounting was used, which is consistent with SB 743 guidelines.	Final EIR for the North Campus Project: http://www.calstatela.edu/sites/default/files/groups/FPDC/preliminary_csula_north_campus_eir.pdf	

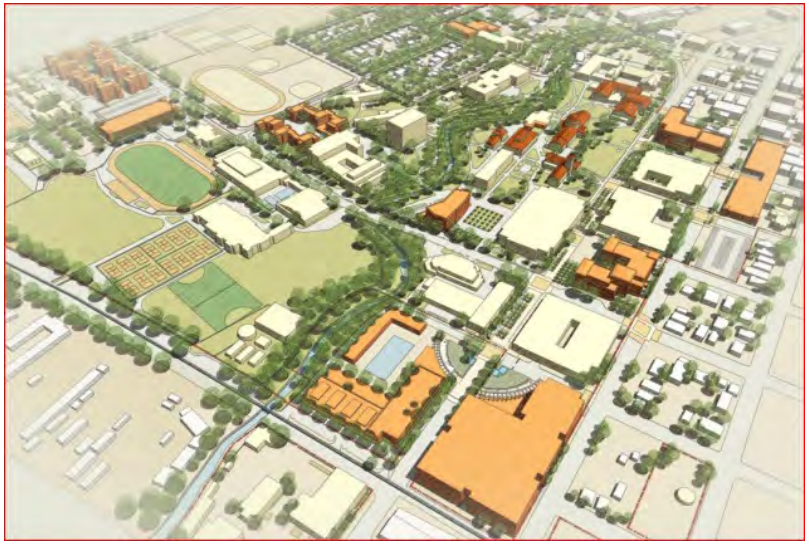
Campus	Potential Travel Demand Forecasting Models to Estimate VMT	Base Year	Base Year - Employment	Base Year - Students	Future Year	Future Year - Employment	Future Year - Students	Other Dedicated VMT Estimators Available	Information on Existing Campus VMT Estimates	Link to Reports with VMT Estimates	Notes
Northridge	• City of Los Angeles' (LA) TDM • SCAG TDM	2012 for both models	• **LA:** 11,826 • **SCAG:** 6,321	• **LA:** 36,438 • **SCAG:** 36,438	2040 for both models	• **LA:** 12,540 • **SCAG:** 6,507	• **LA:** 36,674 • **SCAG:** 36,674	N/A	Total campus VMT has not been estimated, but it was predicted that the Tseng College of Extended Learning Building Project would not significantly increase VMT, on page 17 of the CSUN 2005 Master Plan Update Final EIR Addendum.	This report is not available online. For more information on the CSUN 2005 Master Plan Update Final EIR, see: http://www.csun.edu/pubrels/envision2035/documents.html	
Pomona	• SCAG TDM • Pomona Traffic Analysis Model (PTAM)	• **SCAG:** 2012 • **PTAM:** 2008	• **SCAG:** 3,842 • **PTAM:** 224	• **SCAG:** 28,907 • **PTAM:** 27,737	• **SCAG:** 2040 • **PTAM:** 2035	• **SCAG:** 4,746 • **PTAM:** 241	• **SCAG:** 29,095 • **PTAM:** 29,737	N/A	• Estimated VMT reductions from commuter students by replacing student housing are included on page 43 of the Final Environmental Impact Report (EIR) for Student Housing Replacement, but total campus VMT was not estimated. VMT reductions were not calculated for other users, such as faculty. • Full accounting was used to estimate the VMT reductions, which is consistent with SB 743 guidelines. • Reducing VMT by Faculty and Staff by 10% is a goal of the Climate Action Plan (CAP), as stated on page 18, but the CAP doesn't include VMT estimates.	• Final EIR for Student Housing Replacement: https://www.cpp.edu/~fpm/planning-design-construction/docs/student-housing-replacement-final-eir-08-2016.pdf • CAP: https://www.cpp.edu/~sustainability/pdf/CPP_CAP_091109.pdf	
San Bernardino	• For main campus: San Bernardino Traffic Analysis Model (SBTAM) • For Palm Desert campus: Riverside County Traffic Analysis Model (RIVTAM)	• **SBTAM:** 2012 • **RIVTAM:** 2008	• **SBTAM:** 0 • **RIVTAM:** 826	• **SBTAM:** 17,800 • **RIVTAM:** 0	• **SBTAM:** 2040 • **RIVTAM:** 2035	• **SBTAM:** 612 • **RIVTAM:** 2,016	• **SBTAM:** 25,100 • **RIVTAM:** 0	N/A	• On page 93 of the Final EIR for CSU San Bernardino's 2016 Campus Master Plan, VMT was estimated for the main campus for existing and master plan enrollment. Under each condition, VMT was broken down by the following user types: on-campus students, off-campus students, and faculty/staff. For Master Plan enrollment, an additional user type was analyzed: "Discovery Park Employees". • Full accounting was used to estimate VMT, which is consistent with SB 743. • VMT was also estimated in the Final EIR for the 2016 Campus Master Plan for CSU San Bernardino's Palm Desert Campus, on page 96. • VMT was estimated for existing and master plan enrollment. Under each condition, VMT was broken down by: off-campus students and faculty/staff. For Master Plan Enrollment, there was an additional user type: on-campus students. • Full accounting was used to estimate VMT for the Palm Desert Campus, which is consistent with SB 743	• Master Plan for CSUSB: https://www.csusb.edu/sites/csusb/files/08-28-17%20CSUSB%20Final%20EIR_appendices%20%28WEB%29.pdf • Master Plan for CSUSB, Palm Desert: https://www.csusb.edu/sites/csusb/files/12-19-2017%20CSUSB%20PDC%20Final%20EIR%202016%20Campus%20Master%20Plan.pdf	
San Diego	San Diego Association of Governments (SANDAG) TDM	2012	11,979	10,892	2050	39,157	15,961	N/A	• On page 10 of the report "Pathways Toward Zero-Carbon Campus Commuting: Innovative in Measuring, Understanding, and Reducing Greenhouse Gas Emissions", Annual Total Miles for 2016-2017 for students, faculty, and staff were calculated, but the report doesn't say how this number was calculated or whether the methodology is consistent with SB 743. • Page 40 of the GHG emissions section of the EIR for a new student housing project says that the project would result in 3,793 VMT per day, but there are no details on how that number was calculated	• Pathways Toward Zero-Carbon Campus Commuting: https://trid.trb.org/view/1496845 • GHG Emissions section of the EIR: http://advancement.sdsu.edu/PDFs/FEIR/Revised_DEIR/4_7_Greenhouse_Gas_Emissions.pdf	
San Marcos	SanDAG TDM	2012	2,536	7,405	2050	12,260	10,854	N/A	N/A	N/A	

Appendix C – Test Case: CSUSB Master Plan

SB 743 Implementation

Step 2 – Master Plan or Non-Screened Out Project Generated VMT Assessment

- Key considerations:
  - To ensure the ability to maintain consistency between efficiency metrics, recommend use of the local or regional travel demand model.
  - Can compare campus VMT/person (or other efficiency metric) to citywide or regional totals



Test Case – CSUSB MP

Project Generated VMT Assessment

- Draft Threshold: CSU projects should estimate VMT per person and strive to be 15% less than the citywide, subregional, or regional average – **Master Plan generated VMT**
- Consistent with the State guidelines/recommendations

Test Case – CSUSB MP

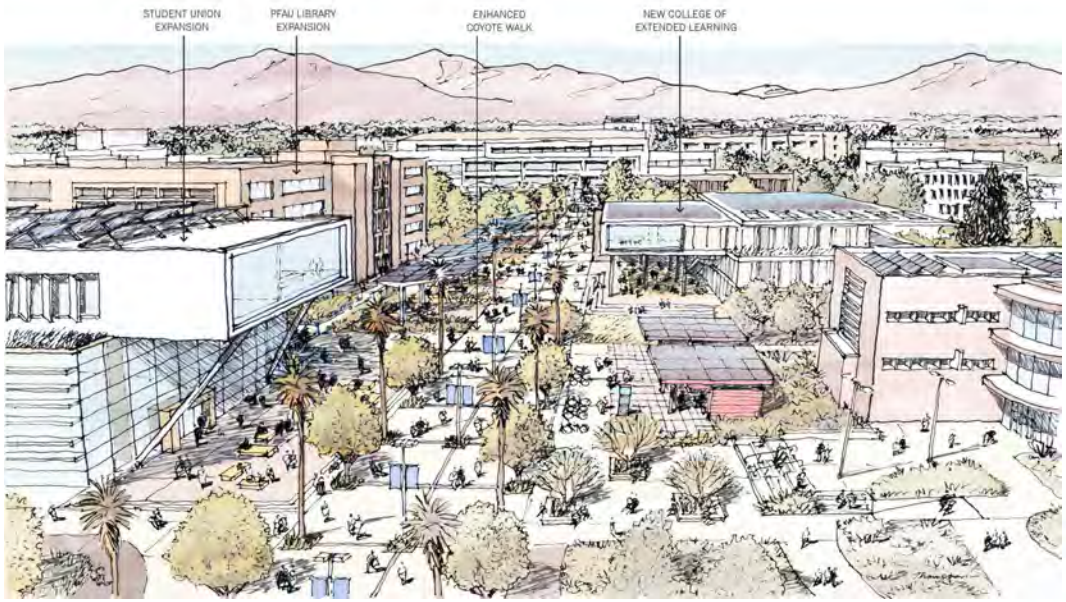
Master Plan Generated VMT Assessment

Table 2: Project Impact Assessment		
VMT Per Service Population (Includes Students as Noted Above)	**Existing VMT**	**15% Below Existing Threshold (Project Impact)**
Project Generated VMT	***16.0***	
Citywide (City of San Bernardino) VMT	22.4	***19.0***
Regional VMT	23.6	***20.1***
Does Project Exceed Applicable Project Threshold?		***No***

SB 743 Implementation

Step 3 – Effect on VMT (Cumulative Assessment)

- Is the Master Plan/project better than or worse than RTP assumptions (e.g. is VMT per person higher compared to the RTP)



Test Case – CSUSB MP

Effect on Regional or City VMT (Cumulative Assessment)

- Draft Threshold: CSU projects should result in VMT per person that is the same as or lower than the citywide, subregional, or regional average – **Effect on VMT (Cumulative Assessment)**
    - Is regional or citywide VMT increasing with the project?
- Consistent with the State guidelines/ recommendations

Test Case – CSUSB MP

Effect on Regional or City VMT (Cumulative Assessment)

Table 3: Cumulative Impact Assessment			
VMT Per Service Population (Includes Students as Noted Above)	**2040 RTP/SCS**	**2040 With Project**	**Difference**
City of San Bernardino	25.5	25.3	-0.2
Valley Region of San Bernardino	28.0	27.9	-0.1
Does Project Exceed Cumulative Threshold?			**No**

Test Case – CSUSB MP

Step 4 - Impacts and Mitigation

- No Significant Impacts As:
  - Master Plan Generated VMT was less than 15% of the Citywide and Regional averages
  - Effect on VMT (Cumulative) was less than the Citywide or sub-regional average
- Mitigation:
  - No impacts, so no mitigation required
  - If mitigation is required for a significant impact, consider land use changes such as more on-campus housing, land use location change, and/or transportation demand management (TDM)
  - Roadway improvements are no longer required to mitigate significant impacts
  - Campus's can invest in TDM instead of roadway improvements; supports CAP Goals and Active Transportation

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Appendix G5. Mid-City Campus Expansion VMT Screening Memo

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VEHICLE MILES TRAVELED ANALYSIS

SAN DIEGO COLLEGE OF CONTINUING EDUCATION MID-CITY CAMPUS EXPANSION

San Diego, California
July 27, 2026

LLG Ref. 3-26-4214

Prepared by:
Amelia Giacalone
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&
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Transportation Engineer II

Under the Supervision of:
John Boarman, P. E.
Principal

TABLE OF CONTENTS

SECTION		PAGE
1.0	**Introduction**	**3**
2.0	**Project Description**	**4**
2.1	Project Components	4
2.2	Project Location	4
2.2.1	Project Access	4
3.0	**Project Trip Generation Calculations**	**8**
3.1	Site-Specific Trip Generation Rate Calculation	8
3.2	Trip Generation Calculations	8
3.3	Trip Distribution & Assignment	9
4.0	**VMT Analysis Methodology**	**11**
4.1.1	Projects Screened from VMT Assessment	11
5.0	**VMT Assessment Results & Conclusions**	**14**
5.1	Project Level Screening Assessment	14
5.1.1	Development in Transit Priority Areas	14
5.2	Cumulative Level Screening Assessment	15
5.3	VMT Analysis Conclusions	15

APPENDICES

APPENDIX	
A.	Site-specific trip generation counts collected at West-City Campus
B.	California State University's *Transportation Impact Study Manual, March 11, 2019.*
C.	MTS Bus Route Timetables and Route Information

LIST OF FIGURES

SECTION—FIGURE #		PAGE
Figure 2–1	Vicinity Map	5
Figure 2–2	Project Area Map	6
Figure 2–3	Project Site Plan	7
Figure 5–1	Existing Transit Facilities	16

LIST OF TABLES

SECTION—TABLE #		PAGE
Table 3–1	Trip Generation Rates Calculation Summary	10
Table 3–2	Project Trip Generation	10

VEHICLE MILES TRAVELED ANALYSIS

SAN DIEGO COLLEGE OF CONTINUING EDUCATION
MID-CITY CAMPUS EXPANSION

San Diego, California
July 27, 2026

1.0 INTRODUCTION

Linscott, Law & Greenspan Engineers (LLG) has prepared this Vehicle Miles Traveled (VMT) Analysis pursuant to the California Environmental Quality Act (CEQA) for the San Diego College of Continuing Education Mid-City Campus (MCC) Expansion project (Project). The Project is part of the larger overall Facilities Master Plan (FMP) for the San Diego College of Continuing Education (SDCCE).

The proposed Project site is located within the Mid-City community of the City of San Diego, which is located centrally in the San Diego metropolitan area, northeast of Centre City, south of Mission Valley, and west of the City of La Mesa.

The following sections are included in this report:

- Project Description
- Project Trip Generation Calculations
- VMT Analysis Methodology
- VMT Screening Criteria
- VMT Assessment Results
- Project Level Screening Assessment
- Cumulative Level Screening Assessment
- VMT Analysis Conclusions

2.0 PROJECT DESCRIPTION

2.1 Project Components

The Project is a proposed campus for SDCCE within a new 3-story building with underground parking, and a capacity of approximately 300 occupants. The Project size proposes a 52,129 gross square feet (GSF) building, with 57,000 GSF of underground parking. The Project's proposed 52,129 GSF was used as the basis of the trip generation calculations included in this report.

2.2 Project Location

The approximately 0.69 acre Project site is located at 5322 El Cajon Boulevard, within the City of San Diego. The site is currently developed with a vacant approximately 3,800-square-foot commercial building The site is located within the Mid-City community of the City of San Diego, which is located centrally in the San Diego metropolitan area. The project site is on Assessor's Parcel Numbers 472-022-09-00.

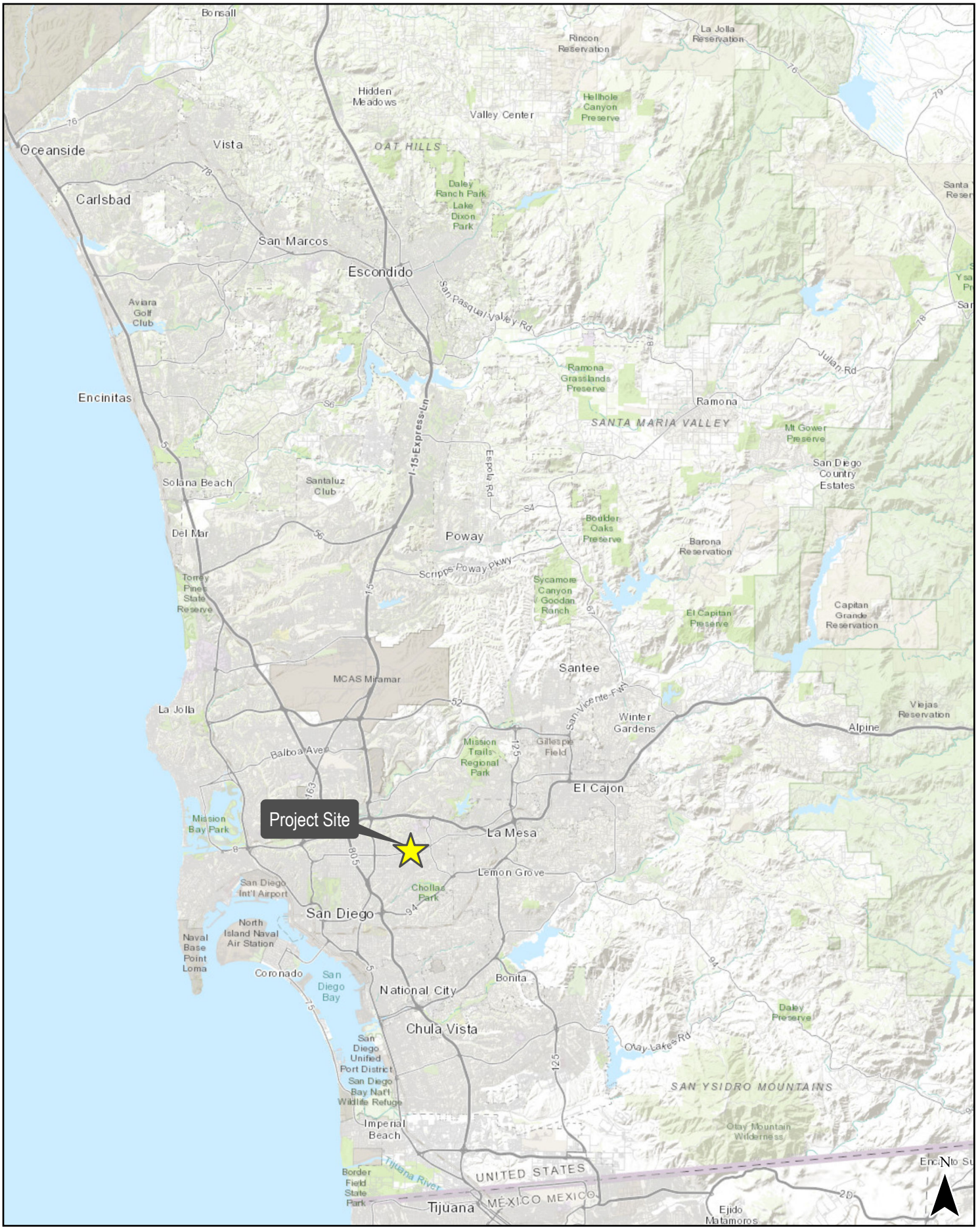
The Project site is bordered on the west by commercial uses (an auto shop) and surface parking associated with adjacent apartments; on the east by Marcellena Road; on the north by an apartment complex; and on the south by El Cajon Boulevard. Beyond Marcellena Road to the east are additional commercial (restaurant) and residential (apartment) uses, while commercial retail uses are located along the south side of El Cajon Boulevard.

Figure 2–1 shows the Campus Vicinity Map, ***Figure 2–2*** shows a more detailed Project Area Map.

2.2.1 *Project Access*

The Project proposes access from Marcellena Road, just north of El Cajon Boulevard.

Figure 2–3 shows the Project Site Plan



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SanGIS, Bureau of Land Management, Esri, HERE, Garmin, USGS, NGA, EPA, USDA, NPS

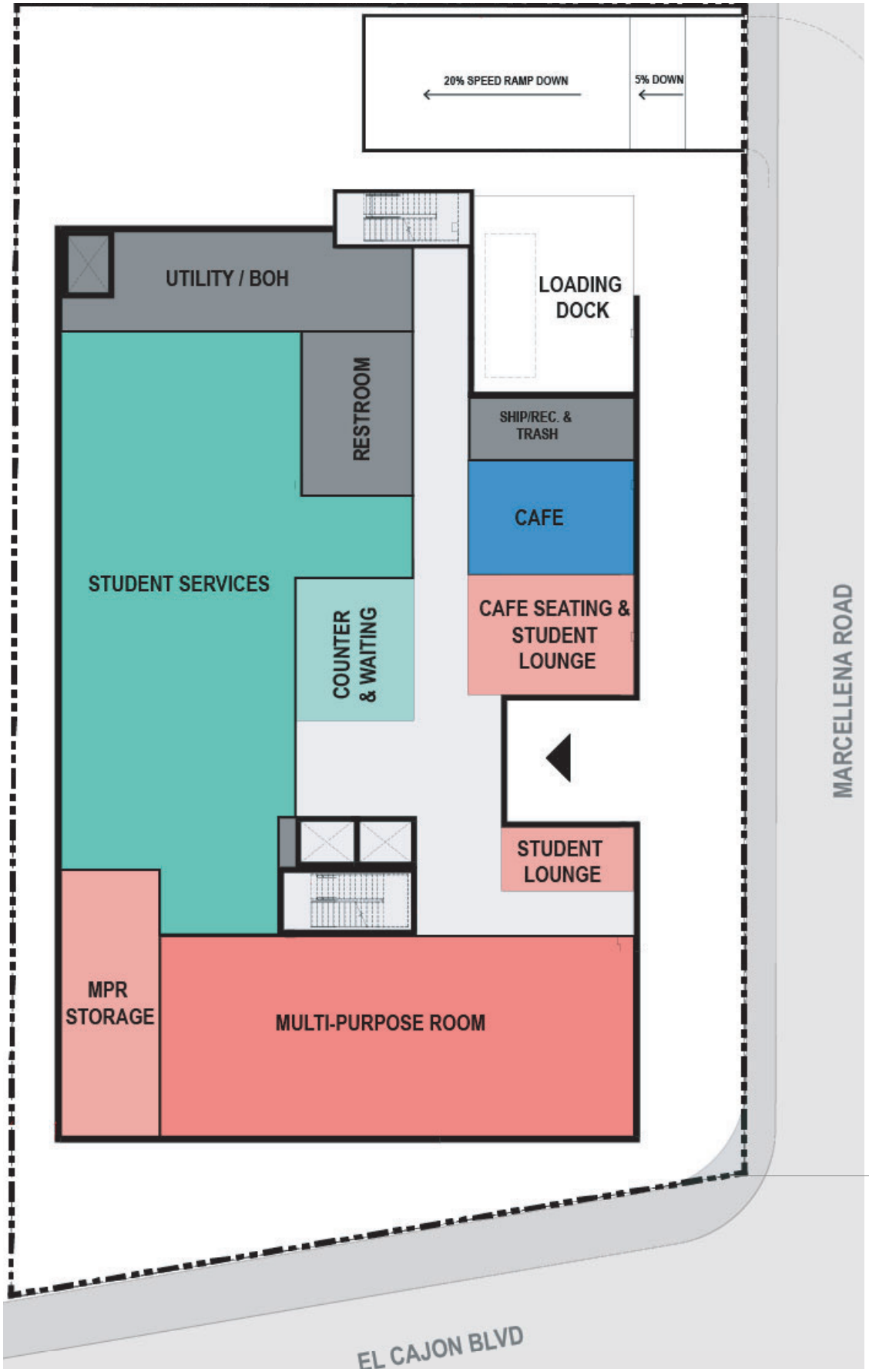
Figure 2-1
Vicinity Map



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Figure 2-2

Project Area Map



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Figure 2-3

Site Plan

3.0 PROJECT TRIP GENERATION CALCULATIONS

The section below provides a detailed description of the trip generation due to the Project.

3.1 Site-Specific Trip Generation Rate Calculation

The Project proposes a non-credit, continuing education college use type, which is not reflected in the generalized standard rates (e.g., SANDAG Trip Generation Manual or ITE Trip Generation Manual). Therefore, to establish the most accurate use-specific trip generation rate for the proposed Project, traffic data was collected from a comparable facility.

The **SDCCE – West City Campus** (located at 3249 Fordham St, San Diego, CA 92110) was selected as the comparable site for the following reasons:

- **Land Use & Operations:** The West City Campus operates under identical institutional programming, administrative oversight, and student demographics as the proposed Mid-City Campus Expansion.
- **Isolated Access & Unshared Parking:** The West City facility operates independently with two dedicated driveways, one access point on Kenyon Street and one on Fordham Street, and does not share parking or access facilities with adjacent commercial or residential properties.
- **Data Accuracy:** Because all vehicular traffic passing through these two driveways is exclusively bound for or departing from the West City Campus, driveway counts capture 100% of the site's vehicular traffic demand without interference from secondary land uses.

Consequently, site-specific trip rates derived from counts at the West City Campus provide the most accurate baseline for forecasting daily and peak-hour traffic volumes for the proposed Mid-City Campus.

Counts at the West-City campus were collected Tuesday, May 26, 2026 - Thursday, May 28, 2026. A 20% factor of safety was applied to the observed counts to provide a conservative calculation. The existing West Campus provides approximately 50,000 GSF and therefore a trip rate of 7.68 ADT/KGSF was calculated. The raw count data is included in ***Appendix A***.

3.2 Trip Generation Calculations

Table 3-1 summarizes the trip generation rate calculations based on the use-specific West-City campus counts. As detailed in *Table 3-1*, counts across the 50 KSF site yielded average unadjusted rates of 6.40 trips/KSF (Daily ADT), 0.78 trips/KSF (AM peak hour), and 0.40 trips/KSF (PM peak hour). To account for potential variations, enrollment fluctuations, and peak academic term operations, a 20% factor of safety (1.20 multiplier) was applied to the unadjusted rates.

The resulting rates utilized for the project trip generation forecast are as follows:

- **Daily Rate:** 7.68 trips / KSF
- **AM Peak Hour Rate:** 0.94 trips / KSF (72% In / 28% Out)

PM Peak Hour Rate: 0.48 trips / KSF (50% In / 50% Out)

Table 3–2 summarizes the Project's estimated trip generation. As shown in *Table 3–1*, the Project is estimated to generate 400 Average Daily Trips (ADT) with 49 AM peak hour trips (35 inbound / 14 outbound) and 25 PM peak hour trips (13 inbound / 12 outbound).

3.3 Trip Distribution & Assignment

The Project trip distribution was developed based on the proposed access point, traffic patterns observed from the existing traffic counts, and the proximity of the Project site to surrounding freeways, and residential and commercial areas.

TABLE 3–1
TRIP GENERATION RATES CALCULATION SUMMARY

Time Period	3-Day Average Volume [a]	Directional Split (% in / % Out)	Rate (Trips / KSF) [bc]	Rate (+ 20% Factor of Safety)
DAILY TRAFFIC (ADT)				
Inbound	152	47.5%	3.04	3.65
Outbound	168	52.5%	3.36	4.03
Total Daily (ADT)	320	100.0%	6.40	**7.68**
AM PEAK HOUR				
Inbound	28	**71.8%**	0.56	0.67
Outbound	11	**28.2%**	0.22	0.26
Total AM Peak	39	100.0%	0.78	**0.94**
PM PEAK HOUR				
Inbound	10	**50.0%**	0.20	0.24
Outbound	10	**50.0%**	0.20	0.24
Total PM Peak	20	100.0%	0.40	**0.48**

Footnotes:

a. Traffic volumes are based on average counts conducted Tuesday, May 26, 2026 - Thursday, May 28, 2026

b. Trip Rates are based on site-specific driveway traffic volume counts conducted at the West City Campus.

c. Trip Rates are based on 50 KSF (West City Campus square footage)

TABLE 3–2
PROJECT TRIP GENERATION

Land Use	Size	Daily Trip Ends (ADTs)		AM Peak Hour					PM Peak Hour				
		Rate [a]	ADT	Rate [a]	In:Out Split	Volume			Rate [a]	In:Out Split	Volume		
						In	Out	Total			In	Out	Total
SDCCE Campus	52.13 KGSF	7.68 / KGSF	400	0.94/ KSF	72:28	35	14	49	0.48 / KSF	50:50	13	25	25

Footnotes:

a. Trip Rates are based on site-specific driveway traffic volume counts conducted at the West City Campus.

4.0 VMT ANALYSIS METHODOLOGY

The analysis contained herein has been prepared to evaluate the vehicular effects of the Project using the VMT metric, as currently required under CEQA.

CEQA Guidelines *Appendix G, Transportation, significance criteria 2*, refers to CEQA Guidelines Section 15064.3, subdivision (b), which provides the criteria for analyzing transportation impacts. CEQA Guidelines Section 15064.3(b) provides, in relevant part, that the lead agency has discretion to choose the most appropriate methodology to evaluate a project's VMT impact, including whether to express the change in absolute terms, per capita, per household or in any other measure. A lead agency may use models to estimate a project's VMT and may revise those estimates to reflect professional judgment based on substantial evidence.

Additionally, CEQA Guidelines Section 15064.3, subdivision (b) notes that if existing models or methods are not available to estimate the VMT for the project being considered, a lead agency may analyze the project's VMT qualitatively. Such a qualitative analysis would evaluate VMT based on factors such as the availability of transit, proximity to other destinations, etc.

The San Diego Community College District (District) is the CEQA lead agency for the Project and therefore has the discretion to choose the most appropriate methodology to evaluate VMT. The analysis methodology utilized in this report was developed based on a review of the following documents:

- ***Technical Advisory on Evaluating Transportation Impacts in CEQA*** prepared by the State Office of Planning and Research (OPR) *(December 2018)*
- City of San Diego's ***Transportation Study Manual*** (TSM; *dated September 19, 2022*)
- California State University (CSU) ***Transportation Impact Study*** **(TIS)** ***Manual*** *(dated March 11, 2019)*

Neither the OPR or City of San Diego guidelines include detailed procedures for specifically analyzing VMT from non-credit, continuing education college use types, which are considered unique and complex land-use types from a VMT perspective, and instead group these uses with other types of public facility uses that have different travel patterns and characteristics Alternatively, CSU's *TIS Manual* provides comprehensive and relevant guidance on the preparation of transportation impact assessments for continuing education uses, consistent with both the CEQA Guidelines and OPR's *Technical Advisory*. While these guidelines were developed for projects on CSU campuses, they are considered applicable to the proposed Project due to the similar land use characteristics, commuter patterns, and travel behavior associated with continuing education college use types. Therefore, the Project's VMT analysis was based on CSU's *TIS Manual,* included in ***Appendix B***.

4.1.1 *Projects Screened from VMT Assessment*

Based on the CSU *TIS Manual*, the following project types generally are not required to complete a full VMT assessment and impacts under CEQA are presumed to be less than significant; that is, traffic

impacts associated with projects falling within one of the following categories are presumed to constitute a less than significant impact related to VMT:

- Local serving retail that is less than 50,000 [square feet] sq. ft., or retail that is located wholly within the core of a CSU campus;
- Childcare centers that serve students, faculty, and staff families;
- Student services facilities;
- Parking facilities that serve the campus demand and do not create "too much parking";
- Healthcare centers serving students, faculty, and staff;
- Recreation/fitness/wellness centers that serve students, faculty, and staff; and
- Projects generating less than 110 vehicle trips per day, as noted in the OPR Technical Advisory.

The CSU *TIS Manual* further describes that, in addition to the project types identified above, screening from a project-level assessment may be appropriate for other types of projects on the basis that certain characteristics (e.g. location) affect VMT such that it can be assumed those project types would not result in significant VMT impacts. Specifically, the following project types and screening attributes have the potential to decrease the number of trips and/or the trip length around their development, further decreasing VMT:

- **Development in Transit Priority Areas (TPA)**. TPAs are defined as areas within a one-half mile of either an existing major transit stop (defined as a rail transit stop, ferry terminal served by either bus or rail transit, or the intersection of two or more major bus routes with 15-minute or better headways during the peak commute periods) or a stop along an existing high quality transit corridor (defined as a fixed route bus service with headways of 15-minutes or better). TPAs should be identified by the transportation consultant for applicability in the area.
- **Development in a low-VMT generating area of the city, sub-region, or region**. Low-VMT generating areas of the city, sub-region, or region can be identified by the transportation consultant by reviewing the VMT per person for the traffic analysis zone (TAZ) for the referenced region. If the proposed land use is consistent with what is currently in the study area and the TAZ is identified as generating lower than the regional average VMT (compared to the city, sub-region, or regional VMT per person average), then the project can be screened from project level assessment.
- **On-campus housing serving students, faculty, and staff**.

Additionally, although these types of projects would be screened from project level VMT assessment, they would still need to complete a *cumulative* level assessment to determine consistency with the Regional Transportation Plan (RTP). If a project meets one of the above project screening types/attributes and is consistent with the RTP assumptions, it can be presumed to have a less than significant project-level and cumulative impact related to VMT. If a project is not consistent with the

RTP assumptions, then it would still be screened out from project-level assessment but would require assessment of the effect upon cumulative VMT.

5.0 VMT ASSESSMENT RESULTS & CONCLUSIONS

5.1 Project Level Screening Assessment

As noted in the previous section, screening from a project-level VMT assessment may be applicable to certain projects on the basis that certain characteristics such as location affect VMT such that it can be assumed that those projects would not result in significant VMT impacts. To that end, the Project is screened from a project-level VMT assessment based on the sites' location within a **Transit Priority Area** (TPA), as further described below. Consistent with CEQA Guidelines Section 15064.3 and the CSU *TIS Manual*, no quantitative project-level VMT modeling is required.

5.1.1 *Development in Transit Priority Areas*

The CSU *TIS Manual* defines TPAs as those areas located within one-half mile of either an existing major transit stop (defined as a rail transit stop, ferry terminal served by either bus or rail transit, or the intersection of two or more major bus routes with 15-minute or better headways during the peak commute periods) OR a stop along an existing high quality transit corridor (defined as a fixed route bus service with headways of 15-minutes or better).

The Project site is located within a half mile of several Metropolitan Transit System (MTS) bus routes including Arterial Rapid Route 215 on El Cajon Boulevard, the Local Bus 955 on 54th Street and Collwood Boulevard, and the Local Bus 1 on El Cajon Boulevard, as shown on ***Figure 5-1***. A description of the routes is provided below. ***Appendix C*** includes the timetable of the bus routes.

Route 1 runs between Fashion Valley Transit Center and La Mesa. This route runs along Fashion Valley Road, University Avenue, El Cajon Boulevard, La Mesa Boulevard. There is a total of fifty-three (53) stops along this route. Weekday service begins at 5:05 AM with 30-minute headways and ends at 11:20 PM. Saturday service begins at 5:20 AM with 30-minute headways and ends at 11:20 PM. Sunday service begins at 6:18 AM with 30-minute headways and ends at 8:09 PM.

Route 215 runs between SDSU Transit Center and Downtown San Diego. The route runs along College Avenue, El Cajon Boulevard, Park Boulevard, and Broadway. There is a total of twelve (12) stops along this route. Weekday service begins at 4:33 AM with 15-minute headways and ends at 12:45 AM. Weekend service begins at 4:48 AM with 15-minute headways and ends at 12:20 AM.

Route 955 runs between 8th Street Transit Center and SDSU Transit Center. The route runs along 8th Street, 43rd Street, Logan Avenue, 47th Street, Market Street, Euclid Avenue, 54th Street, Collwood Boulevard, and Montezuma Road. There is a total of forty-six (46) stops along this route. Weekday service begins at 4:43 AM with 20-minute headways and ends at 10:26 PM. Saturday service begins at 5:39 AM with 30-minute headways and ends at 9:56 PM. Sunday service begins at 6:39 AM with 30-minute headways and ends at 8:55 PM.

As described above, the proposed Project is within a TPA as that term is defined by the *CSU TIS Manual*. Therefore, the proposed Project is presumed to result in a less than significant impact and, as a result, the Project is appropriately screened from a project level assessment.

5.2 Cumulative Level Screening Assessment

The *CSU TIS Manual* notes that although a proposed project may be screened from project level VMT assessment based on the project types/locations discussed above, the project would nevertheless need to be assessed for its consistency with the applicable RTP. If the proposed project is not consistent with the RTP assumptions, then it would be necessary to assess the project's effect upon the regional or city VMT (i.e., it would require a cumulative assessment). To assess the project's consistency with the RTP, it is necessary to review the land use information and assumptions contained in the local or regional travel demand forecasting model.

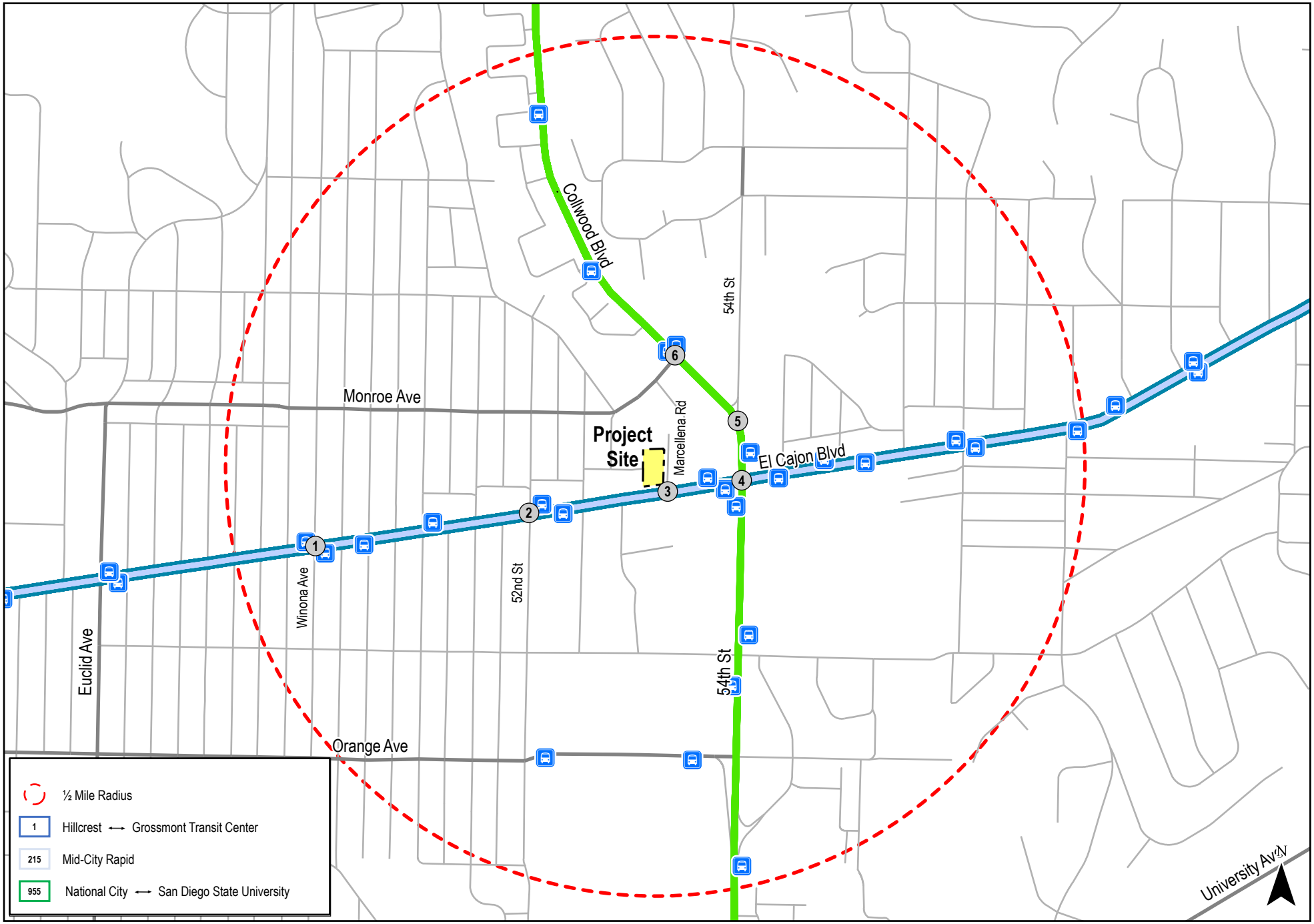
The currently approved RTP for the San Diego region is the San Diego Association of Governments (SANDAG) *2025 Regional Plan*, which was adopted in December of 2025. The RTP utilizes the SANDAG Series 15 ABM 3 Regional Plan travel demand forecasting model. Within this model, the Project is located within TAZ 3045.

The RTP travel demand forecasting model assumes the continued use of the site with uses consistent with the current *Multiple Use* zoning through 2050. Therefore, the Project is considered consistent with the RTP land-use type assumptions for the area.

Since the proposed Project is generally consistent with the Multiple Use zoning assumptions utilized in the preparation of the current SANDAG RTP, it is not necessary to conduct a cumulative-level VMT assessment of the proposed Project.

5.3 VMT Analysis Conclusions

Based on its location within a TPA as defined by the CSU *TIS Manual*, consistency with the adopted regional land use assumptions of the SANDAG Regional Plan, and absence of evidence demonstrating a substantial increase in VMT beyond baseline conditions, the Project would result in less than significant project-level and cumulative impacts related to VMT under CEQA. Consistent with CEQA Guidelines Section 15064.3, no further analysis of VMT-related impacts is required.



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Figure 5-1
Existing Transit Facilities

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TECHNICAL APPENDICES TO THE VMT

SAN DIEGO COLLEGE OF CONTINUING EDUCATION MID-CITY CAMPUS EXPANSION

San Diego, California
July 27, 2026

LLG Ref. 3-26-4214

APPENDICES

APPENDIX

A. Site-specific trip generation counts collected at West-City Campus

B. California State University's *Transportation Impact Study Manual, March 11, 2019.*

C. MTS Bus Route Timetables and Route Information

APPENDIX A

SITE-SPECIFIC TRIP GENERATION COUNTS COLLECTED AT WEST-CITY CAMPUS

Linscott, Law & Greenspan, Engineers

4542 Ruffner Street, Suite 100, San Diego, CA 92111

Average Daily Traffic

Location: **#A Campus Driveway north of Kenyon Street**

Date: **Wednesday, May 27, 2026** Total Daily Volume: **118** Description: **Total Volume**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
0	0	0	0	2	0	3	4	14	9	9	1	9	8	10	8	3	4	10	10	2	5	5	2
0	0	0	0	1	0	0	0	6	5	2	0	4	3	0	3	1	0	5	3	1	0	3	0
0	0	0	0	0	0	0	1	2	1	3	0	1	5	1	0	1	1	2	3	0	1	0	0
0	0	0	0	1	0	0	1	4	2	2	1	0	0	1	0	1	0	2	4	1	2	1	2
0	0	0	0	0	0	3	2	2	1	2	0	4	0	8	5	0	3	1	0	0	2	1	0

Date: **Wednesday, May 27, 2026** Total Daily Volume: **55** Description: **Northbound Volume**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
0	0	0	0	1	0	1	2	10	4	1	1	2	6	3	5	2	3	4	5	1	1	3	0
0	0	0	0	1	0	0	0	3	3	0	0	0	3	0	1	1	0	1	2	1	0	2	0
0	0	0	0	0	0	0	0	2	1	0	0	1	3	1	0	0	1	1	2	0	0	0	0
0	0	0	0	0	0	0	1	3	0	0	1	0	0	0	0	1	0	1	1	0	1	1	0
0	0	0	0	0	0	1	1	2	0	1	0	1	0	2	4	0	2	1	0	0	0	0	0

Date: **Wednesday, May 27, 2026** Total Daily Volume: **63** Description: **Southbound Volume**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
0	0	0	0	1	0	2	2	4	5	8	0	7	2	7	3	1	1	6	5	1	4	2	2
0	0	0	0	0	0	0	0	3	2	2	0	4	0	0	2	0	0	4	1	0	0	1	0
0	0	0	0	0	0	0	1	0	0	3	0	0	2	0	0	1	0	1	1	0	1	0	0
0	0	0	0	1	0	0	0	1	2	2	0	0	0	1	0	0	0	1	3	1	1	0	2
0	0	0	0	0	0	2	1	0	1	1	0	3	0	6	1	0	1	0	0	0	2	1	0

Report Generated by "Count Data" all rights reserved

Linscott, Law & Greenspan, Engineers

4542 Ruffner Street, Suite 100, San Diego, CA 92111

Average Daily Traffic

Location: **#A Campus Driveway north of Kenyon Street**

Date: **Thursday, May 28, 2026** Total Daily Volume: **136** Description: **Total Volume**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
0	0	0	1	2	0	4	9	27	16	5	7	11	2	2	4	9	8	5	6	9	8	1	0
0	0	0	0	0	0	0	0	7	3	2	3	1	0	2	0	2	2	0	2	1	1	0	0
0	0	0	0	0	0	1	3	7	8	3	1	1	0	0	3	0	3	2	2	0	4	1	0
0	0	0	0	0	0	2	6	7	0	0	1	6	2	0	0	6	0	2	2	2	1	0	0
0	0	0	1	2	0	1	0	6	5	0	2	3	0	0	1	1	3	1	0	6	2	0	0

Date: **Thursday, May 28, 2026** Total Daily Volume: **73** Description: **Northbound Volume**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
0	0	0	1	0	0	2	5	20	5	4	3	6	2	0	4	5	4	3	1	5	2	1	0
0	0	0	0	0	0	0	0	4	2	2	1	1	0	0	0	0	2	0	0	0	0	0	0
0	0	0	0	0	0	1	1	5	1	2	0	1	0	0	3	0	1	1	1	0	1	1	0
0	0	0	0	0	0	1	4	6	0	0	1	2	2	0	0	4	0	2	0	1	1	0	0
0	0	0	1	0	0	0	0	5	2	0	1	2	0	0	1	1	1	0	0	4	0	0	0

Date: **Thursday, May 28, 2026** Total Daily Volume: **63** Description: **Southbound Volume**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
0	0	0	0	2	0	2	4	7	11	1	4	5	0	2	0	4	4	2	5	4	6	0	0
0	0	0	0	0	0	0	0	3	1	0	2	0	0	2	0	2	0	0	2	1	1	0	0
0	0	0	0	0	0	0	2	2	7	1	1	0	0	0	0	0	2	1	1	0	3	0	0
0	0	0	0	0	0	1	2	1	0	0	0	4	0	0	0	2	0	0	2	1	0	0	0
0	0	0	0	2	0	1	0	1	3	0	1	1	0	0	0	0	2	1	0	2	2	0	0

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4542 Ruffner Street, Suite 100, San Diego, CA 92111

Average Daily Traffic

Location: **#A Campus Driveway north of Kenyon Street**

Date: **Tuesday, May 26, 2026** Total Daily Volume: **108** Description: **Total Volume**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
0	0	0	0	0	3	1	3	21	5	0	4	15	1	5	9	10	12	6	6	2	2	1	2
0	0	0	0	0	1	0	1	0	1	0	0	6	0	0	3	0	2	2	3	0	1	1	0
0	0	0	0	0	1	0	0	3	0	0	0	4	0	3	1	2	4	3	0	2	0	0	1
0	0	0	0	0	0	1	1	10	4	0	0	2	1	1	2	4	3	1	1	0	1	0	0
0	0	0	0	0	1	0	1	8	0	0	4	3	0	1	3	4	3	0	2	0	0	0	1

Date: **Tuesday, May 26, 2026** Total Daily Volume: **52** Description: **Northbound Volume**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
0	0	0	0	0	1	0	3	10	3	0	3	6	0	3	4	6	5	4	2	1	0	1	0
0	0	0	0	0	1	0	1	0	1	0	0	1	0	0	1	0	0	2	1	0	0	1	0
0	0	0	0	0	0	0	0	3	0	0	0	2	0	2	0	2	4	1	0	1	0	0	0
0	0	0	0	0	0	0	1	1	2	0	0	1	0	1	1	3	0	1	1	0	0	0	0
0	0	0	0	0	0	0	1	6	0	0	3	2	0	0	2	1	1	0	0	0	0	0	0

Date: **Tuesday, May 26, 2026** Total Daily Volume: **56** Description: **Southbound Volume**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
0	0	0	0	0	2	1	0	11	2	0	1	9	1	2	5	4	7	2	4	1	2	0	2
0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	2	0	2	0	2	0	1	0	0
0	0	0	0	0	1	0	0	0	0	0	0	2	0	1	1	0	0	2	0	1	0	0	1
0	0	0	0	0	0	1	0	9	2	0	0	1	1	0	1	1	3	0	0	0	1	0	0
0	0	0	0	0	1	0	0	2	0	0	1	1	0	1	1	3	2	0	2	0	0	0	1

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4542 Ruffner Street, Suite 100, San Diego, CA 92111

Average Daily Traffic

Location: **#B Campus Driveway west of Fordham Street**

Date: **Tuesday, May 26, 2026** Total Daily Volume: **207** Description: **Total Volume**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
0	0	0	0	0	0	0	2	22	27	13	5	51	18	9	19	13	6	3	9	7	3	0	0
0	0	0	0	0	0	0	0	2	12	4	2	15	4	1	8	0	3	2	3	3	1	0	0
0	0	0	0	0	0	0	1	7	6	0	1	18	2	4	5	1	3	0	0	0	2	0	0
0	0	0	0	0	0	0	0	4	5	1	0	6	8	2	2	4	0	0	0	4	0	0	0
0	0	0	0	0	0	0	1	9	4	8	2	12	4	2	4	8	0	1	6	0	0	0	0

Date: **Tuesday, May 26, 2026** Total Daily Volume: **99** Description: **Eastbound Volume**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
0	0	0	0	0	0	0	2	17	21	8	4	21	9	2	5	3	3	1	1	1	1	0	0
0	0	0	0	0	0	0	0	2	9	4	2	4	3	0	1	0	1	1	1	1	1	0	0
0	0	0	0	0	0	0	1	5	5	0	0	11	1	0	0	0	2	0	0	0	0	0	0
0	0	0	0	0	0	0	0	3	4	0	0	3	3	1	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	1	7	3	4	2	3	2	1	4	3	0	0	0	0	0	0	0

Date: **Tuesday, May 26, 2026** Total Daily Volume: **108** Description: **Westbound Volume**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
0	0	0	0	0	0	0	0	5	6	5	1	30	9	7	14	10	3	2	8	6	2	0	0
0	0	0	0	0	0	0	0	0	3	0	0	11	1	1	7	0	2	1	2	2	0	0	0
0	0	0	0	0	0	0	0	2	1	0	1	7	1	4	5	1	1	0	0	0	2	0	0
0	0	0	0	0	0	0	0	1	1	1	0	3	5	1	2	4	0	0	0	4	0	0	0
0	0	0	0	0	0	0	0	2	1	4	0	9	2	1	0	5	0	1	6	0	0	0	0

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4542 Ruffner Street, Suite 100, San Diego, CA 92111

Average Daily Traffic

Location: **#B Campus Driveway west of Fordham Street**

Date: **Wednesday, May 27, 2026** Total Daily Volume: **196** Description: **Total Volume**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
0	0	0	0	0	0	0	2	24	22	15	8	30	9	19	15	11	10	6	15	9	1	0	0
0	0	0	0	0	0	0	0	3	10	8	1	15	0	7	9	0	4	1	5	3	1	0	0
0	0	0	0	0	0	0	1	5	2	1	3	6	1	2	0	2	4	2	3	2	0	0	0
0	0	0	0	0	0	0	1	6	2	4	1	5	5	3	5	2	2	3	7	2	0	0	0
0	0	0	0	0	0	0	0	10	8	2	3	4	3	7	1	7	0	0	0	2	0	0	0

Date: **Wednesday, May 27, 2026** Total Daily Volume: **93** Description: **Eastbound Volume**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
0	0	0	0	0	0	0	2	20	18	9	5	5	3	7	5	8	5	4	1	1	0	0	0
0	0	0	0	0	0	0	0	3	8	6	0	1	0	2	2	0	2	1	0	1	0	0	0
0	0	0	0	0	0	0	1	4	1	0	2	1	0	0	0	1	1	2	0	0	0	0	0
0	0	0	0	0	0	0	1	5	2	2	0	1	2	2	2	2	2	1	1	0	0	0	0
0	0	0	0	0	0	0	0	8	7	1	3	2	1	3	1	5	0	0	0	0	0	0	0

Date: **Wednesday, May 27, 2026** Total Daily Volume: **103** Description: **Westbound Volume**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
0	0	0	0	0	0	0	0	4	4	6	3	25	6	12	10	3	5	2	14	8	1	0	0
0	0	0	0	0	0	0	0	0	2	2	1	14	0	5	7	0	2	0	5	2	1	0	0
0	0	0	0	0	0	0	0	1	1	1	1	5	1	2	0	1	3	0	3	2	0	0	0
0	0	0	0	0	0	0	0	1	0	2	1	4	3	1	3	0	0	2	6	2	0	0	0
0	0	0	0	0	0	0	0	2	1	1	0	2	2	4	0	2	0	0	0	2	0	0	0

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4542 Ruffner Street, Suite 100, San Diego, CA 92111

Average Daily Traffic

Location: **#B Campus Driveway west of Fordham Street**

Date: **Thursday, May 28, 2026** Total Daily Volume: **197** Description: **Total Volume**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
0	0	0	0	0	0	0	0	7	27	16	20	26	24	9	20	13	9	11	7	7	1	0	0
0	0	0	0	0	0	0	0	0	7	6	9	15	3	5	4	3	3	4	1	5	0	0	0
0	0	0	0	0	0	0	0	0	4	5	3	4	13	0	2	3	1	2	0	0	0	0	0
0	0	0	0	0	0	0	0	0	5	2	0	1	6	4	7	3	3	5	6	0	1	0	0
0	0	0	0	0	0	0	0	7	11	3	8	6	2	0	7	4	2	0	0	2	0	0	0

Date: **Thursday, May 28, 2026** Total Daily Volume: **85** Description: **Eastbound Volume**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
0	0	0	0	0	0	0	0	6	23	9	12	6	3	3	7	5	6	4	0	1	0	0	0
0	0	0	0	0	0	0	0	0	6	4	8	3	1	3	0	1	2	3	0	1	0	0	0
0	0	0	0	0	0	0	0	0	4	1	2	1	2	0	0	0	1	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	5	2	0	0	0	0	2	2	1	1	0	0	0	0	0
0	0	0	0	0	0	0	0	6	8	2	2	2	0	0	5	2	2	0	0	0	0	0	0

Date: **Thursday, May 28, 2026** Total Daily Volume: **112** Description: **Westbound Volume**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
0	0	0	0	0	0	0	0	1	4	7	8	20	21	6	13	8	3	7	7	6	1	0	0
0	0	0	0	0	0	0	0	0	1	2	1	12	2	2	4	2	1	1	1	4	0	0	0
0	0	0	0	0	0	0	0	0	0	4	1	3	11	0	2	3	0	2	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	1	6	4	5	1	2	4	6	0	1	0	0
0	0	0	0	0	0	0	0	1	3	1	6	4	2	0	2	2	0	0	0	2	0	0	0

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APPENDIX B

CALIFORNIA STATE UNIVERSITY'S TRANSPORTATION IMPACT STUDY MANUAL, MARCH 11, 2019.

California State University

Transportation Impact Study Manual

March 11, 2019

FEHR PEERS

Table of Contents

1. Background Information 1
   1.1 Manual Purpose 1
   1.2 SB 743 Background 2
   1.3 When is a VMT Study Needed 3
   1.4 Chancellor's Office Coordination 4
2. Report and Analysis Requirements 5
   2.1 CEQA Checklist 5
   2.2 Report Requirements 7
      2.2.1 Project Description and Project Setting 7
      2.2.2 Significance Criteria, Methodologies, and Results 9
   2.3 Impact Findings and Mitigation Measures 19
   2.4 Site Access and On-Site Circulation 21
3. Agency Coordination and Guidance 23
   3.1 Congestion Management Agency 23
   3.2 Caltrans 24
   3.3 Regional Transportation Planning Agencies 25
   3.4 Air Quality Management Districts 26
   3.5 Coastal Commission 26
   3.6 Local Agencies 27

List of Tables

Table 1: Significance Criteria 10
Table 2: VMT Significance Thresholds 14
Table 3: VMT Normalization Guidance 16
Table 4: Potential Mitigation Measures 19

Appendix

Appendix A – Glossary of Acronyms
Appendix B – RTP Assumptions by Campus
Appendix C – Test Case: CSUSB Master Plan

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1. Background Information

1.1 Manual Purpose

In November 2012, the California State University (CSU) issued a Transportation Impact Study Manual (2012 CSU Manual) to assist the campuses within the CSU system in addressing transportation-related impacts under the California Environmental Quality Act (CEQA). At that time, level of service (LOS), which is based on delay to single occupant vehicles, was the metric utilized to evaluate CEQA impacts to the transportation system. Following issuance of the 2012 CSU Manual, the California legislature approved Senate Bill (SB) 743, which directed the California Office of Planning and Research (OPR) to update the CEQA Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3, sections 15000-15387) and identify an alternative metric for determining significant impacts.

The OPR process, described in greater detail below, identified use of Vehicle Miles of Travel (VMT) as the new metric in assessing impacts associated with vehicle travel. VMT is calculated, generally, by multiplying the number of trips generated by a project by the average distance those trips traveled. Furthermore, VMT can be normalized on a per person basis to evaluate the efficiency of that trip (e.g. the lower the VMT per person, the more efficient travel is).

In December of 2018, the Natural Resources Agency finalized their rule making process and released an update to the CEQA Guidelines to officially change the transportation analysis metric from LOS to VMT. It should be noted that the CEQA Guidelines do recognize the time required for lead agencies to change their analysis requirements and develop implementation procedures to complete the assessment; as such, lead agencies have until July of 2020 to complete the updates to their impact analysis guidelines to complete the transition from LOS to VMT.

CEQA *refers to the California Environmental Quality Act. This statute requires analysis and identification of potentially significant environmental impacts associated with state or local action, including approval of new development or infrastructure projects. The process of identifying these impacts is typically referred to as the environmental review process.*

LOS *refers to "level of service," a metric that assigns a letter grade to road network performance. The typical application of LOS is to measure the average amount of delay experienced by vehicle drivers at an intersection during the most congested time of day and to assign a report card range from LOS A (fewer than 10 seconds of delay) to LOS F (more than 80 seconds of delay). Under prior CEQA criteria, a certain increase in LOS results in a significant impact, which must be mitigated.*

VMT *refers to "vehicle miles traveled," a metric that accounts for the number of vehicle trips generated by a project and the length or distance of those trips. For transportation impact analysis purposes, VMT is generally expressed as*

Given the recent revisions to the CEQA Guidelines, this manual replaces the 2012 CSU Manual to provide guidance in the preparation of transportation impact assessments for projects on CSU campuses, including all lands owned by CSU, consistent with the CEQA Guidelines update. The manual can be used for projects ranging from campus master plan updates to individual campus projects, and for public-private development.

The CSU Transportation Impact Study Manual is subject to revision due to future changes in policies, guidelines or statutes.

1.2 SB 743 Background

In 2013, Governor Jerry Brown signed SB 743 into law, thus significantly changing the CEQA transportation impact analysis procedures. SB 743 required OPR to develop a new transportation analysis alternative to LOS that "promotes the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses."[1] *The changes in impact analysis methodology include the elimination of auto delay, LOS, and other similar measures of vehicular capacity or traffic congestion as a basis for determining significant vehicle-related impacts.*

As proposed by OPR and approved by the Natural Resources Agency, auto delay has been eliminated as an environmental impact under CEQA. Additionally, the process identified that VMT is generally the most appropriate measure of vehicle-related transportation impacts under CEQA. [2]

In December 2018, OPR released the current version of the *Technical Advisory on Evaluating Transportation Impacts in CEQA* (Technical Advisory) to provide advice and recommendations to CEQA lead agencies on how to implement the SB 743 changes. SB 743 requires analysis of a project's anticipated generation of VMT rather than its location-specific roadway operational impacts (i.e., LOS impacts). The Technical Advisory also recommends a variety of travel demand management mitigation strategies to mitigate a project's significant VMT impacts.

Given the departure from LOS to VMT, this manual provides instructions for analyzing transportation impacts relative to VMT, applicable significance thresholds, and recommended mitigation measures.

VMT, as defined by OPR, is normalized by dividing it by the population, employment, number of households, service population (population plus employment), and/or some other metric that effectively utilizes VMT as a measure of travel efficiency (e.g. the lower the VMT per person, the more efficient their travel patterns

[1] Public Resources Code Section 21099(b)(1)
[2] The revised Guidelines were adopted by the Natural Resources Agency in December 2018, subsequently approved by the Office of Administrative Law, and effective as of January 3, 2019.

are). As such, the shift to VMT is essentially a shift toward measuring transportation efficiency for each project.

1.3 When is a VMT Study Needed

Numerous projects are considered to be VMT reducing or make travel more efficient. One example of this would be local serving retail that is less than 50,000 sq. ft. In this example, the retail would serve local trips and likely intercept existing trips on the system that need to travel a greater distance for those local services (thus reducing average trip length and reducing VMT). Similar local-serving retail projects are not required to complete a VMT assessment.

For CSU projects, examples of projects that would be screened from VMT assessment due to their VMT reducing nature (i.e., no further analysis required) are noted below:

- Local serving retail that is less than 50,000 sq. ft., or retail that is located wholly within the core of a CSU campus;
- Childcare centers that serve students, faculty, and staff families;
- Student services facilities;
- Parking facilities that serve the campus demand and do not create "too much parking[3]";
- Healthcare centers serving students, faculty, and staff; and
- Recreation/fitness/wellness centers that serve students, faculty, and staff.
- Projects generating less than 110 vehicle trips per day, as noted in the OPR Technical Advisory[4].

For all other project types, a VMT assessment would be required, as outlined in this manual. At the outset of the project, a memo from the transportation consultant shall be provided at the beginning of the CEQA process which identifies the manner in which the Transportation Study Impact Manual will be implemented for the project.

[3] The concept reflects the notion that, if you over park a site, then it is easier/more convenient to drive and VMT per person would increase. Therefore, if the parking per FTE is not increased, the ability to drive and park remains constant, or possibly reduced, and VMT is not induced.

[4] CEQA provides a categorical exemption for existing facilities, including additions to existing structures of up to 10,000 square feet, so long as the project is in an area where public infrastructure is available to allow for maximum planned development and the project is not in an environmentally sensitive area. (CEQA Guidelines, § 15301, subd. (e)(2).) Typical project types for which trip generation increases relatively linearly with building footprint (i.e., general office building, single tenant office building, office park, and business park) generate or attract an additional 110-124 trips per 10,000 square feet. Therefore, absent substantial evidence otherwise, it is reasonable to conclude that the addition of 110 or fewer trips could be considered not to lead to a significant impact. (OPR Technical Advisory, 2018)

1.4 Chancellor's Office Coordination

Campuses embarking on any transportation impact assessment should coordinate with the Chancellor's Office to solicit input on the scope of work, assessment approach, and to verify that the latest CSU and CEQA Guidelines are being utilized.

One potential area of coordination involves whether to continue conducting LOS analysis. Although LOS is no longer required for CEQA evaluation, many cities, counties, or other agencies (including Caltrans) may still request LOS assessment as part of a campus project. In those instances, the campus shall contact the Chancellor's Office to assist in the strategy of coordinating with those agencies and their requests.

2. Report and Analysis Requirements

This chapter describes the required analytical components that shall be included in the transportation impact study (TIS). In addition to identifying the organization and information required for the report, this chapter also summarizes the analysis methodology and thresholds that shall be utilized to determine if an impact is significant.

2.1 CEQA Checklist

As noted in Chapter 1, the CEQA Guidelines have been updated related to potential transportation impacts.

CEQA Guidelines Appendix G includes a series of questions to be answered to determine if a project has the potential to result in a significant impact. The questions related to transportation impacts are listed below and are based on the CEQA Guidelines as updated in December 2018 (Appendix G, XVII. Transportation):

Would the project:

a) *Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?*

b) *Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?*

c) *Substantially increase hazards due to a geometric design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?*

d) *Result in inadequate emergency access?*

CEQA Guidelines Section 15064.3 provides in full:

(a) Purpose.

This section describes specific considerations for evaluating a project's transportation impacts. Generally, vehicle miles traveled is the most appropriate measure of transportation impacts. For the purposes of this section, "vehicle miles traveled" refers to the amount and distance of automobile travel attributable to a project. Other relevant considerations may include the effects of the project on transit and non-motorized travel. Except as provided in subdivision (b)(2) below (regarding roadway capacity), a project's effect on automobile delay shall not constitute a significant environmental impact.

(b) Criteria for Analyzing Transportation Impacts.

(1) Land Use Projects. Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high-quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact.

(2) Transportation Projects. Transportation projects that reduce, or have no impact on, vehicle miles traveled should be presumed to cause a less than significant transportation impact. For roadway capacity projects, agencies have discretion to determine the appropriate measure of transportation impact consistent with CEQA and other applicable requirements. To the extent that such impacts have already been adequately addressed at a programmatic level, such as in a regional transportation plan EIR, a lead agency may tier from that analysis as provided in Section 15152.

(3) Qualitative Analysis. If existing models or methods are not available to estimate the vehicle miles traveled for the particular project being considered, a lead agency may analyze the project's vehicle miles traveled qualitatively. Such a qualitative analysis would evaluate factors such as the availability of transit, proximity to other destinations, etc. For many projects, a qualitative analysis of construction traffic may be appropriate.

(4) Methodology. A lead agency has discretion to choose the most appropriate methodology to evaluate a project's vehicle miles traveled, including whether to express the change in absolute terms, per capita, per household or in any other measure. A lead agency may use models to estimate a project's vehicle miles traveled, and may revise those estimates to reflect professional judgment based on substantial evidence. Any assumptions used to estimate vehicle miles traveled and any revisions to model outputs should be documented and explained in the environmental document prepared for the project. The standard of adequacy in Section 15151 shall apply to the analysis described in this section.

(c) Applicability. The provisions of this section shall apply prospectively as described in section 15007. A lead agency may elect to be governed by the provisions of this section immediately. Beginning on July 1, 2020, the provisions of this section shall apply statewide.

Note: Authority cited: Sections 21083 and 21099, Public Resources Code. Reference: Sections 21099 and 21100, Public Resources Code; Cleveland National Forest Foundation v. San Diego Association of Governments (2017) 17 Cal.App.5th 413; Ukiah Citizens for Safety First v. City of Ukiah (2016) 248 Cal.App.4th 256; California Clean Energy Committee v. City of Woodland (2014) 225 Cal. App. 4th 173.

The remainder of this chapter provides guidance on addressing each of the noted CEQA checklist items consistent with Section 15064.3 of the CEQA Guidelines.

2.2 Report Requirements

This section of the Manual outlines the requirements for completing a TIS for projects proposed within the CSU system. In general, the study should include the following organization:

- Chapter 1 – Project Description and Project Setting
- Chapter 2 – Significance Criteria, Analysis Methodologies, and Results
- Chapter 3 – Impact Findings and Mitigation Measures
- Chapter 4 – Site Access and On-Site Circulation Assessment

2.2.1 Project Description and Project Setting



The Project Description and Project Setting provide the context for determining the study area for the impact analysis. The TIS study area refers to the geographical boundary within which the project's impacts on the transportation systems will be assessed. The study area should be viewed as the "area of influence" of a project. The extent of a TIS study area depends on the location (setting) and size/type of the project (description), and the technical questions anticipated to be asked by decision makers and the public. Defining the study area needs to be done through a process that results in substantial evidence (facts, analysis, etc.) to support the study area delineation. The boundary should extend as far as needed to accurately evaluate the significant impacts of the project and ensure that trip length information is not truncated at geographic boundaries (e.g. the entire trip length shall be accounted for).

Consideration of all travel modes and facilities (i.e., transit, pedestrian, bicycle, vehicle, rail, etc.) should take place when selecting the study area boundary. Guidance from CSU shall be obtained on the boundary delineation.

- The study area shall extend a sufficient distance from the project site to identify all potentially significant impacts, as supported by substantial evidence.
- Additional facilities may be studied based on circumstances unique to the site. TIS preparers shall consult with CSU to determine whether to consult with the host city or county early regarding any additional study locations based on local or site-specific issues.

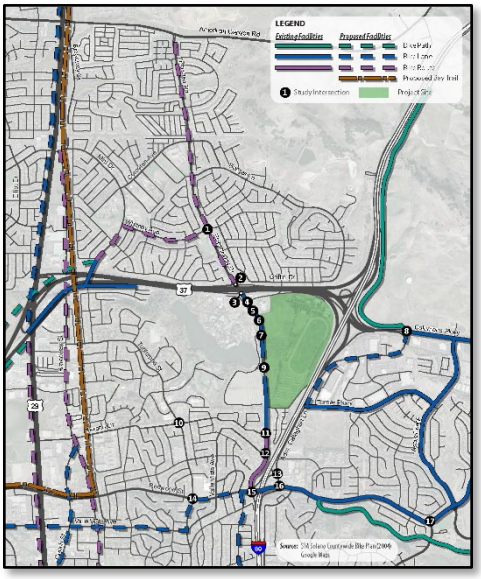
2.2.1.1 Roadway Network Description



The TIS shall provide a map that shows the Project site and identifies transportation facilities in the study area. The TIS shall provide a brief description of the study area roadways near the site. At a minimum, the TIS should state the number of travel lanes, direction of travel, the extents of each roadway, and the relation to the Project site. The TIS can also describe typical street cross-sections and other aspects of the streets such as on-street parking, bicycle and pedestrian facilities, median treatment, speed limit, etc. For state facilities, the latest available average daily traffic (ADT) counts near the Project site should also be reported[5].

2.2.1.2 Bicycle and Pedestrian Facility Description

The description and analysis of bicycle and pedestrian facilities will vary for each campus depending on the availability and usage. It is expected that urban locations will have more pedestrian and bicycle travel facilities and will require more detailed analysis than non-urban locations. At a minimum, the TIS shall provide the following information:



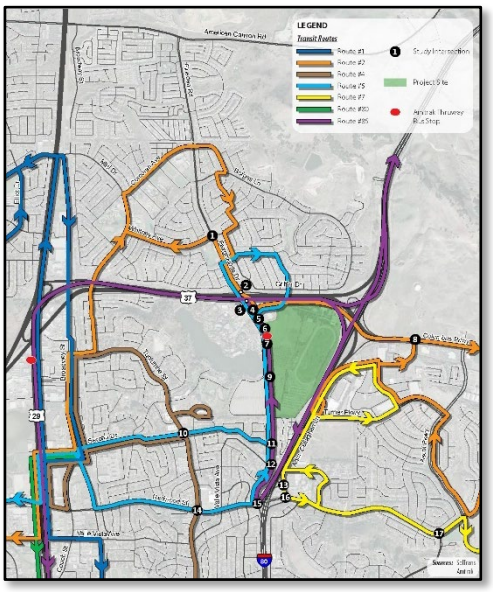
- A qualitative description of existing bicycle and pedestrian facilities in the Project vicinity. This would consist of identifying the location and type of bicycle facilities, presence of sidewalks, and the level of usage.
- A map showing existing and planned bicycle facilities in the study area.
- A description of different bicycle facility types. The local jurisdiction's bicycle plan should be consulted for a description of the facility types.
- A more detailed discussion of existing bicycle and pedestrian facilities and activities in the Project vicinity, including identification of nearby pedestrian and bicycle corridors. Major deficiencies in the existing system, such as street segments with missing sidewalks, obstacles, or non-Americans with Disabilities Act (ADA)-compliant facilities, should also be identified.

[5] Caltrans traffic counts can be found at traffic-counts.dot.ca.gov/

- A discussion of bicycle and pedestrian access between the Project site, nearby transit stops, and land uses that generate a high number of pedestrians or bicyclists (i.e., parking facilities, other campus buildings).
- A qualitative discussion based on observations of bicycle and pedestrian activity in the study area and at study area intersections.
- A description of bicycle parking in the Project vicinity, which may include location, type and usage of bicycle parking (racks, lockers, etc.)
- Graphics showing pedestrian and bicycle volumes in the study area and/or at study area intersections, if available.

2.2.1.3 Transit Facilities Description and Analysis

The description and analysis of transit facilities will vary for each site depending on the transit service and ridership in the Project area. At a minimum, the TIS shall provide the following:



- A qualitative description of transit service in the Project area, including campus shuttle service, local bus service, and regional bus, trolley, or rail service (such as Amtrak, or Bay Area Rapid Transit (BART) in the Bay Area, or the San Diego Trolley).
- A map showing transit routes within two miles of the Project site.
- Information on route operations, including hours of operations, time between stops of transit vehicles (headways), vehicle capacities, and load factors (i.e., a capacity analysis based on passenger counts).
- Information on bus stops near the Project site, such as bus stop locations.

2.2.2 Significance Criteria, Methodologies, and Results

The significance criteria refer to the criteria utilized to determine whether the transportation-related impacts of the proposed project would be significant within the meaning of CEQA. The significance criteria set forth below have been developed consistent with the CEQA Appendix G checklist questions, noted above and shall be utilized to evaluate potential project impacts. Table 1, Significance Criteria, lists the criteria to be applied in assessing transportation-related impacts; that is, the project would result in significant impacts if it would trigger any of the listed criteria.

Table 1: Significance Criteria

Impact Categories	CSU Significance Criteria
Plan Conflict	The project would conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle and pedestrian facilities.
VMT Impacts[6]	The project would result in a VMT-related impact as described below
Hazard Impact	The project would substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
Emergency Access Impact	The project would result in inadequate emergency access.

CEQA Checklist Questions:

a) Will the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

b) Will the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

c) Will the project substantially increase hazards due to a geometric design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?

d) Will the project result in inadequate emergency access?

2.2.2.1 Evaluation Approach and Methodology

2.2.2.1.1 Plan Conflicts

The TIS should identify plans, ordinances, or policies addressing the circulation system, including transit, roadways, bicycle lanes, and pedestrian paths. The consistency of a proposed project with the policies and standards shall be assessed to inform the impact conclusions using the significance criteria identified in **Table 1**. The various agencies and policies that will apply to most CSU projects are described below.

[6] Refer to Table 2: VMT Thresholds and Measurements by Project Type

CSU Campus Policies and Programs

The TIS should list the relevant circulation plans and other relevant transportation information identified in the current Campus Master Plan. A description of the Campus Travel Demand Management Plan (if applicable), current programs, and effectiveness (i.e. commute club membership, average carpool occupancy, changes in bicycle use, etc.) shall be included in this section.

Local Agency Policies and Standards

For information purposes, the TIS should list the transportation related programs, plans, and policies published in the adopted General Plan of the host city or county. The most relevant policies are those regarding planned improvements, including new roadways and new pedestrian and bicycle facilities, and policies and programs to enhance and encourage non-auto mode usage. Note that as a state agency, CSU is not required to comply with local plans, policies or regulations).

Congestion Management Program

The TIS must evaluate the Project's consistency with the relevant Congestion Management Program (CMP) requirements, where applicable, related to transit, bicycles, pedestrians, and other non-automotive uses. If the local CMP only requires LOS assessment for project evaluation, then that assessment shall not be included in the TIS as it is no longer required by CEQA upon implementation of SB 743. However, all other non-automotive analyses required by the CMP shall be assessed in the TIS to determine whether the project would conflict with the CMP.

2.2.2.1.2 VMT Impacts

This section describes the methodology and significance criteria for evaluating VMT impacts for CSU projects.

Screening Criteria

Please note that this section describes potential ways to screen projects from VMT assessment. However, projects that may be screened from VMT assessment may still need to address other assessments to comply with CEQA requirements.

Projects Screened From VMT Assessment

As noted in Chapter 1, the following CSU project types would generally not be required to complete a full VMT assessment; that is, identifying and describing the project as falling within one of these categories would constitute a less than significant impact related to VMT for CEQA purposes:

- Local serving retail that is less than 50,000 sq. ft., or retail that is located wholly within the core of a CSU campus;
- Childcare centers that serve students, faculty, and staff families;
- Student services facilities;
- Parking facilities that serve the campus demand and do not create "too much parking[7]";
- Healthcare centers serving students, faculty, and staff;
- Recreation/fitness/wellness centers that serve students, faculty, and staff; and
- Projects generating less than 110 vehicle trips per day, as noted in the OPR Technical Advisory[8].

Please note that, for those project listed above, the transportation consultant must still use engineering judgement to in completing the screening; that is, if these project types have the potential to increase VMT per person for some unique reason, then the project should undertake a full VMT assessment.

Projects Screened From Project Level VMT Assessment

In addition to the project types identified above, screening from project-level assessment may be applicable to certain other types of projects that do not meet the above project type on the basis that certain characteristics (e.g. location) are such that it can be assumed such project types would not result in significant VMT impacts. These project types and screening attributes are noted below as they have the *potential* to decrease the number of trips and/or the trip length around their development, further decreasing VMT. Importantly, however, this screening exemption is not absolute and if the transportation consultant reaches a conclusion that the project is appropriately screened from project-level analysis, it is essential that the study include substantial evidence supporting the conclusion. Additionally, although these projects would be screened from project level VMT assessment, they would still need to complete a *cumulative* level assessment to determine consistency with the Regional Transportation Plan (RTP) produced by the local Metropolitan Planning Organization (MPO) or Regional Transportation Planning Agency (RTPA).

- Development in Transit Priority Areas (TPA[9]);

[7] The concept reflects the notion that, if you over park a site, then it is easier/more convenient to drive and VMT per person would increase. Therefore, if the parking per FTE is not increased, the ability to drive and park remains constant, or possibly reduced, and VMT is not induced.

[8] Note – this screening criteria is described in OPR's technical advisory. If using this threshold, the transportation consultant should be aware that this is a trip-based benchmark; not a VMT-based benchmark. The user should review the trip length tied to the project to ensure that those would not be considered abnormally lengthy which would constitute potential concern related to CEQA significance.

[9] TPAs are defined as development located within a one-half mile of either an existing major transit stop (defined as a rail transit stop, ferry terminal served by either bus or rail transit, or the intersection of two or more major bus routes with 15-minute or better headways during the peak commute periods) or a stop along an existing high quality transit corridor (defined as a fixed route bus service with headways of 15-minutes or better).

- Development in a low-VMT generating area of the city, sub-region, or region; or
- On-campus housing serving students, faculty, and staff.

TPAs should be identified by the transportation consultant for applicability in the area. Low-VMT generating areas of the city, sub-region, or region can be identified by the transportation consultant by reviewing the VMT per person for the traffic analysis zone (TAZ[10]) for the referenced region. If the proposed land use is consistent with what is currently in the study area and the TAZ is identified as generating lower than existing VMT (compared to the city, sub-region, or regional VMT per person average), then the project can be screened from project level assessment.

As previously noted, although the project types described above can be screened from *project* level assessment, the proposed project needs to be assessed for its consistency with the RTP assumptions. If the project is not consistent with the RTP assumptions, then it would be screened out from project-level assessment but would require assessment of the effect upon regional or city VMT (i.e., it would require a cumulative assessment).

Some agencies (such as SACOG in Sacramento) have a checklist to determine RTP consistency and the campus should review local requirements for determining RTP consistency. If a checklist is not available, then consistency must be verified. To verify consistency, the land use information and assumptions in the local or regional travel demand forecasting model[11] should be reviewed.

Projects Requiring a Full VMT Assessment

For projects that do not meet any of the screening criteria described above, a transportation impact study including a full VMT assessment will be required. To complete this assessment, the traffic consultant will be required to determine if the project-generated VMT per service population is less than 15% of the existing regional, sub-regional, or citywide VMT per service population to determine whether the project would result in any project-related significant VMT impacts. The consultant must also evaluate the project's *effect* on VMT to determine if the project would increase or decrease the forecasted regional total VMT, i.e., would result in significant cumulative impacts.

For those projects not screened from further analysis, **Table 2** summarizes the VMT significance thresholds to be applied in assessing impacts associated with CSU projects; separate thresholds are identified for

[10] TAZ refers to a specific geographic location related to land use inputs into the regional or local travel demand forecasting model.

[11] The appendix contains a list of RTP assumptions related to campus use as of August 2018 to assist in verifying RTP consistency. Although this information has been summarized to assist staff with a consistency determination, the user should verify the land use inputs independently for accuracy.

application to project-level and cumulative impacts. These thresholds are consistent with the thresholds set forth in the OPR Technical Advisory, which recommends a significance threshold of 15% below existing VMT for project-level impacts associated with specific projects when measuring VMT on a per person or per capita basis (i.e., the project's travel efficiency should be 15% better than existing travel efficiency).

Table 2: VMT Significance Thresholds

Impact Categories	CSU Significance Thresholds
Project Level Impacts	➢ Residential Projects: VMT / Resident exceeds threshold of 15% below existing regional, sub-regional, or citywide VMT / Resident ➢ Office/Industrial: VMT / Employee exceeds threshold of 15% below existing regional, sub-regional, or citywide VMT / Employee ➢ Mixed-Use: VMT / Service Population[12] exceeds threshold of 15% below existing regional, sub-regional, or citywide VMT / Service Population ➢ Commuter Student Growth: VMT / Commuter Student exceeds threshold of 15% below existing regional, sub-regional, or citywide VMT / Commuter Student ➢ University Employment: VMT / Employee exceeds threshold of 15% below existing regional, sub-regional, or citywide VMT / Employee
Cumulative Impacts	➢ Residential Projects: VMT / Resident under the "with project" condition exceeds the Citywide, regional or sub-regional VMT / Resident identified under the RTP/SCS condition ➢ Office/Industrial: VMT / Employee under the "with project" condition exceeds the Citywide, regional, or sub-regional VMT / Employee identified under the RTP/SCS condition ➢ Mixed-Use: VMT / Service Population[2] under the "with project" condition exceeds the Citywide, regional, or sub-regional VMT / Service Population identified under the RTP/SCS condition ➢ Commuter Student Growth: VMT / Commuter Student under the "with project" condition exceeds the Citywide, regional or sub-regional VMT / Commuter Student identified under the RTP/SCS condition ➢ University Employment: VMT / Employee under the "with project" condition exceeds the Citywide, regional, or sub-regional VMT / Employee identified under the RTP/SCS condition

[12] Service population is typically defined as population plus employment. For campuses, service population is defined as population plus employment plus students. The transportation consultant shall not double count resident students twice in this evaluation (i.e., shall not count students that also live on campus).

VMT Methodology

As previously noted, VMT is defined as the number of trips generated by a project multiplied by the length of each trip. There are multiple methodologies that can be used to calculate VMT for a project, so special attention must be paid to how the project VMT is estimated.

VMT assessment under SB 743 is an efficiency metric, essentially evaluating the efficiency of the land use and transportation system by comparing the VMT per person that would result under the proposed project to the existing region or city VMT per capita. As such, the VMT methodology must be able to calculate the VMT for the project utilizing the exact same methodology used to estimate the VMT at the regional, sub-regional, or citywide scale so that an "apples-to-apples" comparison can be made.

The "best" tool presently available to estimate VMT at all CSU campus locations is the local or regional travel demand forecasting model. The travel demand models estimate trip generation, distribution, and assignment by land use type. Additionally, given the local or regional context of the project, the travel demand model can be utilized to develop the regional or citywide comparative efficiency metrics related to VMT.

As noted later in this manual, consistent with the OPR Technical Advisory for SB 743 implementation, VMT should be normalized as an efficiency rate for evaluation, the transportation consultant isn't evaluating the total VMT generated by the project; rather they are comparing the efficiency of travel on a per person basis to local, sub-regional, or regional travel efficiency averages. Depending on the proposed use being evaluated, the normalization should focus on specific types of VMT (identified as VMT by trip purpose) and should be normalized to the appropriate capita denominator (employment for employment uses, population for residential uses, students for educational uses, etc.). For example, increased employment uses should focus on home-based-work trip purposes estimated from the model and would be normalized per employee; home-based-work trips are those trips made from home to work and back home. This "commute trip" VMT estimate would be compared to the regional, sub-regional, or citywide VMT for the same trip purpose per employee to evaluate potential impacts of the project.

Please note that some travel demand models have limitations related to the application of isolating VMT by trip purpose or have constraints related to the model's ability to fully account for existing VMT in the model study area (especially if the project is located near the near the model's geographic boundary). As such, the traffic consultant shall use professional judgment to adjust the model results (if needed) in order to provide an accurate accounting of VMT per person, as required in **Table 3, VMT Normalization Guidance**.

Table 3: VMT Normalization Guidance

Project Type	VMT Trip Purpose Type[1, 2, 3, 4, 5, 6]
University Commuter Student Growth	Home-Based Other (Attraction)
University Master Plans and Other Mixed-Use Projects where new VMT would be generated (including FTE increases or other projects that include multiple uses)	Home-Based Work (Production & Attraction) + Home-Based Other (Production & Attraction) + Non-Home-Based (Production & Attraction)
University Employment	Home-Based Work (Attraction)
Market-rate or non-university housing	Home-Based Work (Production) + Home-Based Other (Production)
Student/Faculty/Staff Housing	Home-Based Work (Production & Attraction) + Home-Based Other (Production & Attraction)
Office/Industrial or off-campus commercial/retail greater than 50,000 sq. ft. (typically implemented as a Public-Private Partnership project)	Home-Based Work (Attraction)
Events and Recreational Projects[7,8]	Home-Based Other (Attraction)
Development located in a Transit Priority Area	See categories above for the most appropriate metric

Notes

1. Home-Based Work trips are trips in which either the origin or destination of the trip is the traveler's home, and either the origin or destination of the trip is the traveler's workplace.
2. Trip Production is the home end (either the origin or destination) of a Home-Based trip, or it is the destination of a Non-Home-Based trip.
3. Home-Based Other trips are trips in which either the origin or destination of the trip is the traveler's home, and either the origin or destination of the trip is a location other than the traveler's workplace, such as a place to buy goods or services, or a place to engage in social or recreational activities.
4. Trip Attraction is the non-home end (either the origin or destination) of a Home-Based trip, or destination of a Non-Home-Based trip.
5. Service Population is comprised of the employment population plus student population plus any additional residency not captured in the noted populations (e.g. faculty or staff housing could have spouses or children living there that are not already accounted for in the employment or student population).
6. Non-Home-Based trips are trips in which neither the origin nor destination of the trip is the traveler's home.
7. Examples of these types of projects include hotels, arenas, performing arts centers, and conference centers.
8. In the context of events and recreational projects, production-based trips are those generated by the residential land uses. Attractions, on the other hand, are trips that are destinations and are usually generated by employment or educational uses. Isolating these trip types allows the analyst to isolate the specific trip types accordingly.

To be consistent with current best practices, the transportation consultant shall review the travel demand model to ensure that it meets the following three criteria to be deemed acceptable for use in the assessment:

1. The scale of the model should match that of the project to ensure that the model accounts for all regional influence areas and accounts for the total VMT generated by the project (i.e., confirm it does not artificially truncate VMT information due to a small geographic boundary).
2. The model should be calibrated and validated within the study area by the transportation consultant related to VMT estimation. The model's validation in the study area should be verified for each forecast time period (i.e., daily, AM peak hour, PM peak hour, etc.) and for each mode analyzed. The model trip length information and VMT estimates should also be compared to available data to verify accuracy. The model validation should include static and dynamic tests. Static validation tests should include those specified in Travel Forecasting Guidelines (Caltrans, 1992), and Model Validation and Reasonableness Checking Manual (FHWA, 1997). Dynamic tests verify that the model contains an appropriate level of sensitivity related to the types of transportation network or land use changes associated with the project.
3. The model's land use or socioeconomic forecasts should be tested for reasonableness by the transportation consultant. Models are used to forecast travel demand for a specific horizon year (i.e., 20 years). The land use and socioeconomic forecasts need to match the horizon year and be based on reasonable market conditions that reflect past and future development trends for the specific study area. Additionally, the model needs to include any reasonably foreseeable development projects.

Project Generated VMT Assessment (Project Impacts)

To estimate the project generated VMT, the travel demand model should be run for the base year and future year condition, isolating out the VMT generated by the project as noted in **Table 3**. Since the project generated VMT should reflect the opening year of the project for individual projects or the buildout year for master plan projects, the traffic consultant must interpolate the VMT estimates between the base year and future year model results assuming linear interpolation (typically, a model's base year is several years prior to the opening year of the project). The same interpolation and model runs shall be utilized to estimate citywide, regional, or sub-regional VMT that is to be utilized for comparative purposes.

Using the model in this fashion, the transportation consultant shall complete the following assessment:

- Existing Conditions – existing VMT per capita for the citywide, regional, or sub-regional area
- Project Conditions – VMT per capita for the proposed project to be compared to the Existing Conditions
- Cumulative No Project Conditions – RTP-consistent VMT per capita at the citywide, regional, or sub-regional level
- Cumulative Plus Project Conditions – VMT per capita at the citywide, regional, or sub-regional level

Project Effect on VMT Assessment (Cumulative Impacts)

For the cumulative assessment, the transportation consultant shall evaluate the project's *effect* on VMT. To undertake this assessment, the user must input the project into the travel demand model and determine if the project would result in an increase or decrease in the regional, sub-regional, or citywide VMT per capita.

The traffic consultant may need to complete a redistribution of land uses to ensure that the "no project" assessment and the "with project" assessment contain the same land use control totals for the city, region, or sub-region, especially if the project is large enough that it would affect land use absorption elsewhere in the city, region, or sub-region (e.g. a proposed housing project on the campus does not change the regional population estimates; it just reallocates where they live). The consultant also will need to work with the Chancellor's Office to identify the most appropriate method of land use allocation, but the following approaches are considered acceptable for completing the cumulative assessment:

- Add the proposed land use to the travel demand model (note, this will not maintain regional control totals, but should produce appropriate results for most projects); or
- Utilize an economist to identify where else in the local region development would not occur with implementation of the project to maintain regional land use control totals (this would be appropriate for campus development that includes significant housing (i.e., more than 1,000 housing units or employees that were not anticipated in the RTP); or
- The traffic consultant would review all Traffic Analysis Zones (TAZs) within a five- to ten-mile radius of the project site and reduce growth proportionately across all TAZs showing growth to maintain regional land use control totals.

Fehr & Peers completed a "test case" for VMT assessment as part of manual preparation using the CSU San Bernardino master plan as the test project to evaluate through the VMT methodology and significance criteria. The results of this test case are summarized in a presentation included as Appendix C.

2.2.2.1.3 Hazard Impacts

The transportation consultant should review the project and determine if there is a specific design component that would create a hazardous condition. Typically, this review looks at project geometrics and the consultant would provide a professional opinion related to modal conflicts and/or consistency with typical design standards.

Additionally, the transportation consultant should review the land use context where the project is expected to contribute a different mix of travel such that the volume, mix, or speed of traffic was not anticipated as part of the original transportation network design (applies to all modes). Increasing trips on a facility that

was not originally designed for that volume, mix, or speed of traffic is another important consideration that should be addressed.

2.2.2.1.4 Emergency Access Impacts

The transportation consultant shall work with the campus to contact emergency services (fire and/or police) and solicit their input related to emergency accessibility for the project site. Additionally, CSU projects are required to follow the State University Administrative Manual (SUAM) which requires the State Fire Marshal to review all projects prior to implementation. As such, the consultant should reference the university requirements related to the SUAM which would result in a less-than-significant finding related to emergency accessibility impacts.

2.3 Impact Findings and Mitigation Measures

This section of the Transportation Impact Study shall summarize the results of the impact analysis (using the methodologies and significance criteria and thresholds identified above).

For significant impacts, feasible mitigation measures shall be recommended. **Table 4, Potential Mitigation Measures**, lists those potential mitigation measures that shall be considered by the transportation consultant and campus; the measures are listed by corresponding impact category. The specific mitigation measures to be selected will depend on the specific impact identified.

Table 4: Potential Mitigation Measures

Impact Category	Potential Mitigation Measures
Plan Conflict	➢ Provide for access to, from, and through the development for pedestrians and bicyclists ➢ Designate Class I bicycle paths, Class II bicycle lanes, and other appropriate facilities on-campus ➢ Provide bus turn-outs, bus shelters, additional bus stops, and park-and-ride lots ➢ Address planned transit facilities in project design, if feasible ➢ Coordinate with local transit providers to improve service to the area

VMT Impacts	➢ Revisit project design features and or proposed land uses with an eye towards reducing project trips or reducing trip lengths ➢ Look for other measures to reduce trip lengths or the number of trips generated through Transportation Demand Management (TDM) measures (see additional guidance below) ➢ If a regional program is available to reduce VMT, a fair-share payment toward that program shall be paid if all significant impacts have not been mitigated through all other feasible mitigation measures
Hazard Impact	➢ Optimize location of access driveway(s) ➢ Improve sight distances at intersections and driveways to standard engineering practice ➢ Provide for yield or stop control ➢ Restrict certain turn movements
Emergency Access Impact	➢ As noted above, projects would be required to be reviewed by the State Fire Marshal as part of the SUAM procedures. As such, no significant emergency access impacts are anticipated and, therefore, no mitigation would be required.

VMT Mitigation – Transportation Demand Management Strategies

For those projects that result in significant VMT-related impacts, implementation of a TDM mitigation measure represents potentially feasible mitigation to assist in reducing such impacts, if not fully eliminating the impacts. In preparing a TDM mitigation measure, each campus shall consider the following VMT reduction strategies to mitigate those impacts:

- Revisit project design features and or proposed land uses with an eye towards reducing project trips or reducing trip lengths. In a master plan context, examples include: increasing on-campus housing (thereby reducing commuter trips to the campus), limiting parking on the campus to discourage vehicle trips, coordinating with regional transit agencies to expand transit service to the campus, improving bicycle/pedestrian facilities both on- and off- campus, and other measures that decrease the need and/or desirability for people to drive to/from the campus.
- After all feasible TDM strategies have been included within the recommended mitigation measure, if there are remaining (i.e., residual) significant VMT-related impacts, the transportation consultant needs to determine whether there are any fee (i.e., fair-share) programs specific to VMT reduction that have been adopted and are applicable to CSU, generally, and the campus geographic area, specifically. Currently, there are very few such programs available to reduce VMT significant impacts

through a fair-share payment program (only a handful of VMT-based nexus programs exists in the state). If a valid regional program applicable to CSU is available to reduce VMT at the time the transportation consultant is conducting the VMT analysis, and impacts have not been reduced to less than significant with implementation of other VMT-reduction strategies, then, following consultation with the Chancellor's Office and General Counsel, a fair-share payment toward that program in an amount necessary to reduce the remaining impacts to less than significant shall be considered.

- Several regional agencies are exploring a VMT mitigation banking system that, if implemented, could be utilized to off-set significant VMT-related impacts. Although such a banking system currently does not yet exist in the state, this potential mitigation measure could exist in the future, and the transportation consultant must research the then-present availability of any such programs, with a related report to the campus and Chancellor's Office.

In light of the fact VMT mitigation programs have not yet been developed in most areas of the state, the mitigation measure most available that can affect VMT on campuses is implementation of a comprehensive TDM program. In this regard, CSU has developed a comprehensive TDM manual that provides a framework for development of a TDM program tailored to the setting of each campus.

Anticipated VMT reductions associated with several TDM strategies presently can be calculated using information from the California Air Pollution Control Officers (CAPCOA) guidance or other approved VMT calculation methodology.

Full implementation of all feasible TDM measures will mitigate significant VMT impacts to the extent feasible. TDM measures, which likely will be required in many circumstances, should be considered early in the project development process, along with the costs of implementation of such measures.

TDM Measure
Parking
Student, Faculty and Staff Permits
Daily Parking Pricing
Short Term/Hourly Parking
Preferential Parking for Carpools and Vanpools
Transit
Reduced/Subsidized Transit Fares
Universal Transit Pass
Shuttle Services
Walking/Bicycling
Walking and Biking Incentives
Bicycle Parking and Showers
On-site Bicycle Maintenance
Bikesharing
Other
On Campus Amenities
On Campus Housing
Guaranteed Ride Home Program (for Employees)
Carpool and Vanpool Incentives
Marketing and Educational Campaigns
Carsharing
Pre-tax Commuter Benefits (for Employees)
Ridematching Program

2.4 Site Access and On-Site Circulation

The analysis of on-site circulation is required to identify the adequacy of the site design. The level of detail in the analysis is to match the level of detail provided in the project site plan and will also be affected by the project type – i.e., a Master Plan update will be reviewed more broadly relative to campus-wide circulation

system requirements, whereas a new building or parking structure can receive a more localized and operational review.

The site plan review and circulation assessment should include the following considerations. This portion of the review should be completed by a registered State of California Civil or Traffic Engineer.

- Existence of any current traffic hazards in the local area such as high-collision locations.
- Applicability of context-sensitive design practices compatible with adjacent neighborhoods or other areas that may be impacted by the project traffic.
- Close proximity of proposed site driveway(s) to other driveways or intersections that may create a traffic hazard.
- Adequacy of corner sight distance or stopping sight distance at project access points.
- Adequacy of on-site vehicle, bicycle, and pedestrian circulation, provision of safe pedestrian paths between residential areas and academic buildings and other campus destinations, and between the site and nearby transit facilities.
- Project site design, including project construction activities, resulting in inadequate emergency access or response times.

3. Agency Coordination and Guidance

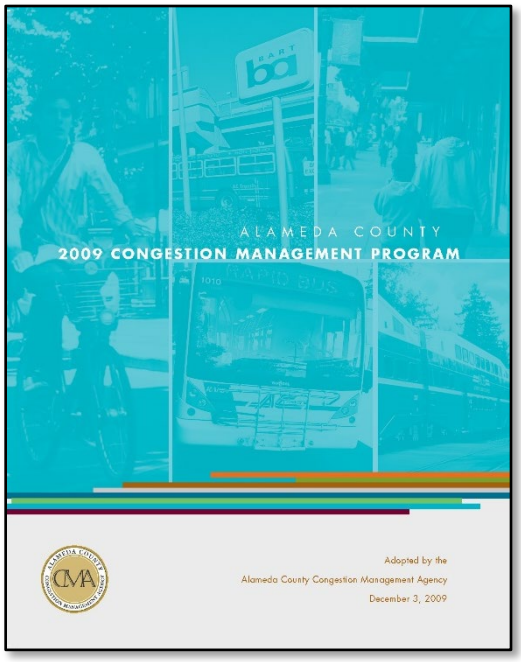
Campuses embarking on any transportation assessment should coordinate with the Chancellor's Office to solicit input on the scope of work, process, and to verify that the latest CSU and CEQA Guidelines are being utilized.

As previously noted, although LOS is no longer required for CEQA evaluation, many cities, counties, or other agencies (including Caltrans) may still request LOS assessment as part of a campus project. In those instances, the campus shall contact the Chancellor's Office to assist in the strategy of coordinating with those agencies and their requests.

The remainder of this chapter summarizes key agencies with which coordination may be required when preparing a TIS.

3.1 Congestion Management Agency

In 1990, the State of California passed Proposition 111, which requires urban counties to establish Congestion Management Agencies (CMA) to conduct certain transportation-related functions, including oversight of a portion of the state gas tax. CMAs are directed by boards consisting of representatives from the applicable county and each city within the county. The CMAs are required to maintain and periodically update a Congestion Management Program (CMP), consisting of the following elements:



- Traffic LOS standards applicable to a designated system of State highways and principal arterial streets;
- Transportation System Performance Measures to evaluate current and future multi-modal system performance for the movement of people and goods;
- A seven-year capital improvement program (CIP) containing projects to maintain or improve the performance of the multi-modal system for the movement of people and goods;
- A set of procedures to analyze the impacts of land use decisions made by local jurisdictions on regional transportation systems; and
- A travel demand element that promotes transportation alternatives to the single-occupant vehicle.

In addition to preparing, adopting and implementing a CMP, each CMA includes a countywide computerized travel demand model based on a uniform database. The CMA must also establish procedures for preparing Deficiency Plans when LOS standards are violated.

CMP requirements vary from county to county, but generally require assessment of project impacts on the primary roadway network (freeways and major arterials), using a trigger for impact assessment based on project size or number of trips generated; note that certain counties, including San Diego, have opted out of the CMP program. The CMP performance objectives are often different than those maintained by a local city or Caltrans, reflecting a county-wide perspective on congestion management and multi-modal transportation system operations. For example, a corridor-level metric such as average travel speed or vehicle density may be used as opposed to individual intersection or roadway segment LOS.

Given the direction of SB 743 to eliminate LOS from CEQA documents and utilize VMT for determining CEQA impacts, each campus will need to review the requirements identified within the CMP to determine applicability to the campus and corresponding TIS. If applicable requirements only focus on LOS assessments within the CMP, then no technical analysis will be required. However, if a CMP requires assessment of other modes or metrics, then the transportation assessment will need to address consistency with those modal requirements.

3.2 Caltrans

The California Department of Transportation (Caltrans) operates and maintains the State's highway system. Transportation impact studies prepared for CSU projects within a study area that includes Caltrans facilities should coordinate with Caltrans on the scope of the transportation assessment, including the standard practices of the local Caltrans District. Notwithstanding SB 743, Caltrans may require additional analysis beyond VMT, including, for example, queue analysis at Caltrans facility on- and off-ramps as related to potential safety impacts.

In recent years, Caltrans has begun moving toward a multi-modal, "complete streets" perspective in managing its facilities, to include not just freeways but many urban thoroughfares. Several guidance documents are available to support impact assessment on such routes, including Complete Streets Implementation Action Plan (February 2010) and Smart Mobility 2010 (February 2010).

In furtherance of the "complete streets" approach, in November 2016, Caltrans published interim guidance relative to SB 743. These guidelines supersede the previous Caltrans' guidance related to traffic impact analyses (published in 2002) that were largely focused on vehicle LOS. The guidance specifically states:

> *"Past LD-IGR practices primarily utilized Level of Service to identify various impacts to the State Highway System (SHS), and often limited its recommended mitigation to traditional road*

improvements. Although Caltrans recognized that Lead Agencies could implement other measures, such as improvements to other modes of transportation or incentive programs to encourage use of other modes, the Lead Agencies often rely on Caltrans' recommended measures. Going forward, efforts to fulfill our LD-IGR obligation should consider multimodal solutions to not only improve access to destinations for all system users (motorists, transit riders, bicyclists, pedestrians), but also encourage efficient land use that helps achieve the multitude of goals sought, including quality of life, economic prosperity, the development of multimodal networks, and GHG emissions reduction ."

3.3 Regional Transportation Planning Agencies

Regional transportation planning agencies (RTPA) are one of three regional agencies responsible for regional planning in California. The Caltrans Director designates the official regional transportation planning agency for each of California's 58 counties. For each county, the regional transportation planning agency is established through one of the following:

- created by statute,
- the metropolitan planning organization (MPO) serves as the regional transportation planning agency, or
- a local transportation commission or county transportation commission serves as the regional transportation planning agency.

Prior to the passage of SB 743, the purpose of the RTPA was to monitor LOS on regional roadways and prepare regional plans and programs to improve all modes of transportation locally and regionally. Under the new CEQA guidelines established pursuant to SB 743, RTPAs will have the responsibility of developing plans to reduce VMT. This change from vehicular LOS to regional VMT will align transportation metrics and mitigation measures with those required for air quality and covered in the Sustainable Communities Strategy (SCS). The SCS integrates land use and transportation strategies to achieve greenhouse gas (GHG) emission reduction targets. SB 375 requires each metropolitan planning organization to prepare a SCS.

In tandem with an SCS, agencies are likely to prepare a Regional Transportation Plan (RTP), which is a long-range planning document identifying future transportation improvements and the funding available within the region. The RTP/SCS collectively identifies improvements across the entire transportation system, including the roadway network and public transit systems.

Transportation impact studies prepared for CSU projects shall review the project's consistency with the RTP/SCS and document those consistency findings as outlined in prior chapters of this manual.

3.4 Air Quality Management Districts

Air Quality Management Districts (AQMDs) are comprised of locally elected officials from each jurisdiction within the district. The purpose of the districts is to regulate sources of air pollution. In September 2006, the State of California passed AB 32, the Global Warming Solutions Act of 2006, which requires the state to achieve a specified statewide GHG emissions reduction cap by 2020. Since the passage of AB 32, the California Air Resources Board and regional AQMDs have been developing guidance on the evaluation of GHG baselines and reduction strategies. Senate Bill 375 (SB 375) provides incentives in the form of CEQA streamlining to encourage community design that supports reduction in per capita GHG emissions. This effort has been further supported by the passage of SB 743.

CSU projects that require CEQA clearance may need to provide inputs, such as vehicle trips and vehicle-miles travelled, to the consultant preparing the air quality analysis of the project. Most AQMDs provide a set of guidelines to assist Lead Agencies in evaluating potential air quality impacts of projects and plans. Impact assessment for air quality assessment within a District's governing area should generally be prepared consistent with the guidelines set by the District.

3.5 Coastal Commission

The California Coastal Commission (CCC) is a state agency that partners with coastal cities and counties to regulate the use of land and water in the coastal zone under the California Coastal Act. The California Coastal Act includes provisions relating to transportation and public services in the context of new development. For example, Chapter 3, Article 6, Section 30250 (Location; Existing Developed Area), states that most new development must be located in proximity to existing developed areas in order to consolidate public services. Likewise, Section 30252 (Maintenance and Enhancement of Public Access) states that new development should maintain and improve public access to the coast, including measures such as extending transit service, mixing land uses in developed areas, providing bicycle and pedestrian circulation within the development, and providing adequate parking and/or increased transit service.

To maintain consistency with the Coastal Act, local governments prepare Local Coastal Programs (LCP) for CCC approval. The LCP guides development in the coastal zone and consists of a Land Use Plan, consistent with the local jurisdiction's general plan land uses, and an Implementation Plan, which is typically integrated with the local government's zoning code. Though the LCP plans vary by jurisdiction, a given LCP may directly address transportation considerations, such as the provision of new bicycle storage facilities at beach parking lots and standards for maximum roadway width through the coastal zone. Once the CCC adopts the LCP, the local agency that put forth the LCP is responsible for issuing coastal permits concurrent

with that planning document. The CCC only directly issues permits for land not covered under an LCP and addresses appeals of coastal permits.

CSU transportation impact studies for projects within the coastal zone shall review the goals and policies set by the applicable LCP and determine the project's consistency with those goals and policies. (Note: The term "coastal zone" is a legally defined term. Campuses should consult with the General Counsel's office to determine whether the subject project would be located within the coastal zone.)

3.6 Local Agencies

Local agencies in California typically have the ability to control land use and transportation within the City. However, CSU campuses are not subject to local land use control. As such, local agencies may approach a campus during a TIS without the understanding of their lack of control over campus land use decisions.

As such, local agencies may comment on environmental documents as they are a responsible (e.g. they are responsible for the areas around the campus). These local agencies are governed by the policies contained in their General Plan (which includes goals, policies, and maps related to transportation in its Circulation Element). Additionally, many cities have completed other transportation plans (such as Active Transportation Plans (ATPs), Bicycle Master Plans, Transit Master Plans, etc.) that guide the planning and implementation of those transportation facilities in their City.

Many cities have specific General Plan targets related to LOS. As such, local agencies may ask for intersection or roadway segment analysis to show the project's consistency with their policies. As noted above, LOS is no longer required for CEQA assessment and the CSU is not subject to these local land use control policies. Therefore, if a local agency does request LOS assessment (or any other assessment hat is not consistent with this manual), the Chancellor's office shall be consulted immediately to determine the most appropriate approach to coordinating with the local agency.

Appendix A – Glossary of Acronyms

SB – Senate Bill

AB – Assembly Bill

LOS – Level of Service for intersection or roadway operations

VMT – Vehicle Miles of Travel

TISM – CSU Traffic Impact Study Manual

CEQA – California Environmental Quality Act

OPR – California Office of Planning and Research

MP – Master Plan

RTP – Regional Transportation Plan

SCS – Sustainable Communities Strategy

TPA – Transit Priority Area

FTE – Full Time Equivalent

TDM – Transportation Demand Management

Appendix B – RTP Assumptions

Model Inputs and VMT Estimates for Campuses

Note: This information is meant simply as a reference for the CSU campuses. For project applications, campuses need to verify with the Metropolitan Planning Organizations and other entities that manage the below models that the information associated with them is correct before they use it.

Campus	Potential Travel Demand Forecasting Models to Estimate VMT	Base Year	Base Year - Employment	Base Year - Students	Future Year	Future Year - Employment	Future Year - Students	Other Dedicated VMT Estimators Available	Information on Existing Campus VMT Estimates	Link to Reports with VMT Estimates	Notes
Northern											
Cal Maritime	• Solano/Napa Activity Based Model (Solano/Napa) • The Bay Area's Metropolitan Transportation Commission's Travel Model One (TMO) Activity Based Model	• **Solano/Napa:** 2015 • **TMO:** 2010	• **Solano/Napa:** 329 • **TMO:** 645	• **Solano/Napa:** 291 • **TMO:** 573	• **Solano/Napa:** 2040 • **TMO:** 2040	• **Solano/Napa:** 414 • **TMO:** 727	• **Solano/Napa:** 364 • **TMO:** 640	N/A	• The "Increase in VMT After Implementation of the Master Plan" was calculated on page 334 of the report "California State University Maritime Academy Physical Master Plan Environmental Impact Report" but the total VMT of the campus was not calculated. • The increase in VMT was not broken down by user type. • Not enough information was provided to know whether this increase was calculated based on full or half accounting, or whether it was calculated in accordance with SB 743 guidelines.	California State University Maritime Academy Physical Master Plan Environmental Impact Report: https://www.dropbox.com/s/peqxbtupcfr798u/Cal%20Maritime%20Academy%20Project%20Public%20Review%20Draft%20EIR.pdf?dl=0	There are no trip-based travel demand forecasting models (TDMs) for this area.
Chico	Butte County Association of Governments (BCAG) Model	2014	N/A (see "Notes" column)	16,500	2036	N/A (see "Notes" column)	23,504	N/A	N/A	N/A	• The City of Chico has its own VISUM TDM. If you'd like information from that model, contact the City. Although note that the City uses the BCAG model instead of its own TDM. • There is no land use category represented in the BCAG model.
East Bay	• **For the Concord campus:** Contra Costa Transportation Authority (CCTA) 4 Step Model • **For the Hayward campus:** Trip-based Alalmeda County Transportation Commission (ACTC) Travel Demand Model	2010 for both models	• **CCTA:** 107 • **ACTC:** 1,774	• **CCTA:** 900 • **ACTC:** 13,061	2040 for both models	• **CCTA:** 210 • **ACTC:** 2,161	• **CCTA**: 0 • **ACTC:** 13,061	This online tool called "Simulated VMT per Capita by Place of Residence": https://mtc.maps.arcgis.com/apps/webappviewer/index.html?id=5dac76d69b3d41e583882e146491568b	N/A	N/A	
Humboldt	Humboldt County Travel Demand Forecasting model	See "Notes" column	See "Notes" column	See "Notes" column	See "Notes" column	See "Notes" column	See "Notes" column	See "Notes" column	N/A	N/A	We reached out to Caltrans about information on this TDM multiple times and did not hear back.
Sacramento	• Sacramento Metropolitan Travel Demand Model (SACMET) • Sacramento Activity-Based Travel Simulation Model (SACSIM)	• **SACMET:** 2012 • **SACSIM:** 2012	• **SACMET:** 3,388 • **SACSIM:** 3,239	• **SACMET:** 28,016 • **SACSIM:** 28,016	• **SACMET:** 2036 • **SACSIM:** 2036	• **SACMET:** 4,262 • **SACSIM:** 3,890	• **SACMET:** 36,419 • **SACSIM:** 36,419	N/A	• Reductions in VMT from commuter student trips between campus, and other trips (e.g. shopping trips) if the Campus Master Plan was implemented were estimated on pages 68 and 73, for Existing Plus Project and Future Plus Project conditions, respectively, but total VMT of the campus was not estimated. • Reductions in VMT for other user types, like faculty or staff, weren't estimated. • Not enough information was provided to know whether full or half accounting was used, or if VMT was estimated in accordance with SB 743 guidelines	CSU Sacramento Master Plan: http://www.csus.edu/aba/facilities/documents/csu%20sacramento%20master%20plan%20final%20eir%20_%20web.pdf	
San Francisco	• SF-Champ, San Francisco's TDM • The Bay Area's Metropolitan Transportation Commission's Travel Model One (TMO) Activity Based Model	• **SF-Champ:** 2012 • **TMO:** 2015	• **SF-Champ:** 881 • **TMO:** 9,410	• **SF-Champ:** 18,651 • **TMO:** 24,550	2040 for both models	• **SF-Champ:** 1,545 • **TMO:** 11,656	• **SF-Champ:** 18,651 • **TMO:** 31,298	N/A	• Total Miles Traveled per day by users of the SF State Shuttle Bus, people who drive alone, people who carpool, people who use the Muni Diesel Vehicles, and people who use the Muni Electric Vehicles were calculated on page 15 of the campus' Climate Action Plan. • Not enough information provided to know whether full or half accounting was used, or if SB 743 guidelines were followed.	San Francisco State University Climate Action Plan: https://sustain.sfsu.edu/sites/default/files/assets/doc/SFState_CAP.pdf	
San José	• Valley Transportation Authority (VTA) TDM • City of San Jose (San Jose) TDM	• **VTA:** 2013 • **San Jose:** 2008	• **VTA:** 2,869 • **San Jose:** 3,712	• **VTA:** 34,100 • **San Jose:** 34,100	• **VTA:** 2040 • **San Jose:** 2030	• **VTA:** 3,164 • **San Jose:** ?	• **VTA:** 34,100 • **San Jose:** ?	A sketch-level VMT tool that the City of San Jose developed here, although this tool is more appropriate for land development projects than campuses: http://www.sanjoseca.gov/vmt	N/A	N/A	We do not have access to Future Year Employment and College Population inputs for the City of San José's TDM.

Campus	Potential Travel Demand Forecasting Models to Estimate VMT	Base Year	Base Year - Employment	Base Year - Students	Future Year	Future Year - Employment	Future Year - Students	Other Dedicated VMT Estimators Available	Information on Existing Campus VMT Estimates	Link to Reports with VMT Estimates	Notes
Sonoma	Sonoma County Transportation Authority (SCTA) 4 Step Model	2005	6,404	8,384	2030	471,404	24,498	N/A	N/A	N/A	
Central											
Bakersfield	Kern Council of Governments (Kern COG) TDM	2017	1,392	9,368	2042	1,589	14,751	The Mixed Use Developed (MXD) Trip Generation and Travel Demand Management (TDM) post-processor for project-level VMT tool.	• VMT was estimated for the University Place Office Park Project, on page 86 of the report "CSUB University Place Office Park Project - Draft Initial Study-Mitigated Negative", but total VMT for the campus was not estimated. • The CalEEMod tool was used to estimate VMT. • VMT was not broken down by user type. • Not enough information was provided to know whether full or half accounting was used to estimate VMT, or if VMT was estimated based on SB 743 guidelines.	CSUB University Place Office Park Project Draft Initial Study: http://www.csub.edu/discover/_files/CSUB_Office_Draft_IS-MND.pdf	The post-processor VMT tool is not meant for universities, it's just a general tool.
Fresno	Fresno Council of Governments (Fresno COG) Model	2014	12,661	16,256	Both 2035 and 2042 are Future Years	• **2035:** 14,190 • **2042:** 13,904	• **2035:** 19,259 • **2042:** 20,013	Envision Tomorrow: https://frego.com/envision-tomorrow/	N/A	N/A	
Monterey Bay	Association of Monterey Bay Area Governments (AMBAG) TDM	2010	485	4,596	2035	454	5,170	N/A	Total campus VMT was not estimated, however the potential of the Promontory Project to decrease VMT was discussed on page 69 of The Promontory at California State University Monterey Bay (CSUMB) Specific Plan. Exactly how much VMT would decrease from the project was not discussed. The report just says that since the project is an infill development, VMT should decrease.	Initial Study for The Promontory at California State University Monterey Bay Specific Plan: https://csumb.edu/sites/default/files/images/st-block-88-1471897379448-raw-rbfthepromontoryatcsumbinitialstudymitigatednegativedeclaration.pdf	
San Luis Obispo	San Luis Obispo Council of Governments (SLOCOG) TDM	**SLOCOG:** 2010	**SLOCOG:** 2,843	**SLOCOG:** 19,325	**SLOCOG:** 2020	**SLOCOG:** 2,945	**SLOCOG:** 24,000	N/A	• VMT was estimated on page 273 of the Draft Environmental Impact Report for CSU San Luis Obispo's 2035 Master Plan • VMT was broken down by the following user types: Faculty/Staff and Off-Campus Students • Full accounting was used to estimate VMT, which is consistent with SB 743 guidelines	Draft Environmental Impact Report for CSU San Luis Obispo's 2035 Master Plan: http://masterplan.calpoly.edu/wp-content/uploads/2017/11/01_Cal-Poly-Master-Plan-2035-Draft-EIR_November-2017.pdf	The City of San Luis Obispo has its own TDM, however Fehr & Peers does not have access to recent copies of it. If you'd like to use that model, please contact the City.
Stanislaus	Stanislaus Council of Governments (StanCOG) TDM	2008	96	8,601	Not Available	Not Available	Not Available	N/A	N/A	N/A	We do not have access to Future Year inputs for the StanCOG TDM.
Southern											
Channel Islands	Ventura County Transportation Commission (VCTC) TDM	2012	835	4,617	2040	835	4,824	N/A	•Annual VMT from the East Campus Residential Neighborhood Project was estimated on page 254 of the report "CSUCI Specific Reuse Plan Amendment Draft Environmental Impact Report" but total VMT for the campus was not estimated. • Annual VMT from the project was estimated for passenger cars, light/medium trucks, heavy trucks/other, and motorcycles. • Not enough information was provided to determine whether full or half accounting was used, or if VMT was estimated based on SB 743 guidelines.	CSUCI Specific Reuse Plan Amendment Draft Environmental Impact Report: https://www.csuci.edu/ci-2025/documents/specific-reuse-plane-phase-2-draft-eir.pdf	
Dominguez Hills	Southern California Association of Governments (SCAG) TDM	2012	2,061	12,933	2040	2,568	13,017	N/A	N/A	N/A	
Fullerton	• Orange County Transportation Authority Model (OCTAM) TDM • SCAG TDM	2012 for both models	• **OCTAM:** 1,526 • **SCAG:** 6,242	• **OCTAM:** 31,635 • **SCAG:** 31,847	2040 for both models	• **OCTAM:** 2,266 • **SCAG:** 9,088	• **OCTAM:** 34,747 • **SCAG:** 32,210	N/A	N/A	N/A	
Long Beach	SCAG TDM	2012	7,128	38,131	2040	7,854	38,379	N/A	N/A	N/A	
Los Angeles	• City of Los Angeles' (LA) TDM • SCAG TDM	2012 for both models	• **LA:** 2,335 • **SCAG:** 508	• **LA:** 26,472 • **SCAG:** 26,472	2040 for both models	• **LA:** 3,244 • **SCAG:** 1,284	• **LA:** 26,644 • **SCAG:** 26,644	N/A	• Total campus VMT was not estimated, but an estimated decrease in VMT by commuter students due to the North Campus Project was discussed on page 52 of The North Campus Project Environmental Impact Report. • Decreases in VMT for other user types, like faculty, were not discussed. • Full accounting was used, which is consistent with SB 743 guidelines.	Final EIR for the North Campus Project: http://www.calstatela.edu/sites/default/files/groups/FPDC/preliminary_csula_north_campus_eir.pdf	

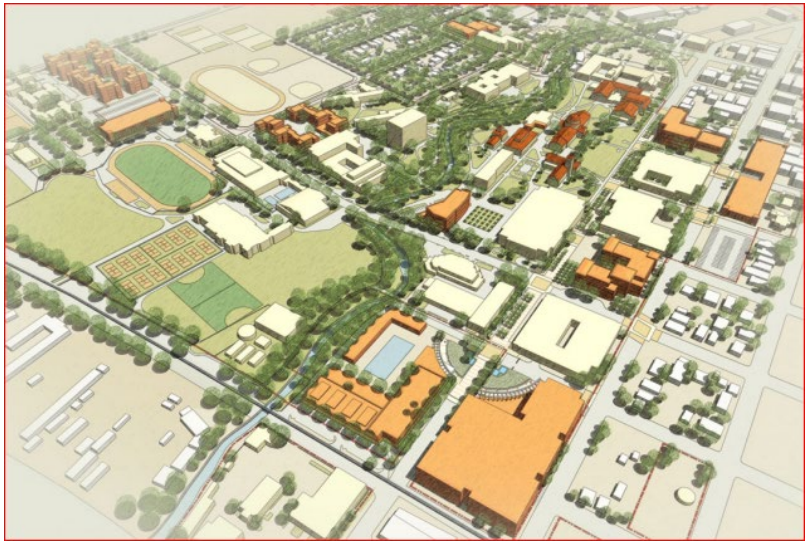
Campus	Potential Travel Demand Forecasting Models to Estimate VMT	Base Year	Base Year - Employment	Base Year - Students	Future Year	Future Year - Employment	Future Year - Students	Other Dedicated VMT Estimators Available	Information on Existing Campus VMT Estimates	Link to Reports with VMT Estimates	Notes
Northridge	• City of Los Angeles' (LA) TDM • SCAG TDM	2012 for both models	• **LA:** 11,826 • **SCAG:** 6,321	• **LA:** 36,438 • **SCAG:** 36,438	2040 for both models	• **LA:** 12,540 • **SCAG:** 6,507	• **LA:** 36,674 • **SCAG:** 36,674	N/A	Total campus VMT has not been estimated, but it was predicted that the Tseng College of Extended Learning Building Project would not significantly increase VMT, on page 17 of the CSUN 2005 Master Plan Update Final EIR Addendum.	This report is not available online. For more information on the CSUN 2005 Master Plan Update Final EIR, see: http://www.csun.edu/pubrels/envision2035/documents.html	
Pomona	• SCAG TDM • Pomona Traffic Analysis Model (PTAM)	• **SCAG:** 2012 • **PTAM:** 2008	• **SCAG:** 3,842 • **PTAM:** 224	• **SCAG:** 28,907 • **PTAM:** 27,737	• **SCAG:** 2040 • **PTAM:** 2035	• **SCAG:** 4,746 • **PTAM:** 241	• **SCAG:** 29,095 • **PTAM:** 29,737	N/A	• Estimated VMT reductions from commuter students by replacing student housing are included on page 43 of the Final Environmental Impact Report (EIR) for Student Housing Replacement, but total campus VMT was not estimated. VMT reductions were not calculated for other users, such as faculty. • Full accounting was used to estimate the VMT reductions, which is consistent with SB 743 guidelines. • Reducing VMT by Faculty and Staff by 10% is a goal of the Climate Action Plan (CAP), as stated on page 18, but the CAP doesn't include VMT estimates.	• Final EIR for Student Housing Replacement: https://www.cpp.edu/~fpm/planning-design-construction/docs/student-housing-replacement-final-eir-08-2016.pdf • CAP: https://www.cpp.edu/~sustainability/pdf/CPP_CAP_091109.pdf	
San Bernardino	• For main campus: San Bernardino Traffic Analysis Model (SBTAM) • For Palm Desert campus: Riverside County Traffic Analysis Model (RIVTAM)	• **SBTAM:** 2012 • **RIVTAM:** 2008	• **SBTAM:** 0 • **RIVTAM:** 826	• **SBTAM:** 17,800 • **RIVTAM:** 0	• **SBTAM:** 2040 • **RIVTAM:** 2035	• **SBTAM:** 612 • **RIVTAM:** 2,016	• **SBTAM:** 25,100 • **RIVTAM:** 0	N/A	• On page 93 of the Final EIR for CSU San Bernardino's 2016 Campus Master Plan, VMT was estimated for the main campus for existing and master plan enrollment. Under each condition, VMT was broken down by the following user types: on-campus students, off-campus students, and faculty/staff. For Master Plan enrollment, an additional user type was analyzed: "Discovery Park Employees". • Full accounting was used to estimate VMT, which is consistent with SB 743. • VMT was also estimated in the Final EIR for the 2016 Campus Master Plan for CSU San Bernardino's Palm Desert Campus, on page 96. • VMT was estimated for existing and master plan enrollment. Under each condition, VMT was broken down by: off-campus students and faculty/staff. For Master Plan Enrollment, there was an additional user type: on-campus students. • Full accounting was used to estimate VMT for the Palm Desert Campus, which is consistent with SB 743	• Master Plan for CSUSB: https://www.csusb.edu/sites/csusb/files/08-28-17%20CSUSB%20Final%20EIR_appendices%20%28WEB%29.pdf • Master Plan for CSUSB, Palm Desert: https://www.csusb.edu/sites/csusb/files/12-19-2017%20CSUSB%20PDC%20Final%20EIR%202016%20Campus%20Master%20Plan.pdf	
San Diego	San Diego Association of Governments (SANDAG) TDM	2012	11,979	10,892	2050	39,157	15,961	N/A	• On page 10 of the report "Pathways Toward Zero-Carbon Campus Commuting: Innovative in Measuring, Understanding, and Reducing Greenhouse Gas Emissions", Annual Total Miles for 2016-2017 for students, faculty, and staff were calculated, but the report doesn't say how this number was calculated or whether the methodology is consistent with SB 743. • Page 40 of the GHG emissions section of the EIR for a new student housing project says that the project would result in 3,793 VMT per day, but there are no details on how that number was calculated	• Pathways Toward Zero-Carbon Campus Commuting: https://trid.trb.org/view/1496845 • GHG Emissions section of the EIR: http://advancement.sdsu.edu/PDFs/FEIR/Revised_DEIR/4_7_Greenhouse_Gas_Emissions.pdf	
San Marcos	SanDAG TDM	2012	2,536	7,405	2050	12,260	10,854	N/A	N/A	N/A	

Appendix C – Test Case: CSUSB Master Plan

SB 743 Implementation

Step 2 – Master Plan or Non-Screened Out Project Generated VMT Assessment

- Key considerations:
  - To ensure the ability to maintain consistency between efficiency metrics, recommend use of the local or regional travel demand model.
  - Can compare campus VMT/person (or other efficiency metric) to citywide or regional totals



Test Case – CSUSB MP

Project Generated VMT Assessment

- Draft Threshold: CSU projects should estimate VMT per person and strive to be 15% less than the citywide, subregional, or regional average – **Master Plan generated VMT**
- Consistent with the State guidelines/recommendations

Test Case – CSUSB MP

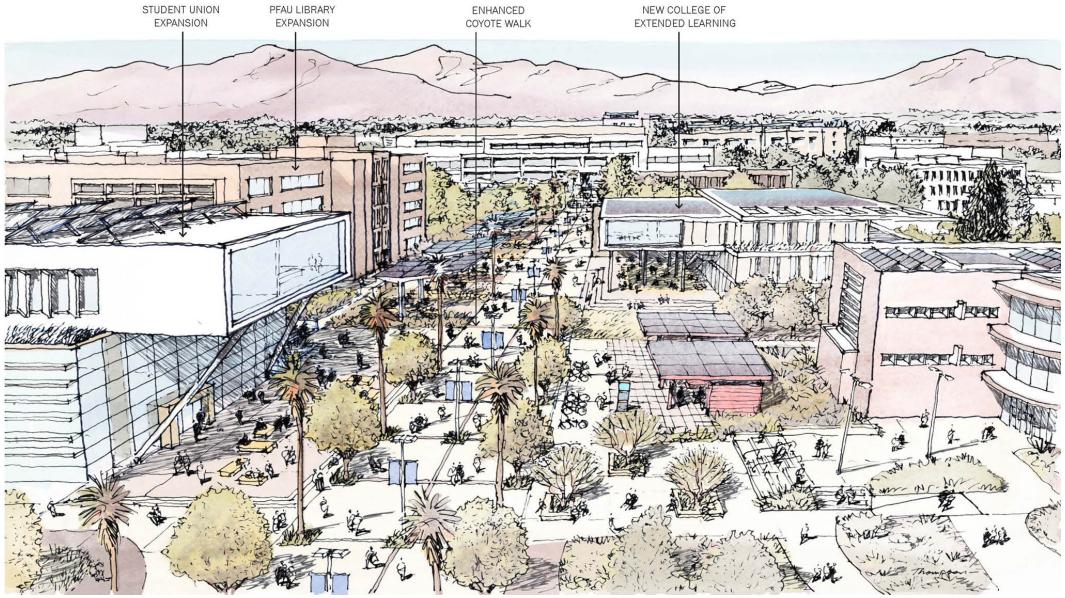
Master Plan Generated VMT Assessment

Table 2: Project Impact Assessment		
VMT Per Service Population (Includes Students as Noted Above)	**Existing VMT**	**15% Below Existing Threshold (Project Impact)**
Project Generated VMT	***16.0***	
Citywide (City of San Bernardino) VMT	22.4	***19.0***
Regional VMT	23.6	***20.1***
Does Project Exceed Applicable Project Threshold?		***No***

SB 743 Implementation

Step 3 – Effect on VMT (Cumulative Assessment)

- Is the Master Plan/project better than or worse than RTP assumptions (e.g. is VMT per person higher compared to the RTP)



Test Case – CSUSB MP

Effect on Regional or City VMT (Cumulative Assessment)

- Draft Threshold: CSU projects should result in VMT per person that is the same as or lower than the citywide, subregional, or regional average – **Effect on VMT (Cumulative Assessment)**
    - Is regional or citywide VMT increasing with the project?
- Consistent with the State guidelines/ recommendations

Test Case – CSUSB MP

Effect on Regional or City VMT (Cumulative Assessment)

Table 3: Cumulative Impact Assessment			
VMT Per Service Population (Includes Students as Noted Above)	**2040 RTP/SCS**	**2040 With Project**	**Difference**
City of San Bernardino	25.5	25.3	-0.2
Valley Region of San Bernardino	28.0	27.9	-0.1
Does Project Exceed Cumulative Threshold?			**No**

Test Case – CSUSB MP

Step 4 - Impacts and Mitigation

- No Significant Impacts As:
  - Master Plan Generated VMT was less than 15% of the Citywide and Regional averages
  - Effect on VMT (Cumulative) was less than the Citywide or sub-regional average
- Mitigation:
  - No impacts, so no mitigation required
  - If mitigation is required for a significant impact, consider land use changes such as more on-campus housing, land use location change, and/or transportation demand management (TDM)
  - Roadway improvements are no longer required to mitigate significant impacts
  - Campus's can invest in TDM instead of roadway improvements; supports CAP Goals and Active Transportation

APPENDIX C

TRANSIT SCHEDULES

Fare Information
Información de tarifas
sdmts.com/fares

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MTS sdmts.com

MTS Security *MTS Seguridad*	**619-595-4960**
MTS Information & Trip Planning *MTS Información y planeo de viaje*	**619-233-3004**
Customer Service / Suggestions *Servicio al cliente / Sugerencias*	**619-557-4555**
Lost and Found *Objetos extraviados*	**619-233-3004**
Transit Store 12th & Imperial Transit Center M–F / *L-V* 8am–5pm	**619-234-1060**
TTY/TDD (teletype for hearing impaired) *Teletipo para sordos*	**619-234-5005** **888-722-4889**

Buses on all MTS routes are accessible via lift or ramp.
Autobuses en todas las rutas de MTS son accesibles mediante un ascensor o rampa.

Alternative formats available upon request. Call: (619) 557-4555.
Formato alternativo disponible al preguntar. Llamar: (619) 557-4555.

Effective June 8, 2025

1

Bus Route

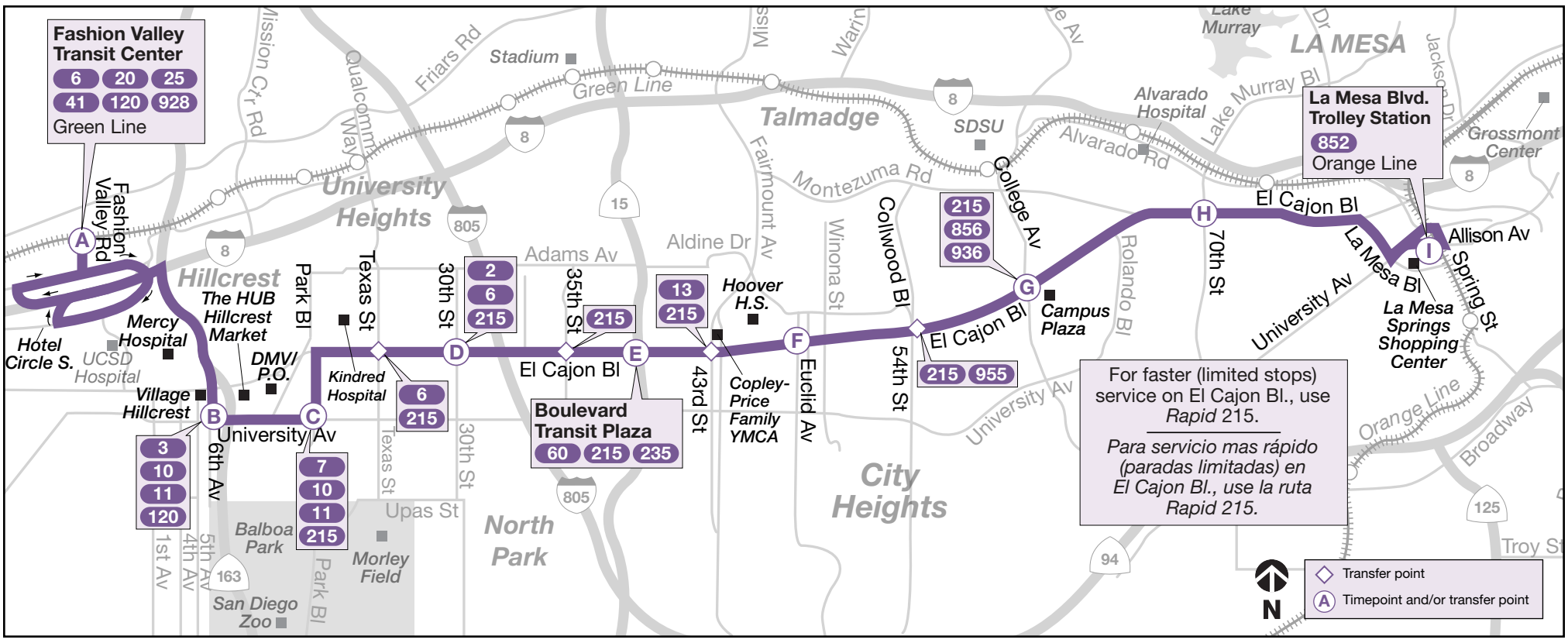
Fashion Valley Transit Center ↔ Downtown La Mesa

via El Cajon Boulevard

Destinations
- Campus Plaza
- Copley-Price Family YMCA
- Hillcrest DMV
- Hoover High School
- The HUB Hillcrest Market

Trolley Connections
- La Mesa Blvd.
- Fashion Valley

Subject to change without notice
Sujeto a cambios sin previo aviso



1 Sunday • *domingo*

Fashion Valley Transit Center → La Mesa

A	B	C	D	E	F	G	H	I
Fashion Valley Transit Center **DEPART**	University Av. & 6th Av.	Park Bl. & University Av.	El Cajon Bl. & 30th St.	El Cajon Bl. & I-15	El Cajon Bl. & Euclid Av.	El Cajon Bl. & College Av.	El Cajon Bl. & 70th St.	La Mesa Bl. Trolley Station **ARRIVE**
6:18a	6:23a	6:28a	6:33a	6:40a	6:45a	6:52a	6:56a	7:04a
7:10	7:16	7:21	7:27	7:35	7:40	7:47	7:52	8:02
8:08	8:14	8:20	8:26	8:34	8:40	8:48	8:53	9:03
8:38	8:44	8:50	8:56	9:04	9:10	9:18	9:23	9:33
9:08	9:14	9:21	9:27	9:35	9:41	9:50	9:55	10:05
9:38	9:44	9:51	9:57	10:05	10:11	10:20	10:25	10:35
10:05	10:11	10:18	10:25	10:33	10:40	10:50	10:55	11:05
10:35	10:41	10:48	10:55	11:03	11:10	11:20	11:25	11:35
11:05	11:11	11:18	11:25	11:33	11:40	11:50	11:55	**12:05p**
11:35	11:41	11:48	11:55	**12:03p**	**12:10p**	**12:20p**	**12:25p**	**12:35**
12:03p	**12:10p**	**12:17p**	**12:25p**	**12:34**	**12:41**	**12:51**	**12:57**	**1:08**
12:33	**12:40**	**12:47**	**12:55**	**1:04**	**1:11**	**1:21**	**1:27**	**1:38**
1:03	**1:10**	**1:17**	**1:25**	**1:34**	**1:41**	**1:51**	**1:57**	**2:08**
1:33	**1:40**	**1:47**	**1:55**	**2:04**	**2:11**	**2:21**	**2:27**	**2:38**
2:03	**2:10**	**2:17**	**2:25**	**2:34**	**2:41**	**2:51**	**2:57**	**3:08**
2:33	**2:40**	**2:47**	**2:55**	**3:04**	**3:11**	**3:21**	**3:27**	**3:38**
3:03	**3:10**	**3:17**	**3:25**	**3:34**	**3:41**	**3:51**	**3:57**	**4:08**
3:33	**3:40**	**3:47**	**3:55**	**4:04**	**4:11**	**4:21**	**4:27**	**4:38**
4:03	**4:10**	**4:17**	**4:25**	**4:34**	**4:41**	**4:51**	**4:57**	**5:08**
4:33	**4:40**	**4:47**	**4:55**	**5:04**	**5:11**	**5:21**	**5:27**	**5:38**
5:03	**5:10**	**5:17**	**5:25**	**5:34**	**5:41**	**5:51**	**5:57**	**6:08**
5:34	**5:41**	**5:48**	**5:56**	**6:04**	**6:11**	**6:20**	**6:25**	**6:35**
6:04	**6:11**	**6:18**	**6:26**	**6:34**	**6:41**	**6:50**	**6:55**	**7:05**
6:34	**6:41**	**6:48**	**6:56**	**7:04**	**7:11**	**7:20**	**7:25**	**7:35**
7:04	**7:11**	**7:18**	**7:26**	**7:34**	**7:41**	**7:50**	**7:55**	**8:05**
8:09	**8:15**	**8:22**	**8:30**	**8:37**	**8:43**	**8:51**	**8:56**	**9:05**

La Mesa → Fashion Valley Transit Center

I	H	G	F	E	D	C	B	A
La Mesa Bl. Trolley Station **DEPART**	El Cajon Bl. & 70th St.	El Cajon Bl. & College Av.	El Cajon Bl. & Euclid Av.	El Cajon Bl. & I-15	El Cajon Bl. & 30th St.	Park Bl. & University Av.	University Av. & 7th Av.	Fashion Valley Transit Center **ARRIVE**
5:32a	5:37a	5:44a	5:49a	5:55a	5:59a	6:05a	6:07a	6:16a
6:47	6:53	7:00	7:05	7:12	7:16	7:23	7:25	7:35
7:47	7:54	8:01	8:07	8:14	8:18	8:26	8:28	8:38
8:17	8:24	8:32	8:39	8:47	8:52	9:00	9:02	9:12
8:47	8:54	9:02	9:09	9:17	9:22	9:30	9:32	9:42
9:16	9:23	9:31	9:38	9:46	9:51	9:59	10:01	10:11
9:46	9:53	10:01	10:08	10:16	10:21	10:29	10:31	10:41
10:16	10:23	10:31	10:38	10:46	10:51	10:59	11:01	11:11
10:46	10:53	11:01	11:08	11:16	11:21	11:29	11:31	11:41
11:20	11:27	11:35	11:42	11:51	11:56	**12:05p**	**12:08p**	**12:18p**
11:50	11:57	**12:05p**	**12:12p**	**12:21p**	**12:26p**	**12:35**	**12:38**	**12:48**
12:20p	**12:27p**	**12:35**	**12:42**	**12:51**	**12:56**	**1:05**	**1:08**	**1:18**
12:50	**12:57**	**1:05**	**1:12**	**1:21**	**1:26**	**1:35**	**1:38**	**1:48**
1:20	**1:27**	**1:35**	**1:42**	**1:51**	**1:56**	**2:05**	**2:08**	**2:18**
1:50	**1:57**	**2:05**	**2:12**	**2:21**	**2:26**	**2:35**	**2:38**	**2:48**
2:20	**2:27**	**2:35**	**2:42**	**2:51**	**2:56**	**3:05**	**3:08**	**3:18**
2:50	**2:57**	**3:05**	**3:12**	**3:21**	**3:26**	**3:35**	**3:38**	**3:48**
3:20	**3:27**	**3:35**	**3:42**	**3:51**	**3:56**	**4:05**	**4:08**	**4:18**
3:50	**3:57**	**4:05**	**4:12**	**4:21**	**4:26**	**4:35**	**4:38**	**4:48**
4:20	**4:27**	**4:35**	**4:42**	**4:51**	**4:56**	**5:05**	**5:08**	**5:18**
4:50	**4:57**	**5:05**	**5:12**	**5:21**	**5:26**	**5:35**	**5:38**	**5:48**
5:20	**5:27**	**5:35**	**5:42**	**5:51**	**5:56**	**6:05**	**6:08**	**6:18**
5:47	**5:54**	**6:02**	**6:08**	**6:16**	**6:21**	**6:29**	**6:31**	**6:41**
6:17	**6:24**	**6:32**	**6:38**	**6:46**	**6:51**	**6:59**	**7:01**	**7:11**
6:47	**6:54**	**7:02**	**7:08**	**7:16**	**7:21**	**7:29**	**7:31**	**7:41**
7:47	**7:54**	**8:01**	**8:07**	**8:14**	**8:19**	**8:27**	**8:29**	**8:39**

A Saturday or Sunday schedule will be operated on the following holidays and observed holidays / *Se operará con horario de sábado o domingo durante los siguientes días festivos y feriados observados*
New Year's Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, Christmas

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1 Monday through Friday • *lunes a viernes*

Fashion Valley Transit Center → La Mesa

A Fashion Valley Transit Center **DEPART**	B University Av. & 6th Av.	C Park Bl. & University Av.	D El Cajon Bl. & 30th St.	E El Cajon Bl. & I-15	F El Cajon Bl. & Euclid Av.	G El Cajon Bl. & College Av.	H El Cajon Bl. & 70th St.	I La Mesa Bl. Trolley Station **ARRIVE**
5:05a	5:10a	5:15a	5:20a	5:26a	5:30a	5:36a	5:40a	5:48a
5:35	5:40	5:45	5:50	5:56	6:00	6:06	6:10	6:18
6:03	6:08	6:13	6:18	6:25	6:30	6:37	6:41	6:49
6:33	6:38	6:43	6:48	6:56	7:01	7:08	7:13	7:22
6:53	6:59	7:04	7:10	7:18	7:24	7:31	7:36	7:45
7:08	7:14	7:20	7:26	7:34	7:40	7:48	7:53	8:03
7:23	7:29	7:35	7:41	7:49	7:55	8:03	8:08	8:18
7:38	7:44	7:50	7:56	8:04	8:10	8:18	8:23	8:33
7:53	7:59	8:05	8:11	8:19	8:25	8:33	8:38	8:48
8:08	8:14	8:20	8:26	8:34	8:40	8:48	8:53	9:03
8:23	8:29	8:35	8:41	8:49	8:55	9:03	9:08	9:18
8:38	8:44	8:50	8:56	9:04	9:10	9:18	9:23	9:33
8:53	8:59	9:05	9:11	9:19	9:25	9:33	9:38	9:48
9:08	9:14	9:21	9:27	9:35	9:41	9:50	9:55	10:05
9:23	9:29	9:36	9:42	9:50	9:56	10:05	10:10	10:20
9:38	9:44	9:51	9:57	10:05	10:11	10:20	10:25	10:35
9:53	9:59	10:06	10:12	10:20	10:26	10:35	10:40	10:50
10:05	10:11	10:18	10:25	10:33	10:40	10:50	10:55	11:05
10:20	10:26	10:33	10:40	10:48	10:55	11:05	11:10	11:20
10:35	10:41	10:48	10:55	11:03	11:10	11:20	11:25	11:35
10:50	10:56	11:03	11:10	11:18	11:25	11:35	11:40	11:50
11:05	11:11	11:18	11:25	11:33	11:40	11:50	11:55	**12:05p**
11:20	11:26	11:33	11:40	11:48	11:55	**12:05p**	**12:10p**	**12:20**
11:35	11:41	11:48	11:55	**12:03p**	**12:10p**	**12:20**	**12:25**	**12:35**
11:50	11:56	**12:03p**	**12:10p**	**12:19**	**12:26**	**12:36**	**12:41**	**12:52**
12:11p	**12:17p**	**12:24**	**12:32**	**12:41**	**12:48**	**12:58**	**1:04**	**1:15**
12:26	**12:32**	**12:39**	**12:47**	**12:56**	**1:03**	**1:13**	**1:19**	**1:30**
12:41	**12:47**	**12:54**	**1:02**	**1:11**	**1:18**	**1:28**	**1:34**	**1:45**
12:56	**1:02**	**1:09**	**1:17**	**1:26**	**1:33**	**1:43**	**1:49**	**2:00**
1:11	**1:17**	**1:24**	**1:32**	**1:41**	**1:48**	**1:58**	**2:04**	**2:15**
1:26	**1:32**	**1:39**	**1:47**	**1:56**	**2:03**	**2:13**	**2:19**	**2:30**
1:41	**1:48**	**1:56**	**2:04**	**2:13**	**2:21**	**2:31**	**2:37**	**2:48**
1:56	**2:03**	**2:11**	**2:19**	**2:28**	**2:36**	**2:46**	**2:52**	**3:03**
2:11	**2:18**	**2:26**	**2:34**	**2:43**	**2:51**	**3:01**	**3:07**	**3:18**
2:26	**2:33**	**2:41**	**2:49**	**2:58**	**3:06**	**3:16**	**3:22**	**3:33**
2:41	**2:48**	**2:56**	**3:04**	**3:13**	**3:21**	**3:31**	**3:37**	**3:48**
2:56	**3:03**	**3:11**	**3:19**	**3:28**	**3:36**	**3:46**	**3:52**	**4:03**
3:11	**3:19**	**3:27**	**3:36**	**3:45**	**3:53**	**4:03**	**4:09**	**4:20**
3:26	**3:34**	**3:42**	**3:51**	**4:00**	**4:08**	**4:18**	**4:24**	**4:35**
3:41	**3:49**	**3:57**	**4:06**	**4:15**	**4:23**	**4:33**	**4:39**	**4:50**
3:56	**4:04**	**4:12**	**4:21**	**4:30**	**4:38**	**4:48**	**4:54**	**5:05**
4:11	**4:19**	**4:27**	**4:36**	**4:45**	**4:53**	**5:03**	**5:09**	**5:20**
4:26	**4:34**	**4:42**	**4:51**	**5:00**	**5:08**	**5:18**	**5:24**	**5:35**
4:41	**4:49**	**4:57**	**5:06**	**5:15**	**5:23**	**5:33**	**5:39**	**5:50**
4:56	**5:04**	**5:12**	**5:21**	**5:30**	**5:38**	**5:48**	**5:54**	**6:05**
5:11	**5:19**	**5:27**	**5:36**	**5:45**	**5:53**	**6:03**	**6:09**	**6:20**
5:26	**5:34**	**5:42**	**5:51**	**6:00**	**6:08**	**6:18**	**6:24**	**6:35**
5:41	**5:49**	**5:57**	**6:06**	**6:15**	**6:22**	**6:32**	**6:37**	**6:47**
5:56	**6:04**	**6:12**	**6:21**	**6:29**	**6:36**	**6:45**	**6:50**	**7:00**
6:11	**6:19**	**6:27**	**6:36**	**6:44**	**6:51**	**7:00**	**7:05**	**7:15**
6:34	**6:41**	**6:49**	**6:57**	**7:05**	**7:12**	**7:21**	**7:26**	**7:36**
6:49	**6:56**	**7:04**	**7:12**	**7:20**	**7:27**	**7:36**	**7:41**	**7:51**
7:04	**7:11**	**7:19**	**7:27**	**7:35**	**7:42**	**7:51**	**7:56**	**8:06**
7:19	**7:26**	**7:34**	**7:42**	**7:50**	**7:57**	**8:06**	**8:11**	**8:21**
7:49	**7:55**	**8:02**	**8:10**	**8:17**	**8:23**	**8:31**	**8:36**	**8:45**
8:19	**8:25**	**8:32**	**8:40**	**8:47**	**8:53**	**9:01**	**9:06**	**9:15**
8:49	**8:55**	**9:02**	**9:10**	**9:17**	**9:23**	**9:31**	**9:36**	**9:45**
9:20	**9:26**	**9:33**	**9:40**	**9:47**	**9:52**	**10:00**	**10:04**	**10:13**
9:50	**9:56**	**10:02**	**10:08**	**10:14**	**10:19**	**10:26**	**10:30**	**10:38**
10:20	**10:26**	**10:32**	**10:38**	**10:44**	**10:49**	**10:56**	**11:00**	**11:08**
10:50	**10:55**	**11:00**	**11:06**	**11:12**	**11:16**	**11:22**	**11:26**	**11:34**
11:20	**11:25**	**11:30**	**11:36**	**11:42**	**11:46**	**11:52**	**11:56**	12:04a

La Mesa → Fashion Valley Transit Center

I La Mesa Bl. Trolley Station **DEPART**	H El Cajon Bl. & 70th St.	G El Cajon Bl. & College Av.	F El Cajon Bl. & Euclid Av.	E El Cajon Bl. & I-15	D El Cajon Bl. & 30th St.	C Park Bl. & University Av.	B University Av. & 7th Av.	A Fashion Valley Transit Center **ARRIVE**
—	—	4:47a	4:52a	4:58a	5:02a	5:08a	5:10a	5:19a
5:02a	5:07a	5:14	5:20	5:27	5:31	5:38	5:40	5:49
5:32	5:37	5:44	5:50	5:57	6:01	6:08	6:10	6:19
6:02	6:08	6:15	6:21	6:29	6:34	6:42	6:44	6:54
6:17	6:23	6:30	6:36	6:44	6:49	6:57	6:59	7:09
6:32	6:39	6:46	6:52	7:01	7:06	7:14	7:16	7:26
6:47	6:54	7:01	7:07	7:16	7:21	7:29	7:31	7:41
7:02	7:09	7:16	7:22	7:31	7:36	7:44	7:46	7:56
7:17	7:24	7:31	7:37	7:46	7:51	7:59	8:01	8:11
7:32	7:40	7:48	7:55	8:04	8:09	8:17	8:19	8:29
7:47	7:55	8:03	8:10	8:19	8:24	8:32	8:34	8:44
8:02	8:10	8:18	8:25	8:34	8:39	8:47	8:49	8:59
8:17	8:25	8:33	8:40	8:49	8:54	9:02	9:04	9:14
8:32	8:40	8:48	8:55	9:04	9:09	9:17	9:19	9:29
8:47	8:55	9:03	9:10	9:19	9:24	9:32	9:34	9:44
9:01	9:08	9:16	9:23	9:31	9:36	9:44	9:46	9:56
9:16	9:23	9:31	9:38	9:46	9:51	9:59	10:01	10:11
9:31	9:38	9:46	9:53	10:01	10:06	10:14	10:16	10:26
9:46	9:53	10:01	10:08	10:16	10:21	10:29	10:31	10:41
10:01	10:08	10:16	10:23	10:31	10:36	10:44	10:46	10:56
10:16	10:23	10:31	10:38	10:46	10:51	10:59	11:01	11:11
10:31	10:38	10:46	10:53	11:01	11:06	11:14	11:16	11:26
10:46	10:53	11:01	11:08	11:16	11:21	11:29	11:31	11:41
11:02	11:09	11:17	11:24	11:32	11:37	11:46	11:49	11:59
11:17	11:24	11:32	11:39	11:47	11:52	**12:01p**	**12:04p**	**12:14p**
11:32	11:39	11:47	11:54	**12:02p**	**12:07p**	**12:16**	**12:19**	**12:29**
11:47	11:54	**12:02p**	**12:09p**	**12:17**	**12:22**	**12:31**	**12:34**	**12:44**
12:02p	**12:09p**	**12:17**	**12:24**	**12:32**	**12:37**	**12:46**	**12:49**	**12:59**
12:17	**12:24**	**12:32**	**12:39**	**12:47**	**12:52**	**1:01**	**1:04**	**1:14**
12:32	**12:39**	**12:47**	**12:54**	**1:02**	**1:07**	**1:16**	**1:19**	**1:29**
12:47	**12:54**	**1:02**	**1:09**	**1:17**	**1:22**	**1:31**	**1:34**	**1:44**
1:02	**1:09**	**1:17**	**1:24**	**1:32**	**1:37**	**1:46**	**1:49**	**1:59**
1:17	**1:24**	**1:32**	**1:39**	**1:47**	**1:52**	**2:01**	**2:04**	**2:14**
1:32	**1:39**	**1:47**	**1:54**	**2:02**	**2:07**	**2:16**	**2:19**	**2:29**
1:47	**1:54**	**2:02**	**2:09**	**2:17**	**2:22**	**2:31**	**2:34**	**2:44**
2:02	**2:10**	**2:18**	**2:25**	**2:34**	**2:40**	**2:49**	**2:52**	**3:02**
2:17	**2:25**	**2:33**	**2:40**	**2:49**	**2:55**	**3:04**	**3:07**	**3:17**
2:32	**2:40**	**2:48**	**2:55**	**3:04**	**3:10**	**3:19**	**3:22**	**3:32**
2:47	**2:55**	**3:03**	**3:10**	**3:19**	**3:25**	**3:34**	**3:37**	**3:47**
3:02	**3:10**	**3:18**	**3:25**	**3:34**	**3:40**	**3:49**	**3:52**	**4:02**
3:17	**3:25**	**3:33**	**3:40**	**3:49**	**3:55**	**4:04**	**4:07**	**4:17**
3:32	**3:40**	**3:48**	**3:55**	**4:04**	**4:10**	**4:19**	**4:22**	**4:32**
3:47	**3:55**	**4:03**	**4:10**	**4:19**	**4:25**	**4:34**	**4:37**	**4:47**
4:02	**4:10**	**4:18**	**4:25**	**4:34**	**4:40**	**4:49**	**4:52**	**5:02**
4:17	**4:25**	**4:33**	**4:40**	**4:49**	**4:55**	**5:04**	**5:07**	**5:17**
4:32	**4:40**	**4:48**	**4:55**	**5:04**	**5:10**	**5:19**	**5:22**	**5:32**
4:47	**4:55**	**5:03**	**5:10**	**5:19**	**5:25**	**5:34**	**5:37**	**5:47**
5:02	**5:09**	**5:17**	**5:23**	**5:31**	**5:37**	**5:46**	**5:48**	**5:58**
5:17	**5:24**	**5:32**	**5:38**	**5:46**	**5:52**	**6:01**	**6:03**	**6:13**
5:32	**5:39**	**5:47**	**5:53**	**6:01**	**6:07**	**6:16**	**6:18**	**6:28**
5:47	**5:54**	**6:02**	**6:08**	**6:16**	**6:22**	**6:31**	**6:33**	**6:43**
6:02	**6:09**	**6:17**	**6:23**	**6:31**	**6:37**	**6:46**	**6:48**	**6:58**
6:17	**6:24**	**6:32**	**6:38**	**6:46**	**6:52**	**7:01**	**7:03**	**7:13**
6:34	**6:41**	**6:49**	**6:55**	**7:02**	**7:07**	**7:15**	**7:17**	**7:27**
7:04	**7:11**	**7:19**	**7:25**	**7:32**	**7:37**	**7:45**	**7:47**	**7:57**
7:34	**7:41**	**7:49**	**7:55**	**8:02**	**8:07**	**8:15**	**8:17**	**8:27**
8:04	**8:10**	**8:17**	**8:22**	**8:28**	**8:33**	**8:40**	**8:42**	**8:51**
8:35	**8:41**	**8:48**	**8:53**	**8:59**	**9:04**	**9:11**	**9:13**	**9:22**
9:05	**9:11**	**9:18**	**9:23**	**9:29**	**9:34**	**9:41**	**9:43**	**9:52**
9:35	**9:41**	**9:48**	**9:53**	**9:59**	**10:04**	**10:11**	**10:13**	**10:22**
10:05	**10:11**	**10:18**	**10:23**	**10:29**	**10:33**	**10:40**	**10:42**	**10:51**
10:35	**10:40**	**10:46**	**10:51**	**10:57**	**11:01**	**11:07**	**11:09**	**11:17**
11:07	**11:12**	**11:18**	**11:23**	**11:29**	**11:33**	**11:39**	**11:41**	**11:49**
11:37	**11:42**	**11:48**	**11:53**	**11:59**	12:03a	12:09a	12:11a	—

1 Saturday • *sábado*

Fashion Valley Transit Center → La Mesa

A Fashion Valley Transit Center **DEPART**	B University Av. & 6th Av.	C Park Bl. & University Av.	D El Cajon Bl. & 30th St.	E El Cajon Bl. & I-15	F El Cajon Bl. & Euclid Av.	G El Cajon Bl. & College Av.	H El Cajon Bl. & 70th St.	I La Mesa Bl. Trolley Station **ARRIVE**
5:20a	5:25a	5:30a	5:35a	5:41a	5:45a	5:51a	5:55a	6:03a
6:03	6:08	6:13	6:18	6:25	6:30	6:37	6:41	6:49
6:40	6:46	6:51	6:56	7:04	7:09	7:16	7:20	7:29
7:10	7:16	7:21	7:27	7:35	7:40	7:47	7:52	8:02
7:40	7:46	7:51	7:57	8:05	8:10	8:17	8:22	8:32
8:08	8:14	8:20	8:26	8:34	8:40	8:48	8:53	9:03
8:38	8:44	8:50	8:56	9:04	9:10	9:18	9:23	9:33
9:08	9:14	9:21	9:27	9:35	9:41	9:50	9:55	10:05
9:38	9:44	9:51	9:57	10:05	10:11	10:20	10:25	10:35
10:05	10:11	10:18	10:25	10:33	10:40	10:50	10:55	11:05
10:35	10:41	10:48	10:55	11:03	11:10	11:20	11:25	11:35
11:05	11:11	11:18	11:25	11:33	11:40	11:50	11:55	**12:05p**
11:35	11:41	11:48	11:55	**12:03p**	**12:10p**	**12:20p**	**12:25p**	**12:35**
12:03p	**12:10p**	**12:17p**	**12:25p**	**12:34**	**12:41**	**12:51**	**12:57**	**1:08**
12:33	**12:40**	**12:47**	**12:55**	**1:04**	**1:11**	**1:21**	**1:27**	**1:38**
1:03	**1:10**	**1:17**	**1:25**	**1:34**	**1:41**	**1:51**	**1:57**	**2:08**
1:33	**1:40**	**1:47**	**1:55**	**2:04**	**2:11**	**2:21**	**2:27**	**2:38**
2:03	**2:10**	**2:17**	**2:25**	**2:34**	**2:41**	**2:51**	**2:57**	**3:08**
2:33	**2:40**	**2:47**	**2:55**	**3:04**	**3:11**	**3:21**	**3:27**	**3:38**
3:03	**3:10**	**3:17**	**3:25**	**3:34**	**3:41**	**3:51**	**3:57**	**4:08**
3:33	**3:40**	**3:47**	**3:55**	**4:04**	**4:11**	**4:21**	**4:27**	**4:38**
4:03	**4:10**	**4:17**	**4:25**	**4:34**	**4:41**	**4:51**	**4:57**	**5:08**
4:33	**4:40**	**4:47**	**4:55**	**5:04**	**5:11**	**5:21**	**5:27**	**5:38**
5:03	**5:10**	**5:17**	**5:25**	**5:34**	**5:41**	**5:51**	**5:57**	**6:08**
5:34	**5:41**	**5:48**	**5:56**	**6:04**	**6:11**	**6:20**	**6:25**	**6:35**
6:04	**6:11**	**6:18**	**6:26**	**6:34**	**6:41**	**6:50**	**6:55**	**7:05**
6:34	**6:41**	**6:48**	**6:56**	**7:04**	**7:11**	**7:20**	**7:25**	**7:35**
7:04	**7:11**	**7:18**	**7:26**	**7:34**	**7:41**	**7:50**	**7:55**	**8:05**
7:39	**7:45**	**7:52**	**8:00**	**8:07**	**8:13**	**8:21**	**8:26**	**8:35**
8:09	**8:15**	**8:22**	**8:30**	**8:37**	**8:43**	**8:51**	**8:56**	**9:05**
8:39	**8:45**	**8:52**	**9:00**	**9:07**	**9:13**	**9:21**	**9:26**	**9:35**
9:20	**9:26**	**9:33**	**9:40**	**9:47**	**9:52**	**10:00**	**10:04**	**10:13**
9:50	**9:56**	**10:02**	**10:08**	**10:14**	**10:19**	**10:26**	**10:30**	**10:38**
10:20	**10:26**	**10:32**	**10:38**	**10:44**	**10:49**	**10:56**	**11:00**	**11:08**
10:50	**10:55**	**11:00**	**11:06**	**11:12**	**11:16**	**11:22**	**11:26**	**11:34**
11:20	**11:25**	**11:30**	**11:36**	**11:42**	**11:46**	**11:52**	**11:56**	12:04a

La Mesa → Fashion Valley Transit Center

I La Mesa Bl. Trolley Station **DEPART**	H El Cajon Bl. & 70th St.	G El Cajon Bl. & College Av.	F El Cajon Bl. & Euclid Av.	E El Cajon Bl. & I-15	D El Cajon Bl. & 30th St.	C Park Bl. & University Av.	B University Av. & 7th Av.	A Fashion Valley Transit Center **ARRIVE**
5:32a	5:37a	5:44a	5:49a	5:55a	5:59a	6:05a	6:07a	6:16a
6:17	6:22	6:29	6:34	6:40	6:44	6:50	6:52	7:01
6:47	6:53	7:00	7:05	7:12	7:16	7:23	7:25	7:35
7:17	7:24	7:31	7:37	7:44	7:48	7:56	7:58	8:08
7:47	7:54	8:01	8:07	8:14	8:18	8:26	8:28	8:38
8:17	8:24	8:32	8:39	8:47	8:52	9:00	9:02	9:12
8:47	8:54	9:02	9:09	9:17	9:22	9:30	9:32	9:42
9:16	9:23	9:31	9:38	9:46	9:51	9:59	10:01	10:11
9:46	9:53	10:01	10:08	10:16	10:21	10:29	10:31	10:41
10:16	10:23	10:31	10:38	10:46	10:51	10:59	11:01	11:11
10:46	10:53	11:01	11:08	11:16	11:21	11:29	11:31	11:41
11:20	11:27	11:35	11:42	11:51	11:56	**12:05p**	**12:08p**	**12:18p**
11:50	11:57	**12:05p**	**12:12p**	**12:21p**	**12:26p**	**12:35**	**12:38**	**12:48**
12:20p	**12:27p**	**12:35**	**12:42**	**12:51**	**12:56**	**1:05**	**1:08**	**1:18**
12:50	**12:57**	**1:05**	**1:12**	**1:21**	**1:26**	**1:35**	**1:38**	**1:48**
1:20	**1:27**	**1:35**	**1:42**	**1:51**	**1:56**	**2:05**	**2:08**	**2:18**
1:50	**1:57**	**2:05**	**2:12**	**2:21**	**2:26**	**2:35**	**2:38**	**2:48**
2:20	**2:27**	**2:35**	**2:42**	**2:51**	**2:56**	**3:05**	**3:08**	**3:18**
2:50	**2:57**	**3:05**	**3:12**	**3:21**	**3:26**	**3:35**	**3:38**	**3:48**
3:20	**3:27**	**3:35**	**3:42**	**3:51**	**3:56**	**4:05**	**4:08**	**4:18**
3:50	**3:57**	**4:05**	**4:12**	**4:21**	**4:26**	**4:35**	**4:38**	**4:48**
4:20	**4:27**	**4:35**	**4:42**	**4:51**	**4:56**	**5:05**	**5:08**	**5:18**
4:50	**4:57**	**5:05**	**5:12**	**5:21**	**5:26**	**5:35**	**5:38**	**5:48**
5:20	**5:27**	**5:35**	**5:42**	**5:51**	**5:56**	**6:05**	**6:08**	**6:18**
5:47	**5:54**	**6:02**	**6:08**	**6:16**	**6:21**	**6:29**	**6:31**	**6:41**
6:17	**6:24**	**6:32**	**6:38**	**6:46**	**6:51**	**6:59**	**7:01**	**7:11**
6:47	**6:54**	**7:02**	**7:08**	**7:16**	**7:21**	**7:29**	**7:31**	**7:41**
7:17	**7:24**	**7:31**	**7:37**	**7:44**	**7:49**	**7:57**	**7:59**	**8:09**
7:47	**7:54**	**8:01**	**8:07**	**8:14**	**8:19**	**8:27**	**8:29**	**8:39**
8:17	**8:23**	**8:30**	**8:35**	**8:41**	**8:46**	**8:53**	**8:55**	**9:04**
8:47	**8:53**	**9:00**	**9:05**	**9:11**	**9:16**	**9:23**	**9:25**	**9:34**
9:17	**9:23**	**9:30**	**9:35**	**9:41**	**9:46**	**9:53**	**9:55**	**10:04**
9:50	**9:55**	**10:02**	**10:07**	**10:13**	**10:17**	**10:24**	**10:26**	**10:35**
10:20	**10:25**	**10:32**	**10:37**	**10:43**	**10:47**	**10:54**	**10:56**	**11:05**
10:50	**10:55**	**11:01**	**11:06**	**11:12**	**11:16**	**11:22**	**11:24**	**11:32**
11:37	**11:42**	**11:48**	**11:53**	**11:59**	12:03a	12:09a	12:11a	—

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Lost and Found *Objetos extraviados*	**619-233-3004**
Transit Store 12th & Imperial Transit Center M–F / *L-V* 8am–5pm	**619-234-1060**
TTY/TDD (teletype for hearing impaired) *Teletipo para sordos*	**619-234-5005** **888-722-4889**

Buses on all MTS routes are accessible via lift or ramp.
Autobuses en todas las rutas de MTS son accesibles mediante un ascensor o rampa.

Alternative formats available upon request. Call: (619) 557-4555.
Formato alternativo disponible al preguntar. Llamar: (619) 557-4555.

Effective January 28, 2024

Rapid 215

Bus Route

SDSU Transit Center ↔ Downtown San Diego

via El Cajon Boulevard

Destinations
- Balboa Park
- City College
- Copley-Price Family YMCA
- Hoover High School
- San Diego State University
- San Diego Zoo
- The Boulevard Transit Plaza

Trolley Connections
- SDSU
- City College
- America Plaza
- Santa Fe Depot

Subject to change without notice
Sujeto a cambios sin previo aviso

MTS

215 Monday through Friday • *lunes a viernes*

SDSU Transit Center → Downtown San Diego

A SDSU Transit Center **DEPART**	B El Cajon Bl. & College Av.	C El Cajon Bl. & I-15	D El Cajon Bl. & 30th St.	E Park Bl. & University Av.	F City College Transit Center (Park Bl.)	G America Plaza Trolley Station **ARRIVE**
—	—	4:26a	4:30a	4:35a	4:46a	4:53a
4:33a	4:36a	4:44	4:48	4:53	5:04	5:11
4:48	4:51	4:59	5:03	5:08	5:19	5:26
5:04	5:07	5:15	5:19	5:24	5:35	5:42
5:19	5:22	5:30	5:34	5:39	5:50	5:57
5:34	5:37	5:46	5:50	5:56	6:07	6:14
5:49	5:52	6:01	6:05	6:11	6:22	6:29
6:06	6:09	6:18	6:22	6:28	6:39	6:46
6:18	6:21	6:30	6:35	6:42	6:53	7:00
6:30	6:33	6:43	6:48	6:55	7:06	7:14
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7:17	7:21	7:34	7:39	7:46	7:59	8:08
7:28	7:32	7:45	7:50	7:57	8:10	8:19
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7:52	7:56	8:09	8:14	8:21	8:34	8:43
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8:16	8:20	8:33	8:38	8:45	8:58	9:07
8:28	8:32	8:45	8:50	8:57	9:10	9:19
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8:52	8:56	9:08	9:13	9:20	9:33	9:42
9:04	9:08	9:19	9:24	9:31	9:44	9:53
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9:28	9:32	9:43	9:48	9:55	10:08	10:17
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10:04	10:08	10:19	10:24	10:31	10:44	10:53
10:16	10:20	10:31	10:36	10:43	10:56	11:05
10:28	10:32	10:43	10:48	10:55	11:08	11:17
10:40	10:44	10:55	11:00	11:07	11:20	11:29
10:52	10:56	11:07	11:12	11:19	11:32	11:41
11:04	11:08	11:19	11:24	11:31	11:44	11:53
11:16	11:20	11:31	11:36	11:43	11:56	**12:05p**
11:28	11:32	11:43	11:48	11:55	**12:08p**	**12:17**
11:40	11:44	11:55	**12:00p**	**12:07p**	**12:20**	**12:29**
11:52	11:56	**12:07p**	**12:12**	**12:19**	**12:32**	**12:41**
12:04p	**12:08p**	**12:19**	**12:24**	**12:31**	**12:44**	**12:53**
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2:16	**2:20**	**2:32**	**2:38**	**2:45**	**2:59**	**3:08**
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4:42	**4:47**	**4:59**	**5:05**	**5:13**	**5:27**	**5:36**
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5:06	**5:11**	**5:23**	**5:29**	**5:37**	**5:51**	**6:00**
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5:41	**5:46**	**5:57**	**6:03**	**6:11**	**6:25**	**6:33**
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6:05	**6:09**	**6:20**	**6:26**	**6:33**	**6:46**	**6:54**
6:18	**6:22**	**6:33**	**6:39**	**6:46**	**6:59**	**7:07**
6:29	**6:33**	**6:44**	**6:50**	**6:57**	**7:10**	**7:18**
6:40	**6:44**	**6:55**	**7:00**	**7:07**	**7:20**	**7:28**
6:51	**6:55**	**7:06**	**7:11**	**7:18**	**7:31**	**7:39**
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7:21	**7:25**	**7:35**	**7:40**	**7:47**	**7:59**	**8:07**
7:38	**7:42**	**7:52**	**7:57**	**8:04**	**8:16**	**8:24**
7:55	**7:59**	**8:09**	**8:14**	**8:21**	**8:33**	**8:41**
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9:19	**9:23**	**9:33**	**9:38**	**9:45**	**9:57**	**10:04**
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10:20	**10:23**	**10:32**	**10:37**	**10:42**	**10:54**	**11:01**
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11:50	**11:53**	12:02a	12:07a	12:12a	12:24a	12:31
12:20a	12:23a	12:32	12:37	12:42	12:54	1:01
12:45	12:48	12:57	1:02	1:07	1:19	1:26

Downtown San Diego → SDSU Transit Center

G Santa Fe Depot Transit Center **DEPART**	F City College Transit Center (11th Av.)	E Park Bl. & University Av.	D El Cajon Bl. & 30th St.	C El Cajon Bl. & I-15	B El Cajon Bl. & College Av.	A SDSU Transit Center **ARRIVE**
4:32a	4:39a	4:47a	4:53a	4:57a	5:06a	5:11a
5:03	5:10	5:18	5:24	5:28	5:37	5:42
5:18	5:25	5:33	5:39	5:43	5:52	5:57
5:32	5:39	5:47	5:53	5:57	6:06	6:11
5:47	5:54	6:02	6:08	6:12	6:21	6:26
6:00	6:07	6:16	6:22	6:27	6:37	6:42
6:13	6:20	6:29	6:36	6:41	6:51	6:56
6:25	6:32	6:41	6:48	6:53	7:03	7:08
6:36	6:44	6:53	7:00	7:05	7:16	7:22
6:48	6:56	7:05	7:12	7:17	7:28	7:34
7:00	7:08	7:18	7:25	7:30	7:42	7:48
7:12	7:20	7:30	7:37	7:43	7:56	8:02
7:24	7:32	7:42	7:49	7:55	8:08	8:14
7:36	7:44	7:54	8:01	8:07	8:20	8:26
7:48	7:56	8:06	8:13	8:19	8:32	8:38
8:00	8:08	8:18	8:25	8:31	8:44	8:50
8:13	8:21	8:31	8:38	8:44	8:57	9:03
8:25	8:33	8:43	8:50	8:56	9:09	9:15
8:37	8:45	8:55	9:02	9:08	9:21	9:27
8:49	8:57	9:07	9:14	9:20	9:33	9:39
9:01	9:09	9:19	9:26	9:32	9:45	9:51
9:13	9:21	9:31	9:38	9:44	9:57	10:03
9:25	9:33	9:43	9:50	9:56	10:09	10:15
9:36	9:44	9:54	10:01	10:07	10:20	10:26
9:48	9:56	10:06	10:13	10:19	10:32	10:38
10:00	10:08	10:18	10:25	10:31	10:44	10:50
10:12	10:20	10:30	10:37	10:43	10:56	11:02
10:24	10:32	10:42	10:49	10:55	11:08	11:14
10:36	10:44	10:54	11:01	11:07	11:20	11:26
10:48	10:56	11:06	11:13	11:19	11:32	11:38
11:00	11:08	11:18	11:25	11:31	11:44	11:50
11:12	11:20	11:30	11:37	11:43	11:56	**12:02p**
11:24	11:32	11:42	11:49	11:55	**12:08p**	**12:14**
11:36	11:44	11:54	**12:01p**	**12:07p**	**12:20**	**12:26**
11:47	11:56	**12:06p**	**12:13**	**12:19**	**12:32**	**12:38**
11:59	**12:08p**	**12:18**	**12:25**	**12:31**	**12:44**	**12:50**
12:11p	**12:20**	**12:30**	**12:38**	**12:44**	**12:57**	**1:03**
12:23	**12:32**	**12:42**	**12:50**	**12:56**	**1:09**	**1:15**
12:35	**12:44**	**12:54**	**1:02**	**1:08**	**1:21**	**1:27**
12:47	**12:56**	**1:06**	**1:14**	**1:20**	**1:33**	**1:39**
12:59	**1:08**	**1:18**	**1:26**	**1:32**	**1:45**	**1:51**
1:11	**1:20**	**1:30**	**1:38**	**1:44**	**1:57**	**2:03**
1:23	**1:32**	**1:42**	**1:50**	**1:56**	**2:09**	**2:15**
1:35	**1:44**	**1:54**	**2:02**	**2:08**	**2:21**	**2:27**
1:47	**1:56**	**2:06**	**2:14**	**2:20**	**2:33**	**2:39**
1:59	**2:08**	**2:18**	**2:26**	**2:32**	**2:45**	**2:51**
2:11	**2:20**	**2:30**	**2:38**	**2:44**	**2:57**	**3:03**
2:23	**2:32**	**2:42**	**2:50**	**2:56**	**3:09**	**3:15**
2:35	**2:44**	**2:54**	**3:02**	**3:08**	**3:21**	**3:27**
2:47	**2:56**	**3:06**	**3:14**	**3:20**	**3:33**	**3:39**
2:59	**3:08**	**3:18**	**3:26**	**3:32**	**3:45**	**3:51**
3:11	**3:20**	**3:30**	**3:38**	**3:44**	**3:57**	**4:03**
3:24	**3:34**	**3:44**	**3:52**	**3:58**	**4:11**	**4:17**
3:36	**3:46**	**3:56**	**4:04**	**4:10**	**4:23**	**4:29**
3:48	**3:58**	**4:08**	**4:16**	**4:22**	**4:35**	**4:41**
4:00	**4:10**	**4:20**	**4:28**	**4:34**	**4:47**	**4:53**
4:12	**4:22**	**4:32**	**4:40**	**4:46**	**4:59**	**5:05**
4:24	**4:34**	**4:44**	**4:52**	**4:58**	**5:11**	**5:17**
4:36	**4:46**	**4:56**	**5:04**	**5:10**	**5:23**	**5:29**
4:48	**4:58**	**5:08**	**5:16**	**5:22**	**5:35**	**5:41**
5:00	**5:10**	**5:20**	**5:28**	**5:34**	**5:47**	**5:53**
5:12	**5:22**	**5:32**	**5:40**	**5:46**	**5:59**	**6:05**
5:25	**5:34**	**5:44**	**5:52**	**5:58**	**6:11**	**6:17**
5:37	**5:46**	**5:56**	**6:04**	**6:10**	**6:23**	**6:29**
5:50	**5:59**	**6:09**	**6:17**	**6:23**	**6:36**	**6:42**
6:08	**6:16**	**6:25**	**6:32**	**6:37**	**6:50**	**6:56**
6:24	**6:32**	**6:41**	**6:48**	**6:53**	**7:06**	**7:12**
6:39	**6:47**	**6:56**	**7:03**	**7:08**	**7:20**	**7:26**
6:53	**7:01**	**7:10**	**7:17**	**7:22**	**7:34**	**7:40**
7:08	**7:16**	**7:25**	**7:32**	**7:37**	**7:49**	**7:55**
7:23	**7:31**	**7:40**	**7:47**	**7:52**	**8:04**	**8:10**
7:38	**7:46**	**7:55**	**8:02**	**8:07**	**8:19**	**8:25**
7:53	**8:01**	**8:10**	**8:17**	**8:22**	**8:34**	**8:40**
8:08	**8:16**	**8:25**	**8:32**	**8:37**	**8:49**	**8:55**
8:23	**8:31**	**8:40**	**8:47**	**8:52**	**9:04**	**9:10**
8:38	**8:46**	**8:55**	**9:02**	**9:07**	**9:19**	**9:25**
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9:18	**9:25**	**9:34**	**9:41**	**9:46**	**9:57**	**10:03**
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11:43	**11:50**	**11:58**	12:05a	12:09a	12:19a	12:24a
12:13a	12:20a	12:28a	12:35	12:39	12:49	12:54
12:43	12:50	12:58	1:05	1:09	1:19	1:24
1:13	1:20	1:28	1:35	1:39	1:49	1:54

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215 Saturday and Sunday • *sábado y domingo*

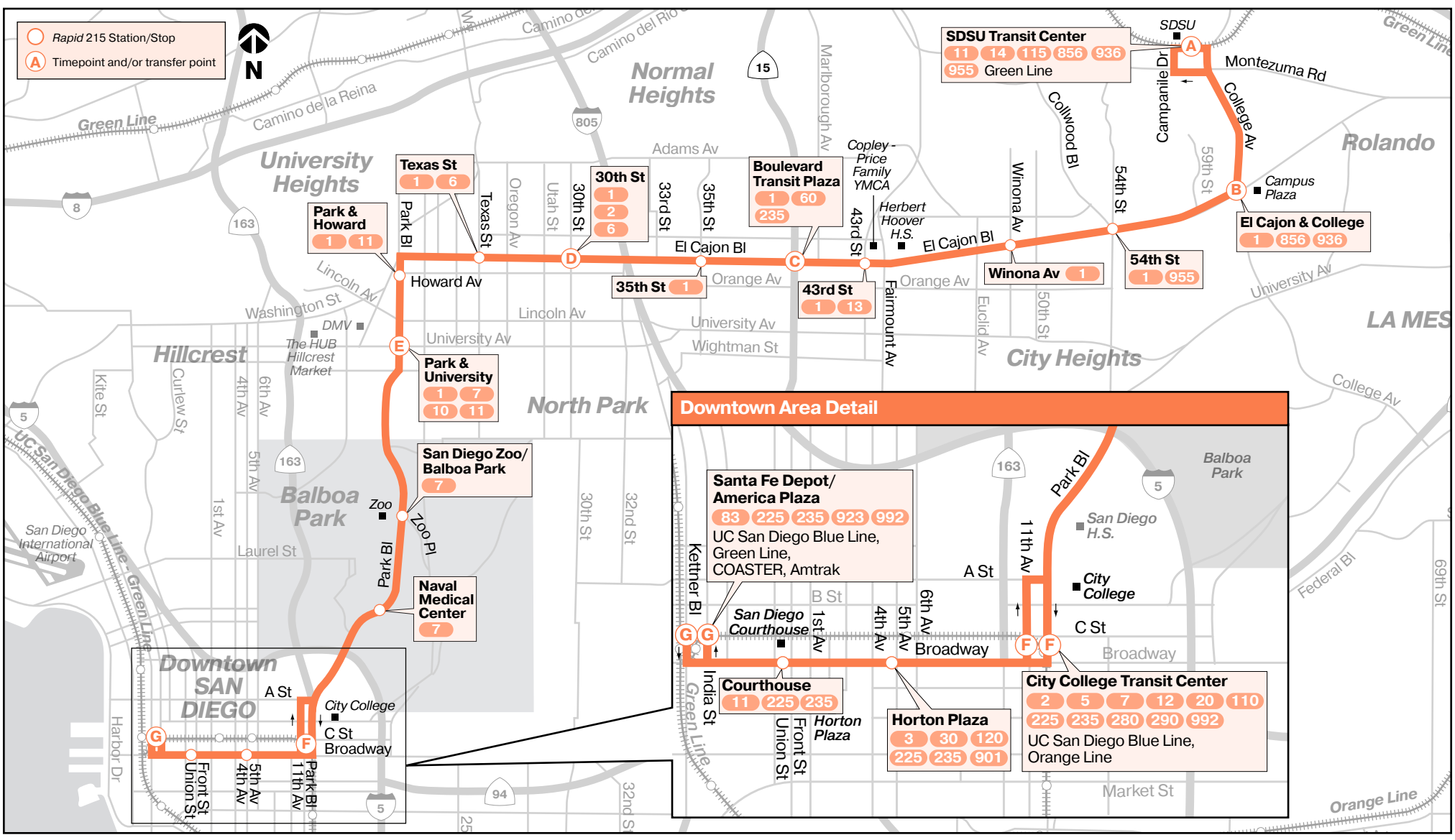
SDSU Transit Center → Downtown San Diego

A SDSU Transit Center **DEPART**	B El Cajon Bl. & College Av.	C El Cajon Bl. & I-15	D El Cajon Bl. & 30th St.	E Park Bl. & University Av.	F City College Transit Center (Park Bl.)	G America Plaza Trolley Station **ARRIVE**
4:48a	4:51a	4:59a	5:03a	5:08a	5:19a	5:26a
5:22	5:25	5:33	5:37	5:42	5:53	6:00
5:52	5:55	6:04	6:08	6:14	6:25	6:32
6:06	6:09	6:18	6:22	6:28	6:39	6:46
6:21	6:24	6:34	6:39	6:45	6:56	7:03
6:35	6:38	6:48	6:53	6:59	7:10	7:18
6:50	6:53	7:03	7:08	7:14	7:26	7:34
7:05	7:08	7:18	7:23	7:30	7:43	7:51
7:20	7:23	7:33	7:38	7:45	7:58	8:06
7:34	7:37	7:48	7:53	8:00	8:13	8:21
7:49	7:52	8:03	8:08	8:15	8:28	8:36
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9:19	9:23	9:34	9:39	9:46	9:59	10:07
9:34	9:38	9:49	9:54	10:01	10:14	10:22
9:49	9:53	10:04	10:09	10:16	10:29	10:37
10:04	10:08	10:19	10:24	10:31	10:44	10:52
10:19	10:23	10:34	10:39	10:46	10:59	11:07
10:34	10:38	10:49	10:54	11:01	11:14	11:22
10:49	10:53	11:04	11:09	11:16	11:29	11:37
11:04	11:08	11:19	11:24	11:31	11:44	11:52
11:19	11:23	11:34	11:39	11:46	11:59	**12:07p**
11:34	11:38	11:49	11:54	**12:01p**	**12:14p**	**12:22**
11:49	11:53	**12:04p**	**12:09p**	**12:16**	**12:29**	**12:37**
12:04p	**12:08p**	**12:19**	**12:24**	**12:31**	**12:44**	**12:52**
12:19	**12:23**	**12:34**	**12:39**	**12:46**	**12:59**	**1:07**
12:34	**12:38**	**12:49**	**12:54**	**1:01**	**1:14**	**1:22**
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3:36	**3:40**	**3:51**	**3:57**	**4:05**	**4:19**	**4:27**
3:51	**3:55**	**4:06**	**4:12**	**4:20**	**4:34**	**4:42**
4:06	**4:10**	**4:21**	**4:27**	**4:35**	**4:49**	**4:57**
4:21	**4:25**	**4:36**	**4:42**	**4:50**	**5:04**	**5:12**
4:36	**4:40**	**4:51**	**4:57**	**5:05**	**5:19**	**5:27**
4:51	**4:55**	**5:06**	**5:12**	**5:20**	**5:34**	**5:42**
5:06	**5:10**	**5:21**	**5:27**	**5:35**	**5:49**	**5:57**
5:21	**5:25**	**5:36**	**5:42**	**5:50**	**6:04**	**6:12**
5:36	**5:40**	**5:51**	**5:57**	**6:05**	**6:19**	**6:27**
5:50	**5:54**	**6:05**	**6:11**	**6:19**	**6:33**	**6:41**
6:04	**6:08**	**6:18**	**6:24**	**6:31**	**6:44**	**6:52**
6:19	**6:23**	**6:33**	**6:39**	**6:46**	**6:59**	**7:07**
6:34	**6:38**	**6:48**	**6:53**	**7:00**	**7:13**	**7:21**
6:49	**6:53**	**7:03**	**7:08**	**7:15**	**7:28**	**7:36**
7:04	**7:08**	**7:18**	**7:23**	**7:30**	**7:42**	**7:50**
7:19	**7:23**	**7:33**	**7:38**	**7:45**	**7:57**	**8:05**
7:34	**7:38**	**7:48**	**7:53**	**8:00**	**8:12**	**8:20**
7:49	**7:53**	**8:03**	**8:08**	**8:15**	**8:27**	**8:35**
8:19	**8:23**	**8:33**	**8:38**	**8:45**	**8:57**	**9:05**
8:49	**8:53**	**9:03**	**9:08**	**9:15**	**9:27**	**9:34**
9:19	**9:23**	**9:33**	**9:38**	**9:45**	**9:57**	**10:04**
9:50	**9:54**	**10:03**	**10:08**	**10:15**	**10:27**	**10:34**
10:20	**10:23**	**10:32**	**10:37**	**10:42**	**10:54**	**11:01**
10:50	**10:53**	**11:02**	**11:07**	**11:12**	**11:24**	**11:31**
11:20	**11:23**	**11:32**	**11:37**	**11:42**	**11:54**	12:01a
11:50	**11:53**	12:02a	12:07a	12:12a	12:24a	12:31
12:20a	12:23a	12:32	12:37	12:42	12:54	1:01

Downtown San Diego → SDSU Transit Center

G Santa Fe Depot Transit Center **DEPART**	F City College Transit Center (11th Av.)	E Park Bl. & University Av.	D El Cajon Bl. & 30th St.	C El Cajon Bl. & I-15	B El Cajon Bl. & College Av.	A SDSU Transit Center **ARRIVE**
4:55a	5:02a	5:10a	5:16a	5:20a	5:29a	5:34a
5:25	5:32	5:40	5:46	5:50	5:59	6:04
5:54	6:01	6:09	6:15	6:19	6:29	6:34
6:24	6:31	6:39	6:45	6:49	6:59	7:04
6:39	6:46	6:54	7:00	7:04	7:14	7:19
6:53	7:01	7:09	7:15	7:19	7:30	7:35
7:08	7:16	7:25	7:31	7:35	7:46	7:51
7:23	7:31	7:40	7:46	7:50	8:01	8:06
7:38	7:46	7:55	8:01	8:05	8:16	8:21
7:53	8:01	8:10	8:16	8:20	8:31	8:36
8:08	8:16	8:25	8:32	8:37	8:49	8:55
8:22	8:30	8:39	8:46	8:51	9:03	9:09
8:37	8:45	8:54	9:01	9:06	9:18	9:24
8:52	9:00	9:09	9:16	9:21	9:33	9:39
9:08	9:16	9:26	9:33	9:38	9:50	9:56
9:23	9:31	9:41	9:48	9:53	10:05	10:11
9:40	9:48	9:58	10:05	10:10	10:22	10:28
9:57	10:05	10:15	10:22	10:27	10:39	10:45
10:14	10:22	10:32	10:39	10:44	10:56	11:02
10:31	10:39	10:49	10:56	11:01	11:13	11:19
10:48	10:56	11:06	11:13	11:19	11:31	11:37
11:03	11:11	11:21	11:28	11:34	11:46	11:52
11:18	11:26	11:36	11:43	11:49	**12:01p**	**12:07p**
11:33	11:41	11:51	11:58	**12:04p**	**12:16**	**12:22**
11:48	11:56	**12:06p**	**12:13p**	**12:19**	**12:31**	**12:37**
12:03p	**12:11p**	**12:21**	**12:29**	**12:35**	**12:47**	**12:53**
12:17	**12:25**	**12:35**	**12:43**	**12:49**	**1:01**	**1:07**
12:32	**12:40**	**12:50**	**12:58**	**1:04**	**1:16**	**1:22**
12:47	**12:55**	**1:05**	**1:13**	**1:19**	**1:31**	**1:37**
1:02	**1:10**	**1:20**	**1:28**	**1:34**	**1:46**	**1:52**
1:17	**1:25**	**1:35**	**1:43**	**1:49**	**2:01**	**2:07**
1:32	**1:40**	**1:50**	**1:58**	**2:04**	**2:16**	**2:22**
1:47	**1:55**	**2:05**	**2:13**	**2:19**	**2:31**	**2:37**
2:02	**2:10**	**2:20**	**2:28**	**2:34**	**2:46**	**2:52**
2:17	**2:25**	**2:35**	**2:43**	**2:49**	**3:01**	**3:07**
2:32	**2:40**	**2:50**	**2:58**	**3:04**	**3:16**	**3:22**
2:47	**2:55**	**3:05**	**3:13**	**3:19**	**3:31**	**3:37**
3:02	**3:11**	**3:21**	**3:29**	**3:35**	**3:47**	**3:53**
3:17	**3:26**	**3:36**	**3:44**	**3:50**	**4:02**	**4:08**
3:32	**3:41**	**3:51**	**3:59**	**4:05**	**4:17**	**4:23**
3:47	**3:56**	**4:06**	**4:14**	**4:20**	**4:32**	**4:38**
4:02	**4:11**	**4:21**	**4:29**	**4:35**	**4:47**	**4:53**
4:17	**4:26**	**4:36**	**4:44**	**4:50**	**5:02**	**5:08**
4:32	**4:41**	**4:51**	**4:59**	**5:05**	**5:17**	**5:23**
4:47	**4:56**	**5:06**	**5:14**	**5:20**	**5:32**	**5:38**
5:02	**5:11**	**5:21**	**5:29**	**5:35**	**5:47**	**5:53**
5:17	**5:26**	**5:36**	**5:44**	**5:50**	**6:02**	**6:08**
5:32	**5:41**	**5:51**	**5:59**	**6:05**	**6:17**	**6:23**
5:47	**5:56**	**6:06**	**6:14**	**6:20**	**6:32**	**6:38**
6:08	**6:16**	**6:25**	**6:32**	**6:37**	**6:49**	**6:55**
6:23	**6:31**	**6:40**	**6:47**	**6:52**	**7:04**	**7:10**
6:38	**6:46**	**6:55**	**7:02**	**7:07**	**7:19**	**7:25**
6:53	**7:01**	**7:10**	**7:17**	**7:22**	**7:34**	**7:40**
7:08	**7:16**	**7:25**	**7:32**	**7:37**	**7:49**	**7:55**
7:23	**7:31**	**7:40**	**7:47**	**7:52**	**8:04**	**8:10**
7:38	**7:46**	**7:55**	**8:02**	**8:07**	**8:19**	**8:25**
7:53	**8:01**	**8:10**	**8:17**	**8:22**	**8:34**	**8:40**
8:08	**8:16**	**8:25**	**8:32**	**8:37**	**8:49**	**8:55**
8:39	**8:46**	**8:55**	**9:02**	**9:07**	**9:19**	**9:25**
9:09	**9:16**	**9:25**	**9:32**	**9:37**	**9:48**	**9:54**
9:40	**9:47**	**9:56**	**10:03**	**10:08**	**10:19**	**10:25**
10:10	**10:17**	**10:26**	**10:33**	**10:38**	**10:49**	**10:54**
10:43	**10:50**	**10:58**	**11:05**	**11:09**	**11:19**	**11:24**
11:13	**11:20**	**11:28**	**11:35**	**11:39**	**11:49**	**11:54**
11:43	**11:50**	**11:58**	12:05a	12:09a	12:19a	12:24a
12:13a	12:20a	12:28a	12:35	12:39	12:49	12:54
1:13	1:20	1:28	1:35	1:39	1:49	1:54

A Saturday or Sunday schedule will be operated on the following holidays and observed holidays / *Se operará con horario de sábado o domingo durante los siguientes días festivos y feriados observados*
New Year's Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, Christmas

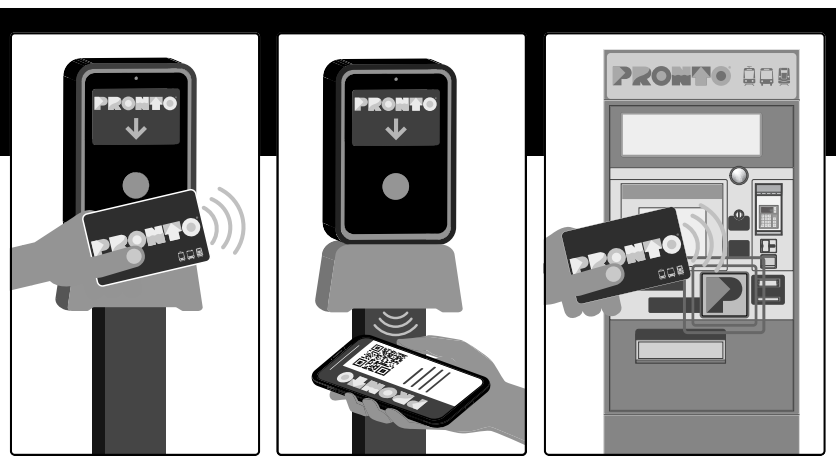


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Customer Service / Suggestions *Servicio al cliente / Sugerencias*	**619-557-4555**
Lost and Found *Objetos extraviados*	**619-233-3004**
Transit Store 12th & Imperial Transit Center M–F / *L-V* 8am–5pm	**619-234-1060**
TTY/TDD (teletype for hearing impaired) *Teletipo para sordos*	**619-234-5005** **888-722-4889**

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Autobuses en todas las rutas de MTS son accesibles mediante un ascensor o rampa.

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Effective January 28, 2024

955

Bus Route

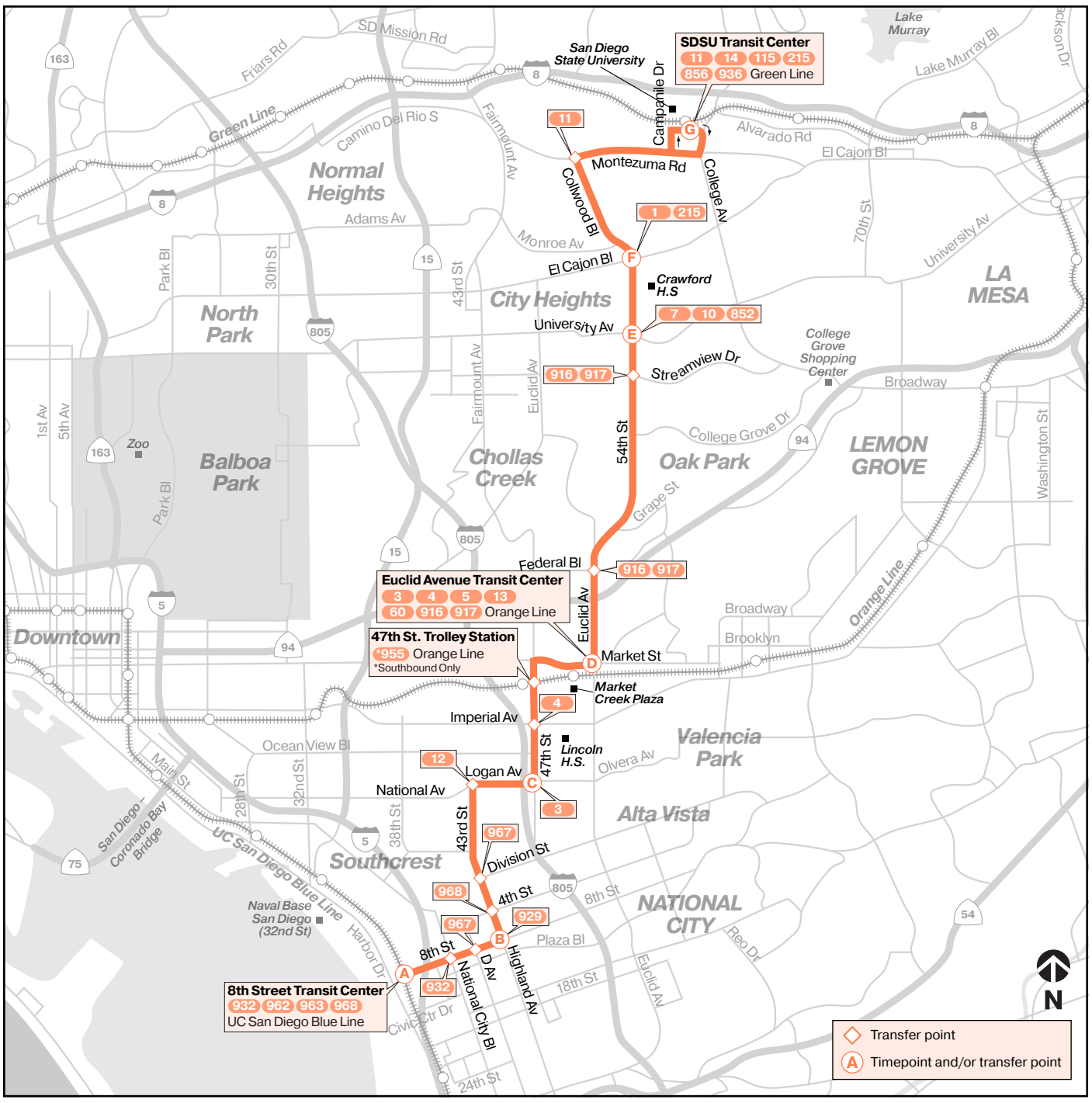
8th St. Transit Center ↔ SDSU Transit Center

via 43rd St. / Euclid Avenue Transit Center / 54th St.

Destinations
- 54th Street
- Crawford High School
- Euclid Av. Transit Center
- Lincoln High School
- Market Creek Plaza
- San Diego State University
- South 43rd Street

Trolley Connections
- 8th St.
- Euclid Avenue
- SDSU

Subject to change without notice
Sujeto a cambios sin previo aviso



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955 Sunday • *domingo*

8th St. Transit Center → SDSU Transit Center

A 8th St. Transit Center **DEPART**	B Highland Av. & 8th St.	C 47th St. & Logan Av.	D Euclid Av. Transit Center	E 54th St. & University Av.	F 54th St. & El Cajon Bl.	G SDSU Transit Center **ARRIVE**
—	—	—	5:59a	6:09a	6:12a	6:20a
6:39a	6:45a	6:53a	6:59	7:10	7:13	7:21
7:38	7:45	7:53	8:00	8:12	8:16	8:24
8:26	8:33	8:42	8:49	9:02	9:06	9:15
9:22	9:29	9:38	9:45	9:58	10:02	10:11
9:52	9:59	10:08	10:15	10:28	10:32	10:41
10:22	10:29	10:38	10:45	10:58	11:02	11:11
10:52	10:59	11:08	11:15	11:28	11:32	11:41
11:22	11:29	11:38	11:45	11:58	**12:02p**	**12:11p**
11:52	11:59	**12:08p**	**12:15p**	**12:28p**	**12:32**	**12:41**
12:21p	**12:28p**	**12:38**	**12:45**	**12:58**	**1:02**	**1:11**
12:51	**12:58**	**1:08**	**1:15**	**1:28**	**1:32**	**1:41**
1:21	**1:28**	**1:38**	**1:45**	**1:58**	**2:02**	**2:11**
1:51	**1:58**	**2:08**	**2:15**	**2:28**	**2:32**	**2:41**
2:21	**2:28**	**2:38**	**2:45**	**2:58**	**3:02**	**3:11**
2:51	**2:58**	**3:08**	**3:15**	**3:28**	**3:32**	**3:41**
3:21	**3:28**	**3:38**	**3:45**	**3:58**	**4:02**	**4:11**
3:51	**3:58**	**4:08**	**4:15**	**4:28**	**4:32**	**4:41**
4:22	**4:29**	**4:39**	**4:46**	**4:58**	**5:02**	**5:11**
4:52	**4:59**	**5:09**	**5:16**	**5:28**	**5:32**	**5:41**
5:22	**5:29**	**5:39**	**5:46**	**5:58**	**6:02**	**6:11**
5:52	**5:59**	**6:09**	**6:16**	**6:28**	**6:32**	**6:41**
6:55	**7:01**	**7:10**	**7:17**	**7:28**	**7:31**	**7:40**
7:55	**8:01**	**8:09**	**8:15**	**8:26**	**8:29**	**8:38**
8:55	**9:01**	**9:09**	**9:15**	**9:26**	**9:29**	**9:38**

SDSU Transit Center → 8th St. Transit Center

G SDSU Transit Center **DEPART**	F 54th St. & El Cajon Bl.	E 54th St. & University Av.	D Euclid Av. Transit Center	C Logan Av. & 47th St.	B 8th St. & Highland Av.	A 8th St. Transit Center **ARRIVE**
—	—	—	5:57a	6:03a	6:11a	6:18a
6:37a	6:43a	6:46a	6:58	7:04	7:12	7:20
7:33	7:40	7:43	7:56	8:02	8:11	8:19
8:22	8:30	8:33	8:47	8:53	9:02	9:10
8:52	9:00	9:03	9:17	9:23	9:32	9:40
9:21	9:30	9:33	9:47	9:53	10:02	10:10
9:51	10:00	10:03	10:17	10:23	10:32	10:40
10:21	10:30	10:33	10:47	10:53	11:02	11:10
10:51	11:00	11:03	11:17	11:23	11:32	11:40
11:21	11:30	11:33	11:47	11:53	**12:02p**	**12:10p**
11:51	**12:00p**	**12:03p**	**12:17p**	**12:23p**	**12:32**	**12:40**
12:20p	**12:29**	**12:32**	**12:46**	**12:52**	**1:03**	**1:11**
12:50	**12:59**	**1:02**	**1:16**	**1:22**	**1:33**	**1:41**
1:20	**1:29**	**1:32**	**1:46**	**1:52**	**2:03**	**2:11**
1:50	**1:59**	**2:02**	**2:16**	**2:22**	**2:33**	**2:41**
2:20	**2:29**	**2:32**	**2:46**	**2:52**	**3:03**	**3:11**
2:50	**2:59**	**3:02**	**3:16**	**3:22**	**3:33**	**3:41**
3:20	**3:29**	**3:32**	**3:46**	**3:52**	**4:03**	**4:11**
3:50	**3:59**	**4:02**	**4:16**	**4:22**	**4:33**	**4:41**
4:20	**4:29**	**4:32**	**4:46**	**4:52**	**5:03**	**5:11**
4:50	**4:59**	**5:02**	**5:16**	**5:22**	**5:33**	**5:41**
5:21	**5:30**	**5:33**	**5:46**	**5:52**	**6:02**	**6:10**
5:51	**6:00**	**6:03**	**6:16**	**6:22**	**6:32**	**6:40**
6:52	**7:01**	**7:04**	**7:17**	**7:23**	**7:33**	**7:40**
7:55	**8:04**	**8:07**	**8:19**	**8:25**	**8:34**	**8:40**
8:55	**9:04**	**9:07**	**9:18**	**9:24**	**9:32**	**9:38**

955 Monday through Friday • *lunes a viernes*

8th St. Transit Center → SDSU Transit Center

A 8th St. Transit Center **DEPART**	B Highland Av. & 8th St.	C 47th St. & Logan Av.	D Euclid Av. Transit Center	E 54th St. & University Av.	F 54th St. & El Cajon Bl.	G SDSU Transit Center **ARRIVE**
4:43a	4:49a	4:56a	5:03a	5:13a	5:16a	5:24a
5:01	5:07	5:14	5:21	5:31	5:34	5:42
5:21	5:27	5:34	5:42	5:52	5:55	6:03
5:41	5:47	5:55	6:03	6:14	6:17	6:26
5:57	6:03	6:12	6:21	6:33	6:37	6:47
6:12	6:18	6:27	6:36	6:48	6:52	7:02
6:26	6:32	6:41	6:50	7:02	7:07	7:17
6:40	6:46	6:55	7:04	7:17	7:22	7:32
6:54	7:00	7:09	7:18	7:32	7:37	7:48
7:08	7:15	7:25	7:35	7:49	7:54	8:05
7:23	7:30	7:41	7:52	8:06	8:11	8:23
7:38	7:45	7:56	8:07	8:21	8:26	8:38
7:53	8:00	8:11	8:22	8:36	8:41	8:53
8:08	8:15	8:26	8:37	8:51	8:56	9:07
8:24	8:31	8:41	8:51	9:05	9:09	9:20
8:40	8:47	8:57	9:06	9:19	9:23	9:33
8:55	9:02	9:12	9:20	9:33	9:37	9:47
9:10	9:17	9:27	9:35	9:48	9:52	10:02
9:25	9:32	9:42	9:50	10:03	10:07	10:17
9:40	9:47	9:57	10:05	10:18	10:22	10:32
9:55	10:02	10:12	10:20	10:33	10:37	10:47
10:10	10:17	10:27	10:35	10:48	10:52	11:02
10:25	10:32	10:42	10:50	11:03	11:07	11:17
10:40	10:47	10:57	11:05	11:18	11:22	11:32
10:55	11:02	11:12	11:20	11:33	11:37	11:47
11:10	11:17	11:27	11:35	11:48	11:52	**12:02p**
11:25	11:32	11:42	11:50	**12:03p**	**12:07p**	**12:17**
11:40	11:47	11:57	**12:05p**	**12:18**	**12:22**	**12:32**
11:55	**12:02p**	**12:12p**	**12:20**	**12:33**	**12:37**	**12:47**
12:10p	**12:17**	**12:27**	**12:35**	**12:48**	**12:52**	**1:02**
12:25	**12:32**	**12:42**	**12:50**	**1:04**	**1:08**	**1:19**
12:40	**12:48**	**12:59**	**1:07**	**1:21**	**1:25**	**1:36**
12:55	**1:03**	**1:14**	**1:22**	**1:36**	**1:40**	**1:51**
1:09	**1:17**	**1:28**	**1:37**	**1:51**	**1:55**	**2:06**
1:24	**1:32**	**1:43**	**1:52**	**2:06**	**2:10**	**2:21**
1:39	**1:47**	**1:58**	**2:07**	**2:21**	**2:25**	**2:36**
1:54	**2:02**	**2:13**	**2:22**	**2:36**	**2:40**	**2:51**
2:12	**2:20**	**2:31**	**2:40**	**2:54**	**2:58**	**3:09**
2:28	**2:36**	**2:47**	**2:56**	**3:10**	**3:14**	**3:25**
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SDSU Transit Center → 8th St. Transit Center

G SDSU Transit Center **DEPART**	F 54th St. & El Cajon Bl.	E 54th St. & University Av.	D Euclid Av. Transit Center	C Logan Av. & 47th St.	B 8th St. & Highland Av.	A 8th St. Transit Center **ARRIVE**
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955 Saturday • *sábado*

8th St. Transit Center → SDSU Transit Center

A 8th St. Transit Center **DEPART**	B Highland Av. & 8th St.	C 47th St. & Logan Av.	D Euclid Av. Transit Center	E 54th St. & University Av.	F 54th St. & El Cajon Bl.	G SDSU Transit Center **ARRIVE**
5:39a	5:45a	5:53a	5:59a	6:09a	6:12a	6:20a
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11:08	11:15	11:24	11:31	11:44	11:48	11:57
11:28	11:35	11:44	11:51	**12:04p**	**12:08p**	**12:17p**
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12:07p	**12:14p**	**12:24**	**12:31**	**12:44**	**12:48**	**12:57**
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2:27	**2:34**	**2:44**	**2:51**	**3:04**	**3:08**	**3:17**
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4:25	**4:32**	**4:42**	**4:49**	**5:01**	**5:05**	**5:14**
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SDSU Transit Center → 8th St. Transit Center

G SDSU Transit Center **DEPART**	F 54th St. & El Cajon Bl.	E 54th St. & University Av.	D Euclid Av. Transit Center	C Logan Av. & 47th St.	B 8th St. & Highland Av.	A 8th St. Transit Center **ARRIVE**
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7:04	7:11	7:14	7:27	7:33	7:42	7:50
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10:56	11:05	11:08	11:22	11:28	11:37	11:45
11:16	11:25	11:28	11:42	11:48	11:57	**12:05p**
11:36	11:45	11:48	**12:02p**	**12:08p**	**12:17p**	**12:25**
11:56	**12:05p**	**12:08p**	**12:22**	**12:28**	**12:37**	**12:45**
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10:56	**11:04**	**11:06**	**11:16**	**11:22**	**11:29**	**11:35**

A Saturday or Sunday schedule will be operated on the following holidays and observed holidays / *Se operará con horario de sábado o domingo durante los siguientes días festivos y feriados observados*
New Year's Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, Christmas

END OF APPENDICES

Appendix H. Focused Local Mobility Analysis – Mid-City Campus Expansion

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www.llgengineers.com

Pasadena
Irvine
San Diego

FOCUSED LOCAL MOBILITY ANALYSIS

SAN DIEGO COLLEGE OF CONTINUING EDUCATION MID-CITY CAMPUS EXPANSION

San Diego, California
July 27, 2026

LLG Ref. 3-26-4214

Prepared by:
Amelia Giacalone
Senior Transportation Planner
&
Zahira Chayeb
Transportation Engineer II

Under the Supervision of:
John Boarman, P. E.
Principal

TABLE OF CONTENTS

SECTION		PAGE
1.0	**Introduction**	**4**
2.0	**Project Description**	**5**
2.1	Project Components	5
2.2	Project Location	5
2.2.1	Project Access	5
3.0	**Study Objectives, Analysis Approach and Methodology**	**9**
3.1	Study Objectives	9
3.2	Analysis Approach and Methodology	9
3.3	Intersections	9
3.3.1	Identifying Off-Site Improvements	10
4.0	**Existing Conditions**	**12**
4.1	Project Study Area	12
4.2	Existing Roadway Network	12
4.3	Existing Traffic Volumes	13
4.4	Bicycle Network	13
4.5	Pedestrian Conditions	13
4.6	Existing Transit Conditions	13
5.0	**Existing Analysis**	**17**
5.1	Peak Hour Intersection Operations	17
6.0	**Trip Generation/Distribution/Assignment**	**19**
6.1	Site-Specific Trip Generation Rate Calculation	19
6.2	Trip Generation Calculations	19
6.3	Trip Distribution & Assignment	20
7.0	**Existing + Project Analysis**	**25**
7.1	Existing + Project	25
7.1.1	Peak Hour Intersection Operations	25
8.0	**Conclusions**	**28**

APPENDICES

APPENDIX	
A.	Intersection Counts & Signal Timing Plans
B.	Transit Schedules
C.	Peak Hour Intersection Analysis Worksheets – Existing
D.	Site-specific trip generation counts collected at West-City Campus
E.	Peak Hour Intersection Analysis Worksheets – Existing + Project

LIST OF FIGURES

SECTION—FIGURE #		PAGE
Figure 2–1	Vicinity Map	6
Figure 2–2	Project Area Map	7
Figure 2–3	Project Site Plan	8
Figure 4–1	Existing Conditions Diagram	15
Figure 4–2	Existing Traffic Volumes	16
Figure 6–1	Project Traffic Distribution	23
Figure 6–2	Project Traffic Volumes	24
Figure 7–1	Existing + Project Traffic Volumes	27

LIST OF TABLES

SECTION—TABLE #		PAGE
Table 3–1	Intersection LOS & Delay Ranges	10
Table 5–1	Existing Intersection Operations	18
Table 6–1	Trip Generation Rates Calculation Summary	21
Table 6–2	Project Trip Generation	22
Table 7–1	Existing + Project Intersection Operations	26

FOCUSED LOCAL MOBILITY ANALYSIS

SAN DIEGO COLLEGE OF CONTINUING EDUCATION
MID-CITY CAMPUS EXPANSION

City of San Diego, California
July 27, 2026

1.0 INTRODUCTION

Linscott, Law & Greenspan Engineers (LLG) has prepared this Focused Local Mobility Analysis (LMA) for the San Diego College of Continuing Education Mid-City Campus (MCC) Expansion project (Project). The Project is part of the larger overall Facilities Master Plan (FMP) for the San Diego College of Continuing Education (SDCCE).

The proposed Project site is located within the Mid-City community of the City of San Diego, which is located centrally in the San Diego metropolitan area, northeast of Centre City, south of Mission Valley, and west of the City of La Mesa.

CEQA VMT analysis is provided under separate cover.

The following sections are included in this report:

- Project Description
- Study Objectives
- Analysis Approach & Methodology
- Existing Conditions Description
- Analysis of Existing Conditions
- Trip Generation, Distribution, and Assignment
- Analysis of Existing + Project Conditions
- Conclusions

2.0 PROJECT DESCRIPTION

2.1 Project Components

The Project is a proposed campus for SDCCE within a new 3-story building with underground parking, and a capacity of approximately 300 occupants. The Project size proposes a 52,129 gross square feet (GSF) building, with 57,000 GSF of underground parking. The Project's proposed 52,129 GSF was used as the basis of the analysis included in this report.

2.2 Project Location

The approximately 0.69 acre Project site is located at 5322 El Cajon Boulevard, within the City of San Diego. The site is currently developed with a vacant approximately 3,800-square-foot commercial building The site is located within the Mid-City community of the City of San Diego, which is located centrally in the San Diego metropolitan area. The project site is on Assessor's Parcel Numbers 472-022-09-00.

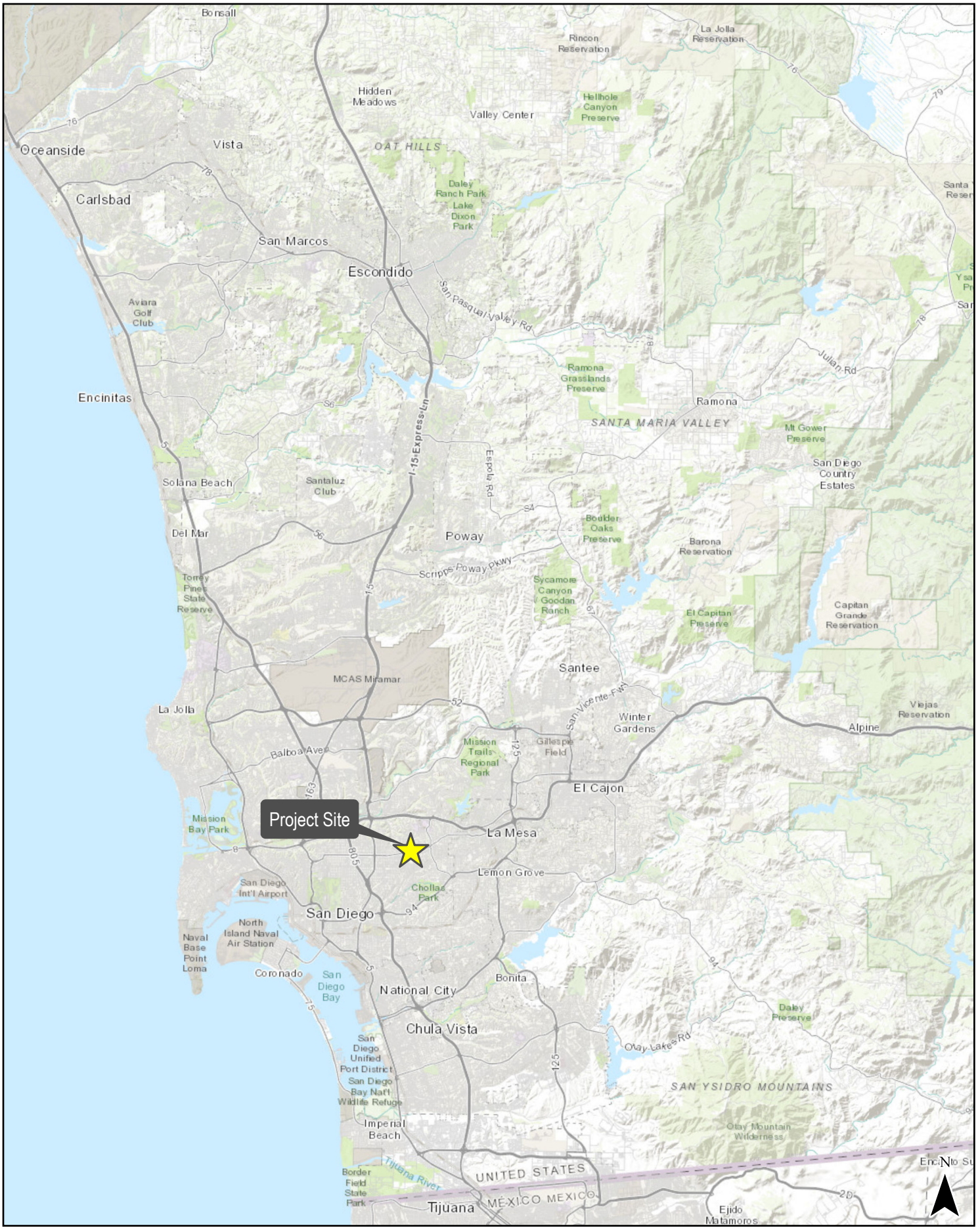
The Project site is bordered on the west by commercial uses (an auto shop) and surface parking associated with adjacent apartments; on the east by Marcellena Road; on the north by an apartment complex; and on the south by El Cajon Boulevard. Beyond Marcellena Road to the east are additional commercial (restaurant) and residential (apartment) uses, while commercial retail uses are located along the south side of El Cajon Boulevard.

Figure 2–1 shows the Campus Vicinity Map, ***Figure 2–2*** shows a more detailed Project Area Map.

2.2.1 *Project Access*

The Project proposes access from Marcellena Road, just north of El Cajon Boulevard.

Figure 2–3 shows the Project Site Plan



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SanGIS, Bureau of Land Management, Esri, HERE, Garmin, USGS, NGA, EPA, USDA, NPS

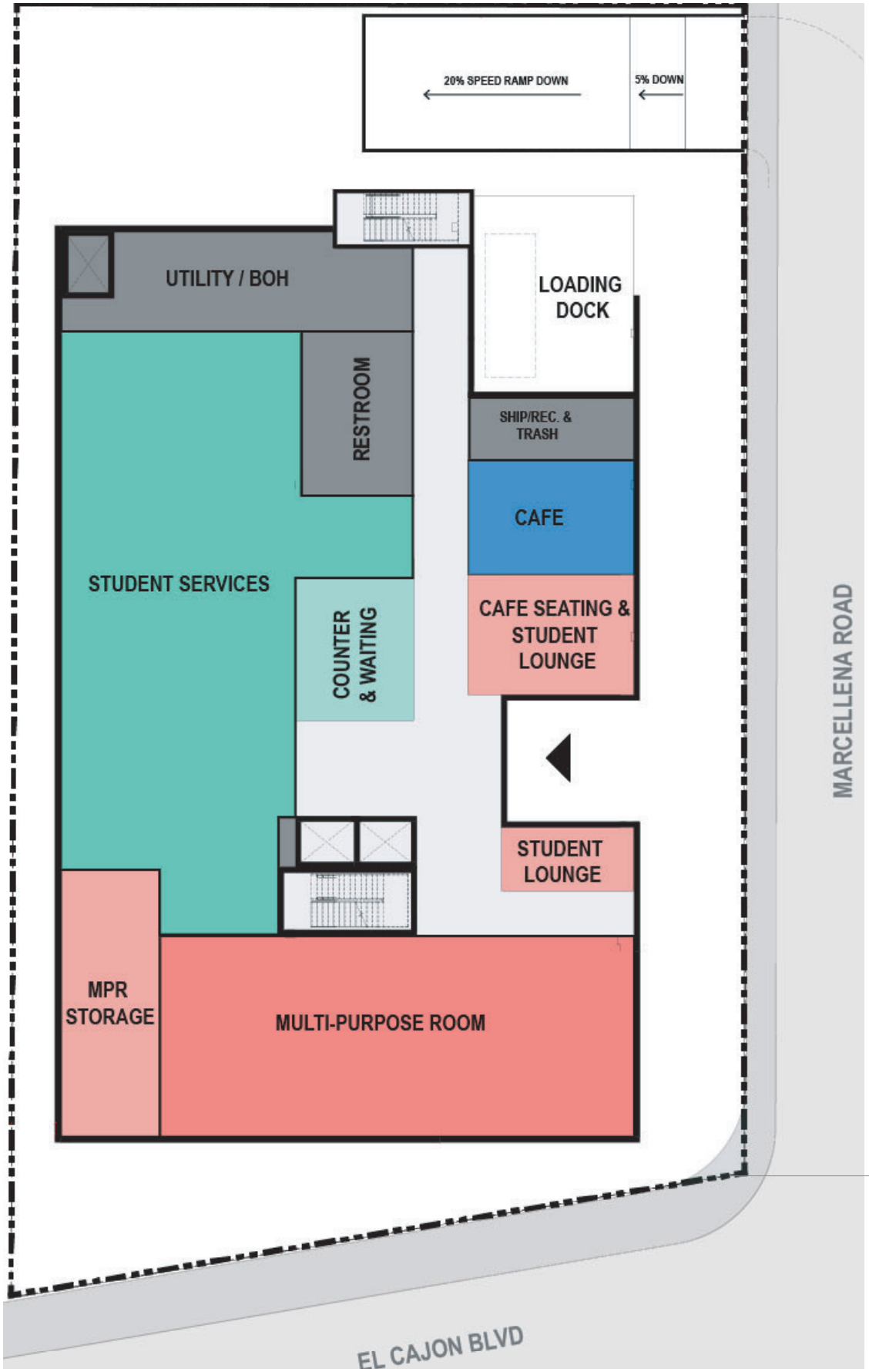
Figure 2-1
Vicinity Map



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Figure 2-2

Project Area Map



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Figure 2-3

Site Plan

3.0 STUDY OBJECTIVES, ANALYSIS APPROACH AND METHODOLOGY

This section discusses the focused LMA study objectives and the analysis approach and methodology used in the preparation of the study.

3.1 Study Objectives

The San Diego Community College District (District) serves as Lead Agency for the Project and District actions within its campuses are not subject to the land use or circulation plans of the local jurisdiction (i.e., the City of San Diego). However, the District does not have adopted guidance for the analysis of transportation system impacts. As the roadways surrounding the Project site would be traveled by additional vehicle trips coming to the campus are planned and maintained by the City, the City's Transportation Study Manual (TSM) was determined to be the correct guidance document for the analysis of the potential Project effects on local roadway infrastructure.

It should be noted that the City's Transportation Study Manual (TSM) states that projects consistent with community plan or zoning designation and that generate less than 1,000 daily unadjusted driveway vehicle trips *do not require an LMA*. The proposed Project generates 400 vehicle trips, as discussed in Section 6.0. Therefore, the subject Project does not require an LMA.

However, this focused LMA has been prepared to identify the transportation impacts of the proposed Projects and to determine the need for any improvements to the adjacent and nearby road system to achieve acceptable mobility for vehicles, bicyclists, pedestrians, and transit. This focused LMA evaluates any off-site infrastructure improvements in the Project vicinity that may be triggered with the development of the Project, as well as analyzes site access and circulation, and evaluates the local multi-modal network available to serve the project.

3.2 Analysis Approach and Methodology

Level of Service (LOS) is the term used to denote the different vehicular operating conditions which occur on a given roadway segment under various traffic volume loads. It is a qualitative measure used to describe a quantitative analysis considering factors such as roadway geometries, signal phasing, speed, travel delay, freedom to maneuver, and safety. LOS provides an index to the operational qualities of a roadway segment or an intersection. LOS designations range from A to F, with LOS A representing the best operating conditions and LOS F representing the worst operating conditions. LOS designation is reported differently for signalized and unsignalized intersections, as well as for roadway segments.

3.3 Intersections

Signalized intersections were analyzed under weekday 7:00-9:00 AM and 4:00-6:00 PM peak hour conditions. It should be noted that while community colleges do have unique midday and evening peaks compared to K-12 schools, the *ITE Hourly Distribution of Entering and Exiting Vehicle Trips by Land Use* table for the Junior/Community College land use included in the *ITE Trip Generation Manual*, 12th Edition, validates the standard 7:00–9:00 AM and 4:00–6:00 PM windows as the periods of peak trip generation. Average vehicle delay was determined utilizing the methodology found in

Chapter 18 of the *2016 Highway Capacity Manual (HCM 7th Edition),* with the assistance of the *Synchro* (version 12) computer software. The delay values (represented in seconds) were qualified with a corresponding intersection LOS. ***Table 3–1*** shows the signalized intersection delay categorized for each LOS.

Unsignalized intersections were analyzed under weekday 7:00-9:00 AM and 4:00-6:00 PM peak hour conditions. Average vehicle delay and LOS were determined based upon the procedures found in Chapters 19 and 20 of the *HCM 7,* with the assistance of the *Synchro* (version 12) computer software. *Table 3–1* shows the unsignalized intersection delay categorized for each LOS.

TABLE 3–1
INTERSECTION LOS & DELAY RANGES

LOS	Delay (seconds/vehicle)	
	Signalized Intersections	Unsignalized Intersections
A	≤ 10.0	≤ 10.0
B	10.1 to 20.0	10.1 to 15.0
C	20.1 to 35.0	15.1 to 25.0
D	35.1 to 55.0	25.1 to 35.0
E	55.1 to 80.0	35.1 to 50.0
F	≥ 80.1	≥ 50.1

Source: Highway Capacity Manual

3.3.1 *Identifying Off-Site Improvements*

The following section outlines when off-site improvements should be considered based on the results of intersection operations analysis described above. The consideration of improvements is dependent on whether a project site is located within a ½ mile path of travel of a Major Transit Stop.

Per the TSM, a Major Transit Stop is defined as a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.

It should be noted that the Campus is located within a ½ mile path of travel to a Major Transit Stop because every area of the Miramar College campus is within ½ mile of the Miramar College Transit Station.

Signalized Intersections

Based on the TSM, signal timing improvements/signal modifications should be considered if the following criteria is met for study intersections:

- Within ½ mile path of travel of a Major Transit Stop: if the project causes an intersection to degrade to LOS F, or if the project adds traffic to a signal already operating at LOS F.
- Outside of a ½ mile path of travel a Major Transit Stop: if the project causes an intersection to degrade to LOS E or F, or if the project adds traffic to a signal already operating at LOS E or F.

All-Way Stop Controlled Intersections

Based on the TSM, an intersection control evaluation should be prepared if the project causes an all-way stop-controlled intersection to degrade as follows:

- Within a 1/2-mile path of travel of a Major Transit Stop: If the project causes an all-way stop-controlled intersection located to degrade to LOS F, or if the project adds traffic to an all-way stop-controlled intersection already operating at LOS F.
- Outside of a 1/2-mile path of travel of a Major Transit Stop: If the project causes an all-way stop-controlled intersection to degrade to LOS E or F, or if the project adds traffic to an all-way stop-controlled intersection already operating at LOS E or F.

4.0 EXISTING CONDITIONS

This section presents the study area and describes existing roadway conditions within the Project area. ***Figure 4–1*** shows the existing conditions diagram.

4.1 Project Study Area

The Project's study area was developed focusing on the locations where project-generated traffic would most likely occur and where operational conditions could potentially be affected. The Project's study area includes the following intersections:

1. El Cajon Boulevard / Winona Avenue (signal)
2. El Cajon Boulevard / 52nd Street (signal)
3. El Cajon Boulevard / Marcellena Road (minor street stop-controlled)
4. El Cajon Boulevard / 54th Street (signal)
5. Collwood Boulevard / 54th Street (signal)
6. Collwood Boulevard / Monroe Avenue (signal)

4.2 Existing Roadway Network

The following is a description of the existing roadway network in the study area.

Winona Avenue is a north-south facility and is unclassified in the *Mid-City Community Plan*. It is currently constructed as a two-lane undivided roadway. There are no bicycle facilities available. Neighborhood sidewalks are provided on both sides of the roadway. On-street parking is permitted throughout the segment, and the posted speed limit is 25 mph.

El Cajon Boulevard is an east-west facility and is classified as a Major Road in the *Mid-City Community Plan*. It is currently constructed as a four-lane divided roadway that transitions into an undivided roadway with two-way left-turn lanes. There are no bicycle facilities available within the study area. Sidewalks are provided on both sides of the roadway. On-street parking is permitted throughout the segment, and the posted speed limit is 25-35 mph.

52nd Street is a north-south facility and is unclassified in the *Mid-City Community Plan*. It is currently constructed as a two-lane undivided roadway. There are no bicycle facilities available. Sidewalks are provided on both sides of the roadway. On-street parking is permitted throughout the segment, and the posted speed limit is 25 mph.

Marcellena Road is a north-south facility and is unclassified in the *Mid-City Community Plan*. It is currently constructed as a one-lane undivided roadway. There are no bicycle facilities available. Sidewalks are provided on both sides of the roadway. On-street parking is permitted throughout the segment, and there is no posted speed limit.

54th Street is a north-south facility and is classified as a 4-Lane Major Road in the *Mid-City Community Plan*. It is currently constructed as a two-to-four-lane undivided roadway. Class II Bike Lanes are provided between El Cajon Boulevard and Collwood Boulevard. Sidewalks are provided on both sides of the roadway. On-street parking is permitted throughout the segment, and the posted speed limit is 25-40 mph.

Collwood Boulevard is a north-south facility and is unclassified in the *Mid-City Community Plan*. It is currently constructed as a three-lane undivided roadway. Class II Bike Lanes are provided north of 54th Street. Sidewalks are provided on both sides of the roadway. On-street parking is permitted on the east side of the segment, and the posted speed limit is 40 mph.

Monroe Avenue is an east-west facility and classified as a 2-Lane Collector in the *Mid-City Community Plan*. It is currently constructed as a two-lane undivided roadway. Class III Bike Routes are provided between 47th Street and Aldine Drive. On-street parking is permitted throughout the segment, and the posted speed limit is 25 mph.

4.3 Existing Traffic Volumes

Existing weekday AM and PM peak hour (7:00-9:00 AM and 4:00-6:00 PM) intersection counts (including bicycle and pedestrian counts) were conducted on Thursday, May 28, 2026, when area schools were in session. ***Figure 4–2*** shows the existing traffic volumes. ***Appendix A*** contains the traffic count sheets and signal timing plans.

4.4 Bicycle Network

There are existing Class II Bike Lanes along Collwood Boulevard and 54th Street. Some proposed bicycle facility classifications are Class II and Class III along El Cajon Boulevard, Monroe Avenue, and 54th Street as seen in the *City of San Diego Bicycle Master Plan Update* and *City of San Diego Mobility Element* (which showcases the existing Bike Lane on Collwood).

4.5 Pedestrian Conditions

The *City of San Diego Pedestrian Master Plan Volume 1* showcases pedestrian route designations with Connector Sidewalks on 54th Street and 52nd Street and Corridor Sidewalks on El Cajon Boulevard. In addition, Winona Avenue is labeled as having Neighborhood Sidewalks.

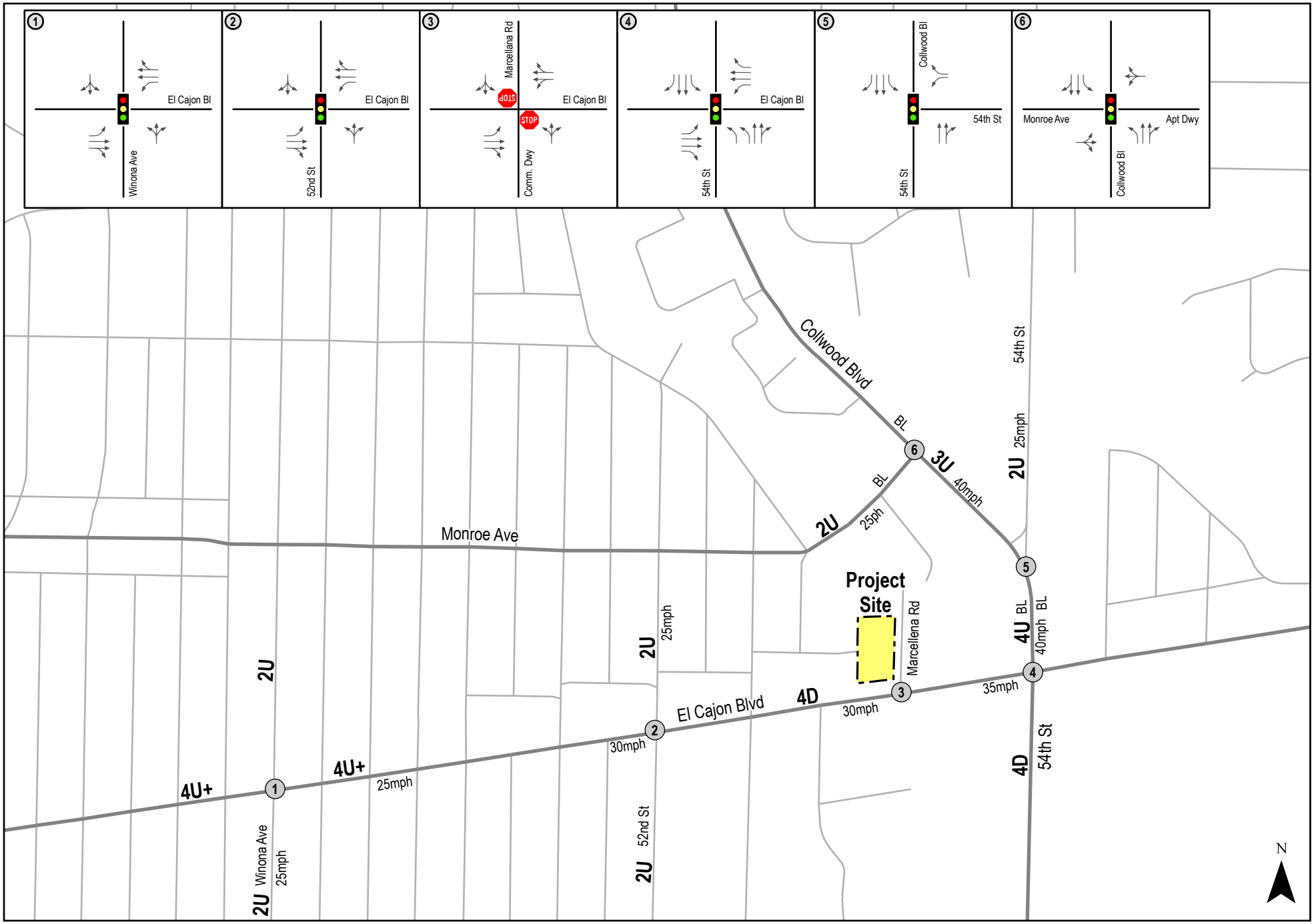
4.6 Existing Transit Conditions

Bus service is provided by the Metropolitan Transit System (MTS). There are existing transit facilities such as the Arterial Rapid Route 215 on El Cajon Boulevard, the Local Bus 955 on 54th Street and Collwood Boulevard, and the Local Bus 1 on El Cajon Boulevard. One proposed transit facility is El Cajon Boulevard Bus-Bike Lane by 2050 which can be viewed in the *SANDAG 2025 Regional Plan Network Explorer*. There is also a High Frequency Transit Service called Next Gen Rapid that is proposed along El Cajon Boulevard and 54th Street as seen in the *City of San Diego Mobility Element*. The bus routes serving the immediate Project area include MTS Routes 1, 215, and 955. A description of the routes is provided below. ***Appendix B*** includes the timetable of the bus routes.

Route 1 runs between Fashion Valley Transit Center and La Mesa. This route runs along Fashion Valley Road, University Avenue, El Cajon Boulevard, La Mesa Boulevard. There is a total of fifty-three (53) stops along this route. Weekday service begins at 5:05 AM with 30-minute headways and ends at 11:20 PM. Saturday service begins at 5:20 AM with 30-minute headways and ends at 11:20 PM. Sunday service begins at 6:18 AM with 30-minute headways and ends at 8:09 PM.

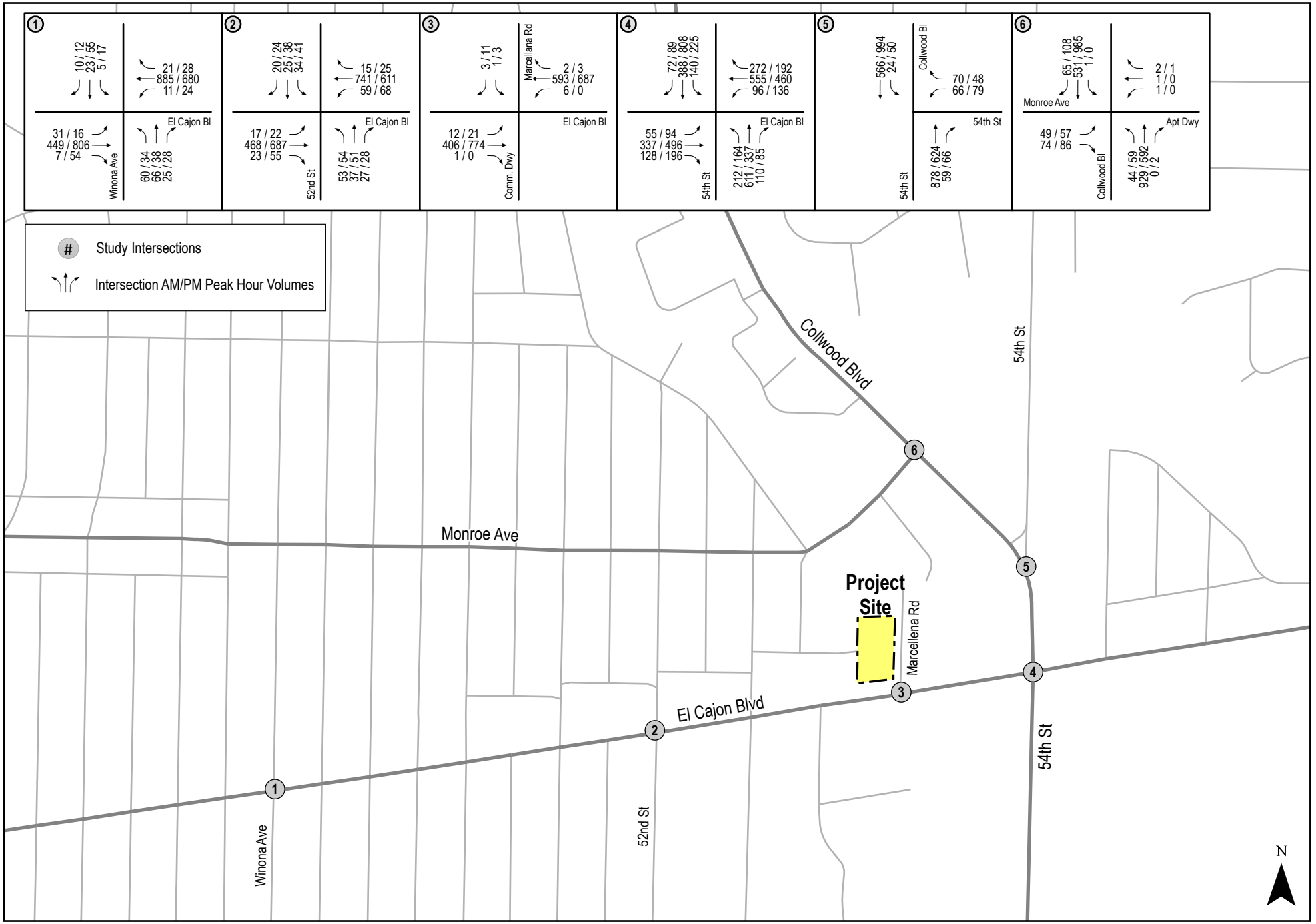
Route 215 runs between SDSU Transit Center and Downtown San Diego. The route runs along College Avenue, El Cajon Boulevard, Park Boulevard, and Broadway. There is a total of twelve (12) stops along this route. Weekday service begins at 4:33 AM with 15-minute headways and ends at 12:45 AM. Weekend service begins at 4:48 AM with 15-minute headways and ends at 12:20 AM.

Route 955 runs between 8th Street Transit Center and SDSU Transit Center. The route runs along 8th Street, 43rd Street, Logan Avenue, 47th Street, Market Street, Euclid Avenue, 54th Street, Collwood Boulevard, and Montezuma Road. There is a total of forty-six (46) stops along this route. Weekday service begins at 4:43 AM with 20-minute headways and ends at 10:26 PM. Saturday service begins at 5:39 AM with 30-minute headways and ends at 9:56 PM. Sunday service begins at 6:39 AM with 30-minute headways and ends at 8:55 PM.



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Figure 4-1
Existing Conditions Diagram



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Figure 4-2
Existing Traffic Volumes

5.0 EXISTING ANALYSIS

The analysis of existing conditions includes the assessment of the study area intersections using the methodologies described in *Section 3.0*.

5.1 Peak Hour Intersection Operations

Table 5–1 summarizes the existing peak hour intersection operations. As seen in *Table 5–1*, the study area intersections are calculated to currently operate acceptably at LOS D or better.

Appendix C contains the intersection analysis worksheets for the Existing scenario.

TABLE 5–1
EXISTING INTERSECTION OPERATIONS

Intersection	Control Type	Peak Hour	Existing	
			Delay[a]	LOS[b]
1. El Cajon Boulevard / Winona Avenue	Signal	AM	15.9	B
		PM	15.0	B
2. El Cajon Boulevard / 52nd Street	Signal	AM	8.3	A
		PM	7.5	A
3. El Cajon Boulevard / Marcellena Road	TWSC[c]	AM	12.5	B
		PM	14.5	B
4. El Cajon Boulevard / 54th Street	Signal	AM	41.9	D
		PM	40.9	D
5. Collwood Boulevard / 54th Street	Signal	AM	8.1	A
		PM	7.2	A
6. Collwood Boulevard / Monroe Avenue	Signal	AM	13.6	B
		PM	12.3	B

Footnotes:
a. Average delay expressed in seconds per vehicle.
b. Level of Service.
c. Two-Way Stop Control. The worst-case delay is reported.

SIGNALIZED		UNSIGNALIZED	
DELAY/LOS THRESHOLDS		DELAY/LOS THRESHOLDS	
Delay	LOS	Delay	LOS
0.0 ≤ 10.0	A	0.0 ≤ 10.0	A
10.1 to 20.0	B	10.1 to 15.0	B
20.1 to 35.0	C	15.1 to 25.0	C
35.1 to 55.0	D	25.1 to 35.0	D
55.1 to 80.0	E	35.1 to 50.0	E
≥ 80.1	F	≥ 50.1	F

6.0 TRIP GENERATION/DISTRIBUTION/ASSIGNMENT

The section below provides a detailed description of the trip generation due to the Project.

6.1 Site-Specific Trip Generation Rate Calculation

The Project proposes a non-credit, continuing education college use type, which is not reflected in the generalized standard rates (e.g., SANDAG Trip Generation Manual or ITE Trip Generation Manual). Therefore, to establish the most accurate use-specific trip generation rate for the proposed Project, traffic data was collected from a comparable facility.

The **SDCCE – West City Campus** (located at 3249 Fordham St, San Diego, CA 92110) was selected as the comparable site for the following reasons:

- **Land Use & Operations:** The West City Campus operates under identical institutional programming, administrative oversight, and student demographics as the proposed Mid-City Campus Expansion.
- **Isolated Access & Unshared Parking:** The West City facility operates independently with two dedicated driveways, one access point on Kenyon Street and one on Fordham Street, and does not share parking or access facilities with adjacent commercial or residential properties.
- **Data Accuracy:** Because all vehicular traffic passing through these two driveways is exclusively bound for or departing from the West City Campus, driveway counts capture 100% of the site's vehicular traffic demand without interference from secondary land uses.

Consequently, site-specific trip rates derived from counts at the West City Campus provide the most accurate baseline for forecasting daily and peak-hour traffic volumes for the proposed Mid-City Campus.

Counts at the West-City campus were collected Tuesday, May 26, 2026 - Thursday, May 28, 2026. A 20% factor of safety was applied to the observed counts to provide a conservative calculation. The existing West Campus provides approximately 50,000 GSF and therefore a trip rate of 7.68 ADT/KGSF was calculated. The raw count data is included in ***Appendix D***.

6.2 Trip Generation Calculations

Table 6-1 summarizes the trip generation rate calculations based on the use-specific West-City campus counts. As detailed in *Table 6-1*, counts across the 50 KSF site yielded average unadjusted rates of 6.40 trips/KSF (Daily ADT), 0.78 trips/KSF (AM peak hour), and 0.40 trips/KSF (PM peak hour). To account for potential variations, enrollment fluctuations, and peak academic term operations, a 20% factor of safety (1.20 multiplier) was applied to the unadjusted rates.

The resulting rates utilized for the project trip generation forecast are as follows:

- **Daily Rate:** 7.68 trips / KSF
- **AM Peak Hour Rate:** 0.94 trips / KSF (72% In / 28% Out)

- **PM Peak Hour Rate:** 0.48 trips / KSF (50% In / 50% Out)

Table 6–2 summarizes the Project's estimated trip generation. As shown in *Table 6–1*, the Project is estimated to generate 400 Average Daily Trips (ADT) with 49 AM peak hour trips (35 inbound / 14 outbound) and 25 PM peak hour trips (13 inbound / 12 outbound).

6.3 Trip Distribution & Assignment

The Project trip distribution was developed based on the proposed access point, traffic patterns observed from the existing traffic counts, and the proximity of the Project site to surrounding freeways, and residential and commercial areas.

Figure 6–1 shows the Project trip distribution percentages. ***Figure 6–2*** shows the Project traffic volumes.

TABLE 6–1 TRIP GENERATION RATES CALCULATION SUMMARY				
Time Period	**3-Day Average Volume [a]**	**Directional Split (% in / % Out)**	**Rate (Trips / KSF) [bc]**	**Rate (+ 20% Factor of Safety)**
DAILY TRAFFIC (ADT)				
Inbound	152	47.5%	3.04	3.65
Outbound	168	52.5%	3.36	4.03
Total Daily (ADT)	320	100.0%	6.40	**7.68**
AM PEAK HOUR				
Inbound	28	**71.8%**	0.56	0.67
Outbound	11	**28.2%**	0.22	0.26
Total AM Peak	39	100.0%	0.78	**0.94**
PM PEAK HOUR				
Inbound	10	**50.0%**	0.20	0.24
Outbound	10	**50.0%**	0.20	0.24
Total PM Peak	20	100.0%	0.40	**0.48**

Footnotes:

a. Traffic volumes are based on average counts conducted Tuesday, May 26, 2026 - Thursday, May 28, 2026

b. Trip Rates are based on site-specific driveway traffic volume counts conducted at the West City Campus.

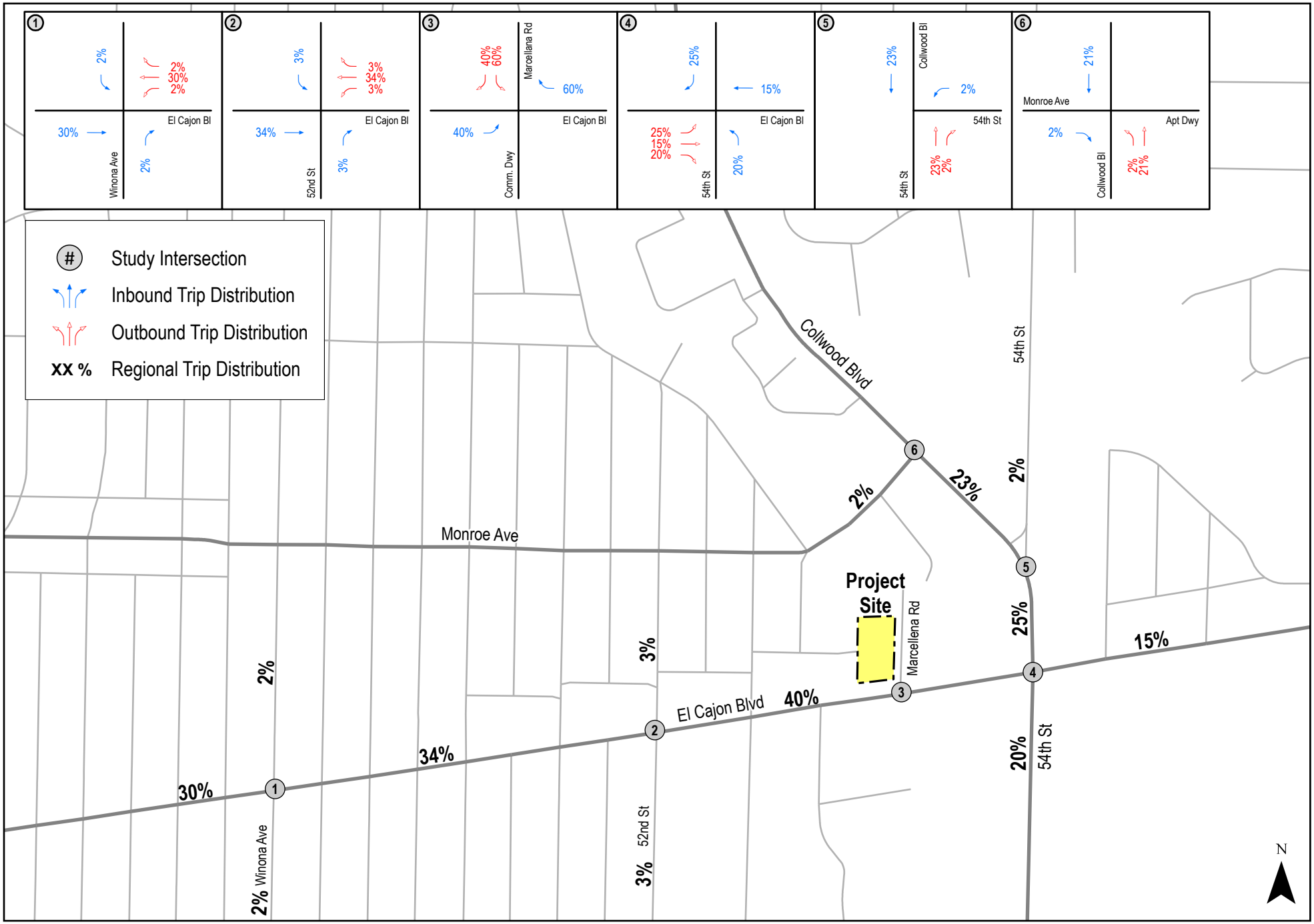
c. Trip Rates are based on 50 KSF (West City Campus square footage)

TABLE 6–2
PROJECT TRIP GENERATION

Land Use	Quantity	Daily Trip Ends (ADT)		AM Peak Hour					PM Peak Hour				
				Site Specific AM Average Rate	In:Out Split	Volume			Site Specific PM Average Rate	In:Out Split	Volume		
		Rate [a]	Volume			In	Out	Total			In	Out	Total
SDCCE Campus	52.13 KGSF	7.68 / KGSF	400	0.94 / KGSF	72:28	35	14	49	0.48 / KGSF	50:50	13	12	25

Footnotes:

d. Trip Rates are based on site-specific driveway traffic volume counts conducted at the West City Campus.



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Figure 6-1
Project Traffic Distribution



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Figure 6-2
Project Traffic Volumes

7.0 EXISTING + PROJECT ANALYSIS

7.1 Existing + Project

7.1.1 *Peak Hour Intersection Operations*

Table 7–1 summarizes the peak hour intersection operations for the Existing + Project condition. As seen in *Table 7–1*, with the addition of Project traffic, the study area intersections are calculated to continue to operate acceptably at LOS D or better.

As noted in *Section 3.3.1*, improvements should be considered when a project within a ½-mile path of travel to a Major Transit Stop adds traffic to a signalized intersection that is already operating at LOS F or causes an intersection to degrade to LOS F. All study intersections are calculated to operate at LOS D or better under without and with Project conditions. Therefore, it can be concluded that the Project does not add traffic to a signalized intersection that is already operating at LOS F or cause an intersection to degrade to LOS F and thus improvements are not required.

Appendix E contains the intersection analysis worksheets for the Existing + Project scenario.

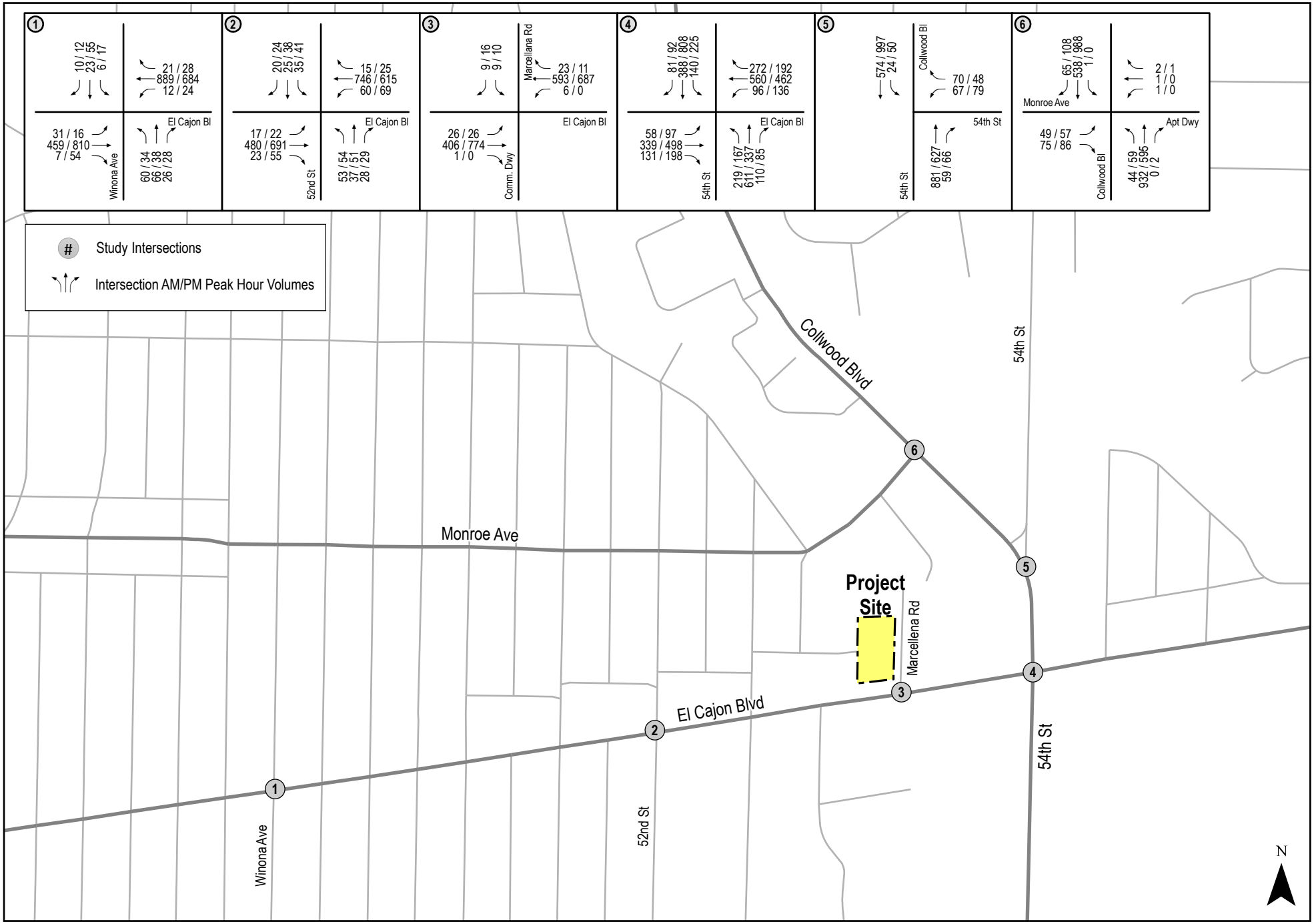
TABLE 7–1
EXISTING + PROJECT INTERSECTION OPERATIONS

Intersection	Control Type	Peak Hour	Existing		Existing + Project		Δ[c]
			Delay[a]	LOS[b]	Delay[a]	LOS[b]	
1. El Cajon Boulevard / Winona Avenue	Signal	AM	15.9	B	15.9	B	0.0
		PM	15.0	B	15.0	B	0.0
2. El Cajon Boulevard / 52nd Street	Signal	AM	8.3	A	8.3	A	0.0
		PM	7.5	A	7.5	A	0.0
3. El Cajon Boulevard / Marcellena Road	TWSC[d]	AM	12.5	B	15.6	C	3.1
		PM	14.5	B	18.5	C	4.0
4. El Cajon Boulevard / 54th Street	Signal	AM	41.9	D	42.1	D	0.2
		PM	40.9	D	41.0	D	0.1
5. Collwood Boulevard / 54th Street	Signal	AM	8.1	A	8.1	A	0.0
		PM	7.2	A	7.2	A	0.0
6. Collwood Boulevard / Monroe Avenue	Signal	AM	13.6	B	13.7	B	0.1
		PM	12.3	B	12.3	B	0.0

Footnotes:

a. Average delay expressed in seconds per vehicle.
b. Level of Service.
c. Δ denotes the project-induced increase in delay.
d. Two-Way Stop Control. Worst case delay is reported.

SIGNALIZED		UNSIGNALIZED	
DELAY/LOS THRESHOLDS		DELAY/LOS THRESHOLDS	
Delay	LOS	Delay	LOS
0.0 ≤ 10.0	A	0.0 ≤ 10.0	A
10.1 to 20.0	B	10.1 to 15.0	B
20.1 to 35.0	C	15.1 to 25.0	C
35.1 to 55.0	D	25.1 to 35.0	D
55.1 to 80.0	E	35.1 to 50.0	E
≥ 80.1	F	≥ 50.1	F



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Figure 7-1
Existing + Project Traffic Volumes

8.0 CONCLUSIONS

This study analyzes the Project's effects to the local circulation system associated with the addition of traffic generated by the proposed Project.

Table 7–1 summarizes the peak hour intersection operations for the Existing condition under without and with Project traffic volumes. As seen in *Table 7–1*, with the addition of Project traffic, the study area intersections are calculated to continue to operate acceptably at LOS D or better.

As noted in *Section 3.3.1*, improvements should be considered when a project within a ½-mile path of travel to a Major Transit Stop adds traffic to a signalized intersection that is already operating at LOS F or causes an intersection to degrade to LOS F. Therefore, it can be concluded that the Project does not add traffic to a signalized intersection that is already operating at LOS F or cause an intersection to degrade to LOS F and thus improvements are not required.

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TECHNICAL APPENDICES TO THE FOCUSED LMA

SAN DIEGO COLLEGE OF CONTINUING EDUCATION MID-CITY CAMPUS EXPANSION

San Diego, California
July 27, 2026

LLG Ref. 3-26-4214

APPENDICES

APPENDIX	
A.	Intersection Counts & Signal Timing Plans
B.	Transit Schedules
C.	Peak Hour Intersection Analysis Worksheets – Existing
D.	Site-specific trip generation counts collected at West-City Campus
E.	Peak Hour Intersection Analysis Worksheets – Existing + Project

APPENDIX A

INTERSECTION COUNTS & SIGNAL TIMING PLANS

Intersection Turning Movement - Peak Hour Vehicle Count

Location:	#01	File Name:	ITM-26-018-01
Intersection:	El Cajon Boulevard & Winona Avenue	Project:	LLG Ref. 3-26-4214
Date of Count:	Thursday, May 28, 2026		San Diego Mid City Campus

AM	Winona Avenue Southbound			El Cajon Boulevard Westbound			Winona Avenue Northbound			El Cajon Boulevard Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
7:00	2	4	1	0	162	5	15	13	3	2	80	3	290
7:15	1	3	3	2	226	3	17	17	8	2	79	7	368
7:30	0	6	0	3	238	6	16	18	8	0	87	4	386
7:45	4	5	3	4	223	8	9	14	3	1	137	10	421
8:00	0	9	4	2	198	4	18	17	6	4	146	10	418
8:15	4	3	2	2	182	5	16	16	4	0	125	5	364
8:30	2	5	0	4	178	3	12	18	5	4	136	11	378
8:45	1	4	2	3	155	9	14	13	6	4	119	6	336
Total	14	39	15	20	1562	43	117	126	43	17	909	56	2961
Approach%	20.6	57.4	22.1	1.2	96.1	2.6	40.9	44.1	15.0	1.7	92.6	5.7	
Total%	0.5	1.3	0.5	0.7	52.8	1.5	4.0	4.3	1.5	0.6	30.7	1.9	

AM Intersection Peak Hour: **07:15 to 08:15**

Volume	5	23	10	11	885	21	60	66	25	7	449	31	1,593
Approach%	13.2	60.5	26.3	1.2	96.5	2.3	39.7	43.7	16.6	1.4	92.2	6.4	
Total%	0.3	1.4	0.6	0.7	55.6	1.3	3.8	4.1	1.6	0.4	28.2	1.9	
PHF			0.73			0.93			0.90			0.76	0.95

PM	Winona Avenue Southbound			El Cajon Boulevard Westbound			Winona Avenue Northbound			El Cajon Boulevard Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
16:00	5	8	0	5	163	3	7	12	12	2	179	17	413
16:15	7	15	6	5	180	4	17	8	4	2	175	22	445
16:30	2	15	6	6	179	7	10	16	5	3	198	20	467
16:45	3	13	1	6	169	5	6	5	8	4	212	6	438
17:00	5	11	3	5	161	6	11	8	8	3	194	11	426
17:15	7	16	2	7	171	10	7	9	7	6	202	17	461
17:30	2	11	5	4	150	11	9	15	7	7	209	12	442
17:45	4	12	8	4	142	3	6	14	9	6	179	14	401
Total	35	101	31	42	1315	49	73	87	60	33	1548	119	3493
Approach%	21.0	60.5	18.6	3.0	93.5	3.5	33.2	39.5	27.3	1.9	91.1	7.0	
Total%	1.0	2.9	0.9	1.2	37.6	1.4	2.1	2.5	1.7	0.9	44.3	3.4	

PM Intersection Peak Hour: **16:30 to 17:30**

Volume	17	55	12	24	680	28	34	38	28	16	806	54	1,792
Approach%	20.2	65.5	14.3	3.3	92.9	3.8	34.0	38.0	28.0	1.8	92.0	6.2	
Total%	0.9	3.1	0.7	1.3	37.9	1.6	1.9	2.1	1.6	0.9	45.0	3.0	
PHF			0.84			0.95			0.81			0.97	0.96

Intersection Turning Movement - Bicycle & Pedestrian Count

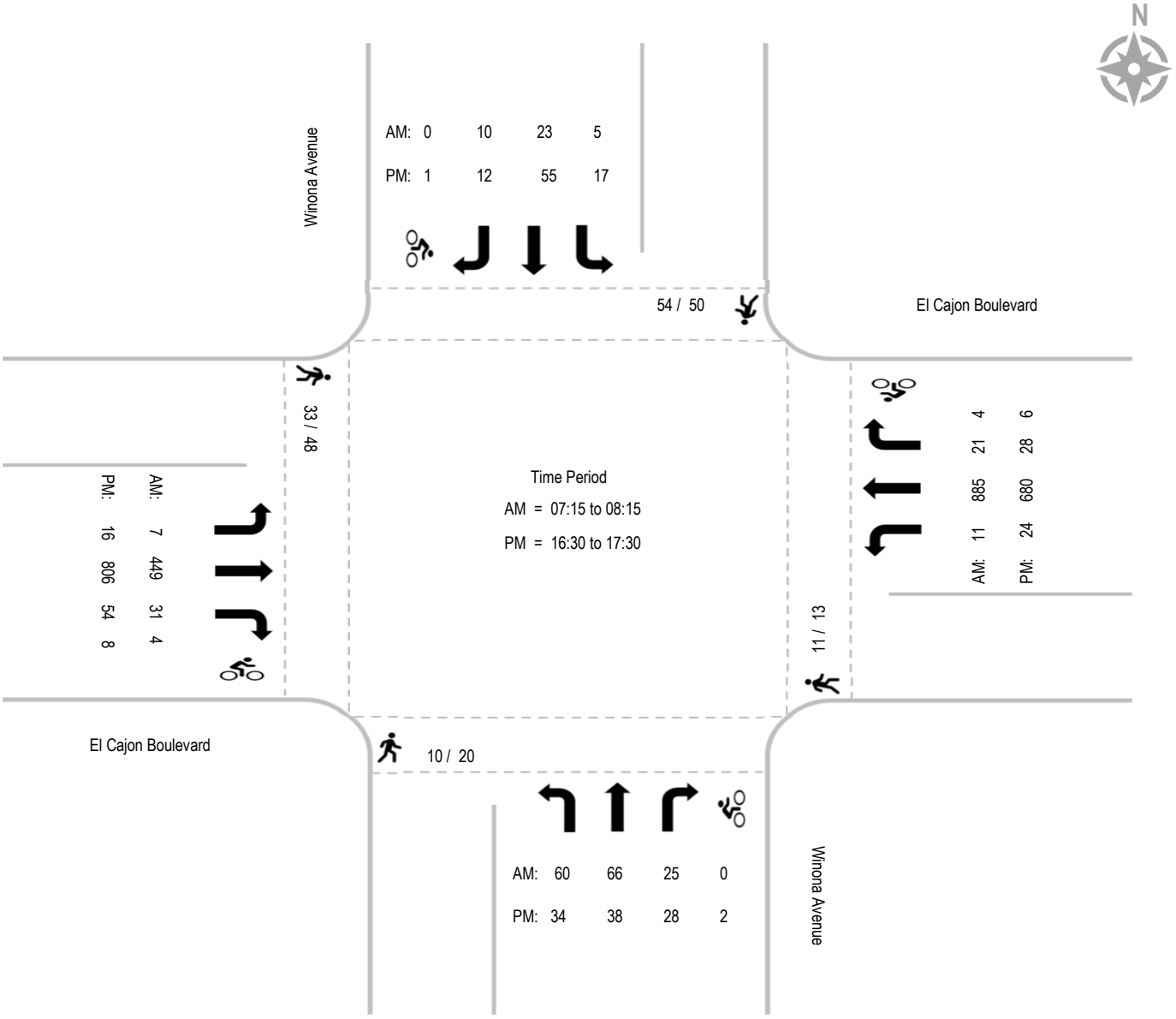
Location:	#01	File Name:	ITM-26-018-01
Intersection:	El Cajon Boulevard & Winona Avenue	Project:	LLG Ref. 3-26-4214
Date of Count:	Thursday, May 28, 2026		San Diego Mid City Campus

AM	Winona Avenue Southbound				El Cajon Boulevard Westbound				Winona Avenue Northbound				El Cajon Boulevard Eastbound				Totals	
	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	Bicycle
7:00	8	0	0	0	1	0	0	0	0	0	0	0	6	0	0	0	15	0
7:15	7	0	0	0	1	0	0	0	2	0	0	0	5	0	1	0	15	1
7:30	6	0	0	0	0	0	0	0	1	0	0	0	4	0	1	0	11	1
7:45	5	0	0	0	1	0	0	0	2	0	0	0	6	0	1	0	14	1
8:00	7	0	0	0	2	0	1	0	0	0	0	0	2	0	0	0	11	1
8:15	6	0	0	0	3	0	1	0	0	0	0	0	2	0	0	0	11	1
8:30	8	0	0	0	2	0	1	0	2	0	0	0	4	0	1	0	16	2
8:45	7	0	0	0	1	0	0	1	3	0	0	0	4	0	0	0	15	1
Ped Total	54				11				10				33				108	
Bike Total		0	0	0		0	3	1		0	0	0		0	4	0		8

PM	Winona Avenue Southbound				El Cajon Boulevard Westbound				Winona Avenue Northbound				El Cajon Boulevard Eastbound				Totals	
	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	Bicycle
16:00	8	0	0	0	0	0	0	0	5	0	0	0	11	0	0	0	24	0
16:15	2	0	0	0	4	0	0	0	2	0	0	0	2	0	2	0	10	2
16:30	4	0	0	0	0	0	1	0	3	0	1	0	3	0	3	0	10	5
16:45	5	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	12	0
17:00	6	0	0	0	2	0	2	0	3	0	0	0	12	0	0	0	23	2
17:15	6	0	1	0	4	0	1	0	1	0	1	0	2	0	1	0	13	4
17:30	13	0	0	0	2	0	0	0	4	0	0	0	4	0	1	0	23	1
17:45	6	0	0	0	1	0	2	0	2	0	0	0	7	0	1	0	16	3
Ped Total	50				13				20				48				131	
Bike Total		0	1	0		0	6	0		0	2	0		0	8	0		17

Intersection Turning Movement - Peak Hour Summary

Location:	#01	File Name:	ITM-26-018-01
Intersection:	El Cajon Boulevard & Winona Avenue	Project:	LLG Ref. 3-26-4214
Date of Count:	Thursday, May 28, 2026		San Diego Mid City Campus



Intersection Turning Movement - Peak Hour Vehicle Count

Location:	#02	File Name:	ITM-26-018-02
Intersection:	El Cajon Boulevard & 52nd Street	Project:	LLG Ref. 3-26-4214
Date of Count:	Thursday, May 28, 2026		San Diego Mid City Campus

AM	52nd Street Southbound			El Cajon Boulevard Westbound			52nd Street Northbound			El Cajon Boulevard Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
7:00	1	3	4	8	135	1	12	7	6	2	64	5	248
7:15	3	7	6	11	181	7	18	9	5	6	86	2	341
7:30	5	2	5	13	202	5	8	3	11	5	96	5	360
7:45	17	6	9	10	184	4	18	11	7	2	121	3	392
8:00	7	5	3	16	185	2	14	15	3	6	128	6	390
8:15	5	12	3	20	170	4	13	8	6	4	123	9	377
8:30	6	12	3	15	144	4	9	19	12	1	118	14	357
8:45	8	6	1	13	139	0	6	19	12	5	95	14	318
Total	52	53	34	106	1340	27	98	91	62	31	831	58	2783
Approach%	37.4	38.1	24.5	7.2	91.0	1.8	39.0	36.3	24.7	3.4	90.3	6.3	
Total%	1.9	1.9	1.2	3.8	48.1	1.0	3.5	3.3	2.2	1.1	29.9	2.1	

AM Intersection Peak Hour: **07:30 to 08:30**

Volume	34	25	20	59	741	15	53	37	27	17	468	23	1,519
Approach%	43.0	31.6	25.3	7.2	90.9	1.8	45.3	31.6	23.1	3.3	92.1	4.5	
Total%	2.2	1.6	1.3	3.9	48.8	1.0	3.5	2.4	1.8	1.1	30.8	1.5	
PHF			0.62			0.93			0.81			0.91	0.97

PM	52nd Street Southbound			El Cajon Boulevard Westbound			52nd Street Northbound			El Cajon Boulevard Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
16:00	10	8	4	20	139	6	12	12	10	5	173	13	412
16:15	15	8	5	12	149	5	16	11	9	6	151	18	405
16:30	9	9	7	16	158	8	15	19	0	7	170	8	426
16:45	7	13	8	20	165	6	11	9	9	4	193	16	461
17:00	12	6	6	17	152	6	14	4	3	5	164	13	402
17:15	6	10	7	15	152	3	17	13	8	8	159	15	413
17:30	8	14	4	13	146	1	11	13	5	3	167	10	395
17:45	9	18	5	15	126	6	15	11	11	4	153	13	386
Total	76	86	46	128	1187	41	111	92	55	42	1330	106	3300
Approach%	36.5	41.3	22.1	9.4	87.5	3.0	43.0	35.7	21.3	2.8	90.0	7.2	
Total%	2.3	2.6	1.4	3.9	36.0	1.2	3.4	2.8	1.7	1.3	40.3	3.2	

PM Intersection Peak Hour: **16:00 to 17:00**

Volume	41	38	24	68	611	25	54	51	28	22	687	55	1,704
Approach%	39.8	36.9	23.3	9.7	86.8	3.6	40.6	38.3	21.1	2.9	89.9	7.2	
Total%	2.4	2.2	1.4	4.0	35.9	1.5	3.2	3.0	1.6	1.3	40.3	3.2	
PHF			0.92			0.92			0.92			0.90	0.92

Intersection Turning Movement - Bicycle & Pedestrian Count

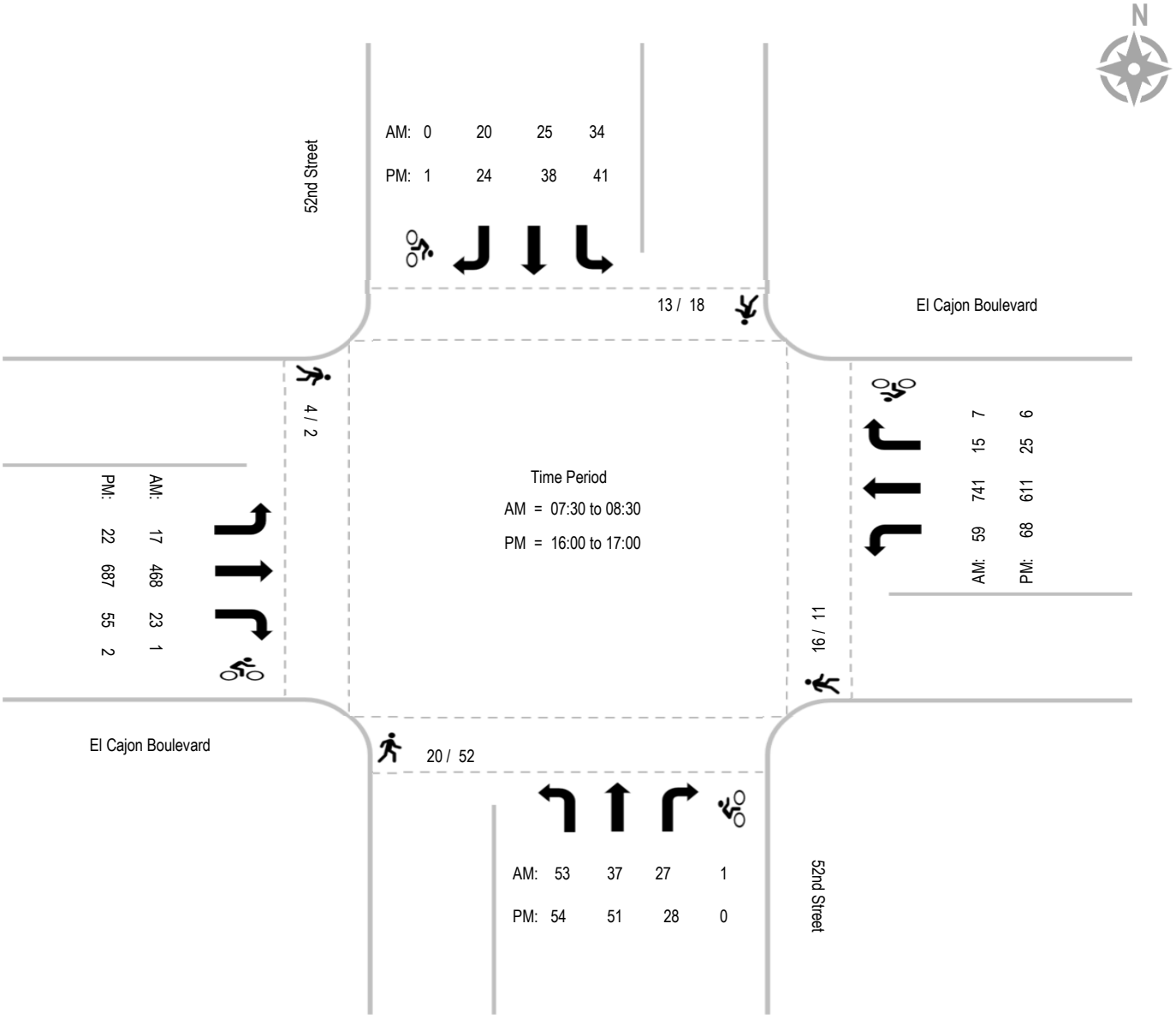
Location:	#02	File Name:	ITM-26-018-02
Intersection:	El Cajon Boulevard & 52nd Street	Project:	LLG Ref. 3-26-4214
Date of Count:	Thursday, May 28, 2026		San Diego Mid City Campus

AM	52nd Street Southbound				El Cajon Boulevard Westbound				52nd Street Northbound				El Cajon Boulevard Eastbound				Totals	
	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	Bicycle
7:00	0	0	0	0	2	0	1	0	1	0	0	0	0	0	0	0	3	1
7:15	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0
7:30	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	1	2
7:45	8	0	0	0	3	0	2	0	3	0	0	0	0	0	0	0	14	2
8:00	2	0	0	0	1	0	1	0	6	0	0	0	1	0	0	0	10	1
8:15	2	0	0	0	1	0	1	0	5	0	0	0	1	0	0	0	9	1
8:30	0	0	0	0	4	0	0	0	3	0	0	0	1	0	0	0	8	0
8:45	1	0	0	0	2	0	2	0	2	0	0	0	1	0	0	0	6	2
Ped Total	13				16				20				4				53	
Bike Total		0	0	0		0	7	0		0	0	1		0	0	1		9

PM	52nd Street Southbound				El Cajon Boulevard Westbound				52nd Street Northbound				El Cajon Boulevard Eastbound				Totals	
	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	Bicycle
16:00	2	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	4	1
16:15	6	0	0	0	2	0	1	0	8	0	0	0	0	0	1	0	16	2
16:30	2	0	0	0	1	0	1	0	4	0	0	0	1	0	0	0	8	1
16:45	0	0	0	0	6	0	1	0	5	0	0	0	0	0	0	0	11	1
17:00	1	0	0	0	0	0	1	0	7	0	0	0	1	0	0	0	9	1
17:15	4	1	0	0	0	0	0	0	13	0	0	0	0	0	1	0	17	2
17:30	3	0	0	0	1	0	0	0	9	0	0	0	0	0	0	0	13	0
17:45	0	0	0	0	1	0	1	0	4	0	0	0	0	0	0	0	5	1
Ped Total	18				11				52				2				83	
Bike Total		1	0	0		0	6	0		0	0	0		0	2	0		9

Intersection Turning Movement - Peak Hour Summary

Location:	#02	File Name:	ITM-26-018-02
Intersection:	El Cajon Boulevard & 52nd Street	Project:	LLG Ref. 3-26-4214
Date of Count:	Thursday, May 28, 2026		San Diego Mid City Campus



Intersection Turning Movement - Peak Hour Vehicle Count

Location:	#03	File Name:	ITM-26-018-03
Intersection:	El Cajon Boulevard & 54th Street	Project:	LLG Ref. 3-26-4214
Date of Count:	Thursday, May 28, 2026		San Diego Mid City Campus

AM	54th Street Southbound			El Cajon Boulevard Westbound			54th Street Northbound			El Cajon Boulevard Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
7:00	11	47	11	17	96	60	29	150	12	11	43	19	506
7:15	29	64	8	11	129	54	58	188	15	13	65	19	653
7:30	22	70	25	14	159	69	50	157	17	14	68	23	688
7:45	37	100	16	19	137	64	48	174	28	16	93	31	763
8:00	41	112	22	28	136	63	50	142	30	9	89	35	757
8:15	40	106	9	35	123	76	64	138	35	16	87	39	768
8:30	30	74	8	23	106	63	49	153	34	8	98	27	673
8:45	32	106	23	24	95	49	50	125	13	18	69	26	630
Total	242	679	122	171	981	498	398	1227	184	105	612	219	5438
Approach%	23.2	65.1	11.7	10.4	59.5	30.2	22.0	67.8	10.2	11.2	65.4	23.4	
Total%	4.5	12.5	2.2	3.1	18.0	9.2	7.3	22.6	3.4	1.9	11.3	4.0	

AM Intersection Peak Hour: **07:30 to 08:30**

Volume	140	388	72	96	555	272	212	611	110	55	337	128	2,976
Approach%	23.3	64.7	12.0	10.4	60.1	29.5	22.7	65.5	11.8	10.6	64.8	24.6	
Total%	4.7	13.0	2.4	3.2	18.6	9.1	7.1	20.5	3.7	1.8	11.3	4.3	
PHF			0.86			0.95			0.93			0.92	0.97

PM	54th Street Southbound			El Cajon Boulevard Westbound			54th Street Northbound			El Cajon Boulevard Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
16:00	48	177	17	31	111	49	39	94	30	21	116	30	763
16:15	63	197	16	24	112	56	46	79	30	20	128	34	805
16:30	62	186	19	31	106	46	35	109	20	32	111	48	805
16:45	61	206	19	38	116	45	43	88	20	22	141	56	855
17:00	39	219	35	43	126	45	40	61	15	20	116	58	817
17:15	45	160	25	49	124	46	35	81	25	17	118	48	773
17:30	57	189	17	47	114	62	33	83	20	24	133	53	832
17:45	53	182	18	29	104	42	29	74	20	13	117	50	731
Total	428	1516	166	292	913	391	300	669	180	169	980	377	6381
Approach%	20.3	71.8	7.9	18.3	57.2	24.5	26.1	58.2	15.7	11.1	64.2	24.7	
Total%	6.7	23.8	2.6	4.6	14.3	6.1	4.7	10.5	2.8	2.6	15.4	5.9	

PM Intersection Peak Hour: **16:15 to 17:15**

Volume	225	808	89	136	460	192	164	337	85	94	496	196	3,282
Approach%	20.1	72.0	7.9	17.3	58.4	24.4	28.0	57.5	14.5	12.0	63.1	24.9	
Total%	6.9	24.6	2.7	4.1	14.0	5.9	5.0	10.3	2.6	2.9	15.1	6.0	
PHF			0.96			0.92			0.89			0.90	0.96

Intersection Turning Movement - Bicycle & Pedestrian Count

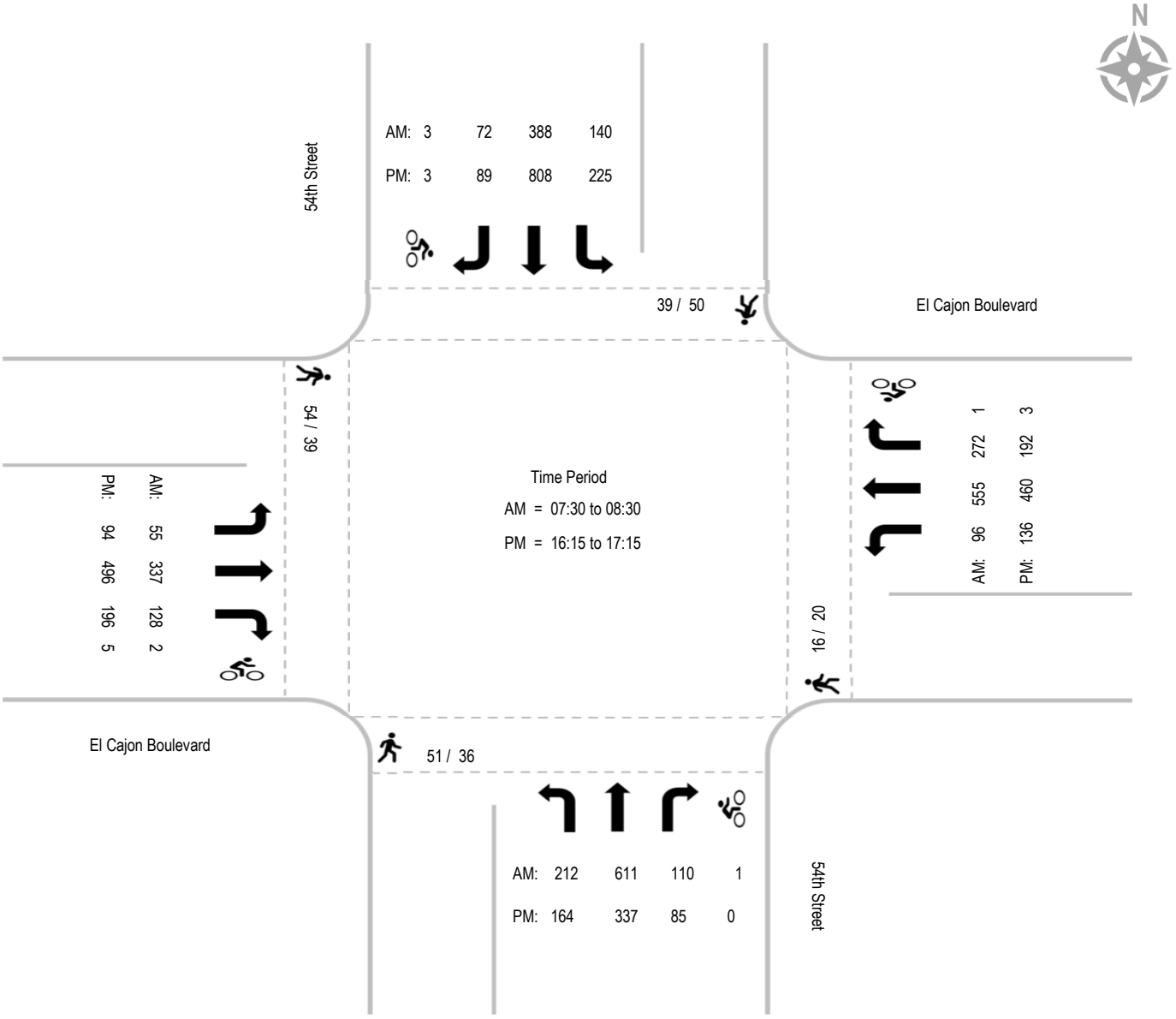
Location:	#03	File Name:	ITM-26-018-03
Intersection:	El Cajon Boulevard & 54th Street	Project:	LLG Ref. 3-26-4214
Date of Count:	Thursday, May 28, 2026		San Diego Mid City Campus

AM	54th Street Southbound				El Cajon Boulevard Westbound				54th Street Northbound				El Cajon Boulevard Eastbound				Totals	
	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	Bicycle
7:00	4	0	0	0	1	0	0	0	3	0	1	0	5	0	0	0	13	1
7:15	6	0	0	0	0	0	0	0	2	0	0	0	7	0	0	0	15	0
7:30	3	0	0	0	1	0	0	0	2	0	0	0	3	0	2	0	9	2
7:45	3	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	6	0
8:00	6	0	1	0	8	0	0	0	11	0	0	0	11	0	0	0	36	1
8:15	6	0	1	0	2	0	0	0	9	0	0	0	15	0	0	0	32	1
8:30	5	0	0	0	2	0	1	0	13	0	0	0	3	0	0	0	23	1
8:45	6	0	1	0	2	0	0	0	10	0	0	0	8	0	0	0	26	1
Ped Total	39				16				51				54				160	
Bike Total		0	3	0		0	1	0		0	1	0		0	2	0		7

PM	54th Street Southbound				El Cajon Boulevard Westbound				54th Street Northbound				El Cajon Boulevard Eastbound				Totals	
	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	Bicycle
16:00	5	0	1	0	0	0	0	0	3	0	0	0	9	0	0	0	17	1
16:15	4	0	0	0	3	0	0	0	3	0	0	0	4	0	0	0	14	0
16:30	5	0	1	0	5	0	0	0	3	0	0	0	4	0	1	0	17	2
16:45	10	0	1	0	3	0	0	0	8	0	0	0	6	0	0	0	27	1
17:00	6	0	0	0	1	0	3	0	7	0	0	0	5	0	0	0	19	3
17:15	6	0	0	0	3	0	0	0	3	0	0	0	7	0	0	0	19	0
17:30	10	0	0	0	4	0	0	0	2	0	0	0	3	0	2	0	19	2
17:45	4	0	0	0	1	0	0	0	7	0	0	0	1	0	2	0	13	2
Ped Total	50				20				36				39				145	
Bike Total		0	3	0		0	3	0		0	0	0		0	5	0		11

Intersection Turning Movement - Peak Hour Summary

Location:	#03	File Name:	ITM-26-018-03
Intersection:	El Cajon Boulevard & 54th Street	Project:	LLG Ref. 3-26-4214
Date of Count:	Thursday, May 28, 2026		San Diego Mid City Campus



Intersection Turning Movement - Peak Hour Vehicle Count

Location:	#04	File Name:	ITM-26-018-04
Intersection:	54th Street & Collwood Blvd	Project:	LLG Ref. 3-26-4214
Date of Count:	Thursday, May 28, 2026		San Diego Mid City Campus

AM	Collwood Boulevard Southbound			54th Street Westbound			54th Street Northbound			- Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
7:00	3	61	0	9	0	19	0	204	7	0	0	0	303
7:15	5	82	0	18	0	12	0	256	18	0	0	0	391
7:30	3	90	0	24	0	21	0	212	26	0	0	0	376
7:45	7	140	0	24	0	18	0	247	20	0	0	0	456
8:00	4	162	0	17	0	14	0	198	13	0	0	0	408
8:15	5	152	0	13	0	18	0	215	11	0	0	0	414
8:30	8	112	0	12	0	20	0	218	15	0	0	0	385
8:45	6	140	0	10	0	10	0	179	9	0	0	0	354
Total	41	939	0	127	0	132	0	1729	119	0	0	0	3087
Approach%	4.2	95.8	-	49.0	-	51.0	-	93.6	6.4	-	-	-	
Total%	1.3	30.4	-	4.1	-	4.3	-	56.0	3.9	-	-	-	

AM Intersection Peak Hour: **07:45 to 08:45**

Volume	24	566	-	66	-	70	-	878	59	-	-	-	1,663
Approach%	4.1	95.9	-	48.5	-	51.5	-	93.7	6.3	-	-	-	
Total%	1.4	34.0	-	4.0	-	4.2	-	52.8	3.5	-	-	-	
PHF			0.89			0.81			0.88			#DIV/0!	0.91

PM	Collwood Boulevard Southbound			54th Street Westbound			54th Street Northbound			- Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
16:00	16	228	0	14	0	7	0	135	16	0	0	0	416
16:15	14	267	0	6	0	4	0	134	10	0	0	0	435
16:30	13	219	0	11	0	13	0	173	15	0	0	0	444
16:45	9	252	0	17	0	10	0	152	17	0	0	0	457
17:00	12	274	0	28	0	12	0	139	15	0	0	0	480
17:15	16	249	0	23	0	13	0	160	19	0	0	0	480
17:30	7	252	0	13	0	13	0	152	5	0	0	0	442
17:45	8	242	0	20	0	9	0	117	10	0	0	0	406
Total	95	1983	0	132	0	81	0	1162	107	0	0	0	3560
Approach%	4.6	95.4	-	62.0	-	38.0	-	91.6	8.4	-	-	-	
Total%	2.7	55.7	-	3.7	-	2.3	-	32.6	3.0	-	-	-	

PM Intersection Peak Hour: **16:30 to 17:30**

Volume	50	994	-	79	-	48	-	624	66	-	-	-	1,861
Approach%	4.8	95.2	-	62.2	-	37.8	-	90.4	9.6	-	-	-	
Total%	2.7	53.4	-	4.2	-	2.6	-	33.5	3.5	-	-	-	
PHF			0.91			0.79			0.92			#DIV/0!	0.97

Intersection Turning Movement - Bicycle & Pedestrian Count

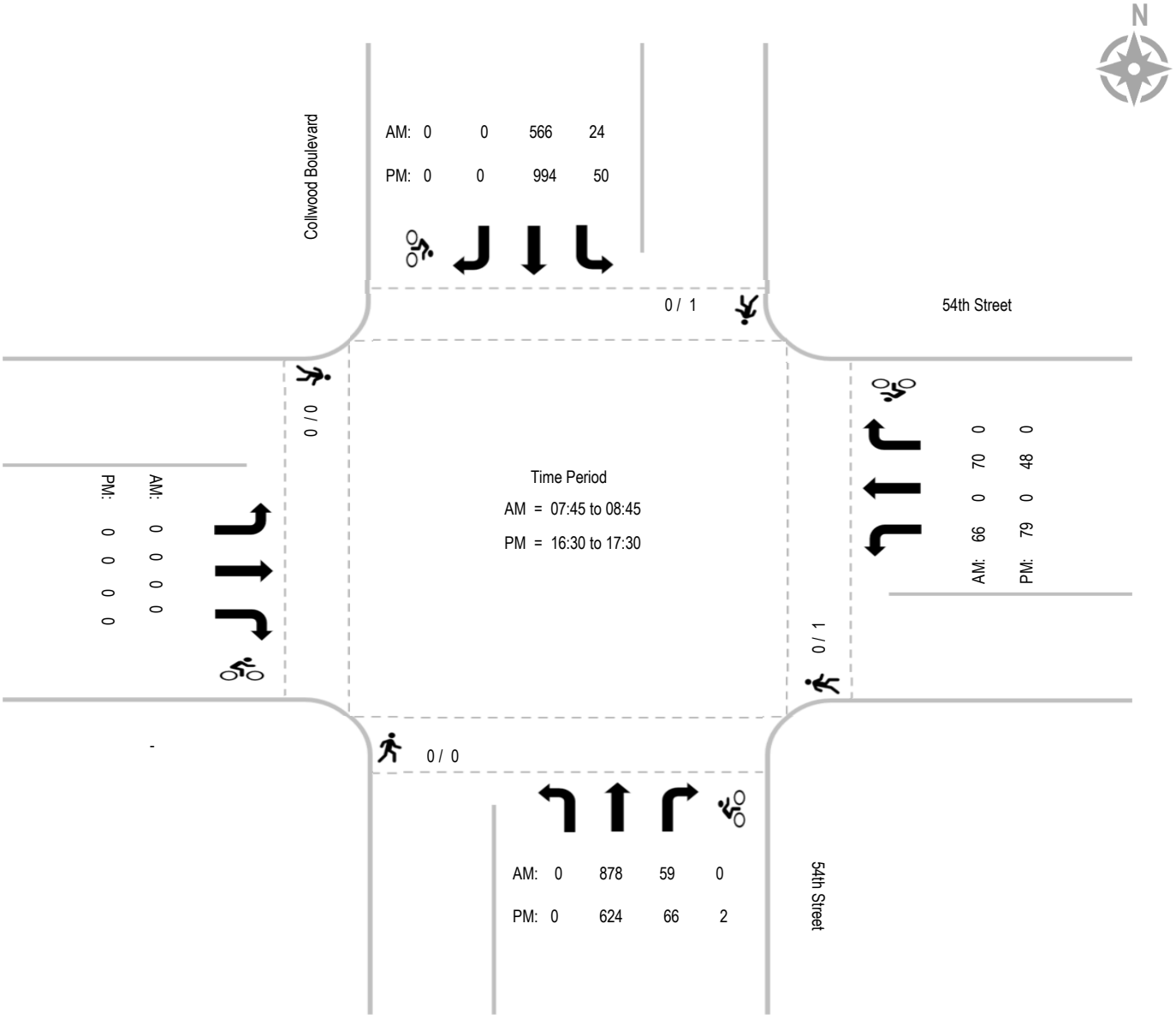
Location:	#04	File Name:	ITM-26-018-04
Intersection:	54th Street & Collwood Blvd	Project:	LLG Ref. 3-26-4214
Date of Count:	Thursday, May 28, 2026		San Diego Mid City Campus

AM	Collwood Boulevard Southbound				54th Street Westbound				54th Street Northbound				- Eastbound				Totals	
	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	Bicycle
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Total	0				0				0				0				0	
Bike Total		0	0	0		0	0	0		0	0	0		0	0	0		0

PM	Collwood Boulevard Southbound				54th Street Westbound				54th Street Northbound				- Eastbound				Totals	
	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	Bicycle
16:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
16:15	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	1	2
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Total	1				1				0				0				2	
Bike Total		0	0	0		0	0	0		2	0	0		0	0	0		2

Intersection Turning Movement - Peak Hour Summary

Location:	#04	File Name:	ITM-26-018-04
Intersection:	54th Street & Collwood Blvd	Project:	LLG Ref. 3-26-4214
Date of Count:	Thursday, May 28, 2026		San Diego Mid City Campus



Intersection Turning Movement - Peak Hour Vehicle Count

Location:	#05	File Name:	ITM-26-018-05
Intersection:	Collwood Boulevard & Monroe Avenue	Project:	LLG Ref. 3-26-4214
Date of Count:	Thursday, May 28, 2026		San Diego Mid City Campus

AM	Collwood Boulevard Southbound			Apartment Driveway Westbound			Collwood Boulevard Northbound			Monroe Avenue Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
7:00	3	56	5	1	1	0	3	220	0	7	0	3	299
7:15	0	64	9	0	0	0	12	249	0	11	0	25	370
7:30	0	88	9	0	0	5	8	234	1	10	0	14	369
7:45	0	138	17	0	0	1	13	254	0	13	0	17	453
8:00	0	144	20	0	1	0	10	209	0	10	0	19	413
8:15	1	140	15	1	0	0	12	234	0	14	0	20	437
8:30	0	109	13	0	0	1	9	232	0	12	0	18	394
8:45	0	133	10	0	0	0	11	177	0	6	0	10	347
Total	4	872	98	2	2	7	78	1809	1	83	0	126	3082
Approach%	0.4	89.5	10.1	18.2	18.2	63.6	4.1	95.8	0.1	39.7	-	60.3	
Total%	0.1	28.3	3.2	0.1	0.1	0.2	2.5	58.7	0.0	2.7	-	4.1	

AM Intersection Peak Hour: **07:45 to 08:45**

Volume	1	531	65	1	1	2	44	929	-	49	-	74	1,697
Approach%	0.2	88.9	10.9	25.0	25.0	50.0	4.5	95.5	-	39.8	-	60.2	
Total%	0.1	31.3	3.8	0.1	0.1	0.1	2.6	54.7	-	2.9	-	4.4	
PHF			0.91			1.00			0.91			0.90	0.94

PM	Collwood Boulevard Southbound			Apartment Driveway Westbound			Collwood Boulevard Northbound			Monroe Avenue Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
16:00	3	227	27	1	0	1	9	133	0	17	0	16	434
16:15	0	261	21	0	0	0	14	124	0	11	0	20	451
16:30	0	224	20	0	0	0	19	167	0	14	0	8	452
16:45	0	240	33	0	0	0	20	142	0	17	0	21	473
17:00	0	268	22	0	0	1	11	140	0	20	0	18	480
17:15	0	236	24	0	0	0	17	156	0	16	0	29	478
17:30	0	241	29	0	0	0	11	154	2	4	0	18	459
17:45	0	230	23	0	0	0	10	116	0	11	0	20	410
Total	3	1927	199	1	0	2	111	1132	2	110	0	150	3637
Approach%	0.1	90.5	9.3	33.3	-	66.7	8.9	90.9	0.2	42.3	-	57.7	
Total%	0.1	53.0	5.5	0.0	-	0.1	3.1	31.1	0.1	3.0	-	4.1	

PM Intersection Peak Hour: **16:45 to 17:45**

Volume	-	985	108	-	-	1	59	592	2	57	-	86	1,890
Approach%	-	90.1	9.9	-	-	100.0	9.0	90.7	0.3	39.9	-	60.1	
Total%	-	52.1	5.7	-	-	0.1	3.1	31.3	0.1	3.0	-	4.6	
PHF			0.94			0.25			0.94			0.79	0.98

Intersection Turning Movement - Bicycle & Pedestrian Count

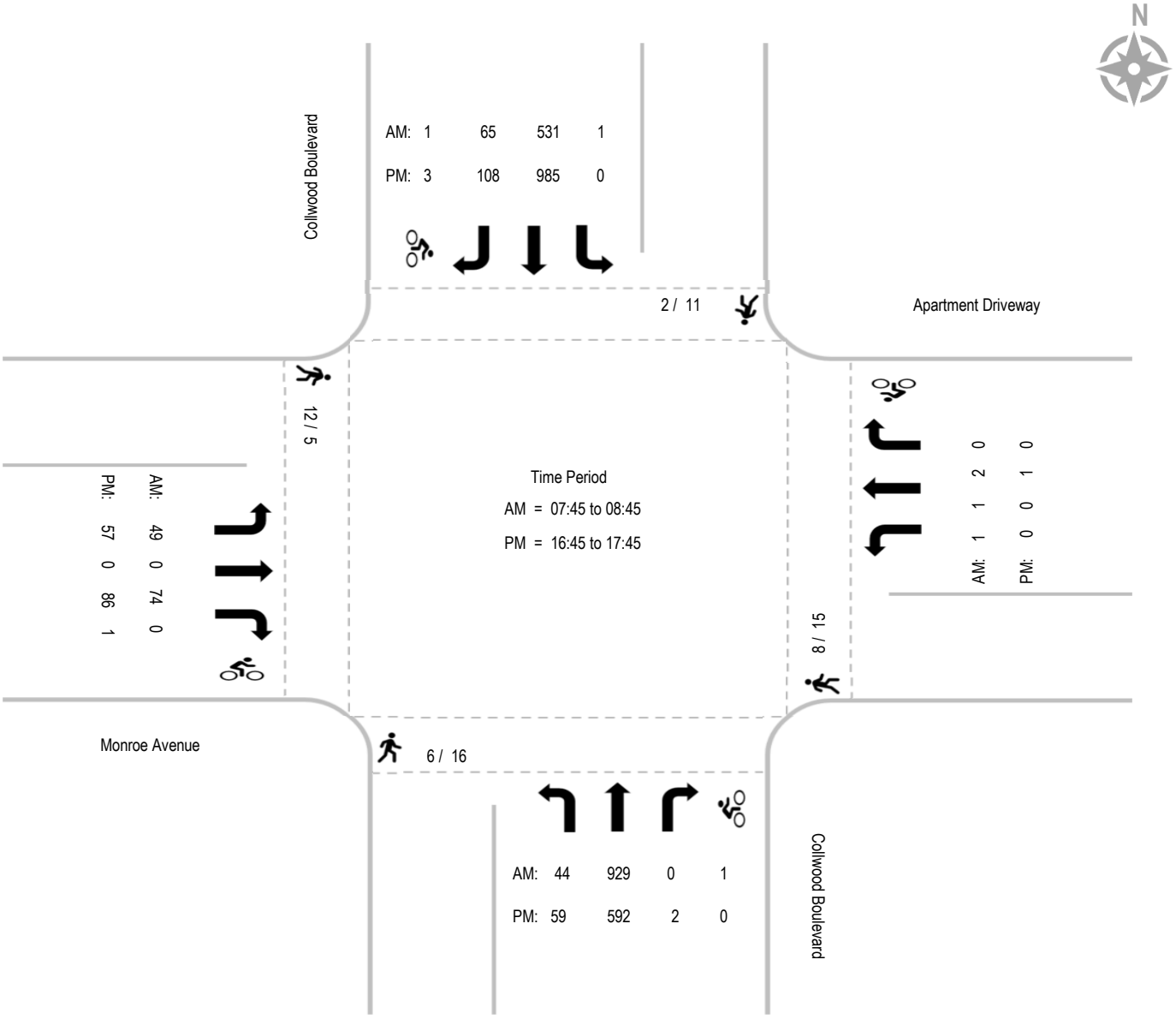
Location:	#05	File Name:	ITM-26-018-05
Intersection:	Collwood Boulevard & Monroe Avenue	Project:	LLG Ref. 3-26-4214
Date of Count:	Thursday, May 28, 2026		San Diego Mid City Campus

AM	Collwood Boulevard Southbound				Apartment Driveway Westbound				Collwood Boulevard Northbound				Monroe Avenue Eastbound				Totals	
	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	Bicycle
7:00	1	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	3	1
7:15	0	0	0	0	2	0	0	0	3	0	0	0	1	0	0	0	6	0
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	1	0	0	0	0	0	0	0	4	0	0	0	5	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	1	0	0	1	1	0	0	0	2	0	0	0	4	0	0	0	8	1
8:30	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0
8:45	0	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	4	0
Ped Total	2				8				6				12				28	
Bike Total		0	0	1		0	0	0		0	1	0		0	0	0		2

PM	Collwood Boulevard Southbound				Apartment Driveway Westbound				Collwood Boulevard Northbound				Monroe Avenue Eastbound				Totals	
	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	Bicycle
16:00	2	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	3	1
16:15	1	0	0	0	0	0	0	0	5	0	0	0	1	0	0	0	7	0
16:30	4	0	1	0	3	0	0	0	4	0	0	0	4	0	0	0	15	1
16:45	1	0	0	0	3	0	0	0	1	0	0	0	0	1	0	0	5	1
17:00	2	0	0	0	4	0	0	0	3	0	0	0	0	0	0	0	9	0
17:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0
17:30	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0
17:45	1	0	1	0	3	0	0	0	1	0	0	0	0	0	0	0	5	1
Ped Total	11				15				16				5				47	
Bike Total		0	3	0		0	0	0		0	0	0		1	0	0		4

Intersection Turning Movement - Peak Hour Summary

Location:	#05	File Name:	ITM-26-018-05
Intersection:	Collwood Boulevard & Monroe Avenue	Project:	LLG Ref. 3-26-4214
Date of Count:	Thursday, May 28, 2026		San Diego Mid City Campus



Intersection Turning Movement - Peak Hour Vehicle Count

Location:	#01	File Name:	ITM-26-031-01
Intersection:	El Cajon Boulevard & Marcellena Road	Project:	LLG Ref. 3-26-4214
Date of Count:	Wednesday, July 8, 2026		San Diego Mid City Campus

AM	Marcellena Road Southbound			El Cajon Boulevard Westbound			- Northbound			El Cajon Boulevard Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
7:00	0	0	3	0	98	0	0	0	0	4	58	0	163
7:15	2	0	1	0	130	1	0	0	0	3	65	0	202
7:30	1	0	1	0	120	1	0	0	0	4	80	0	207
7:45	4	0	0	0	129	0	0	0	0	2	101	1	237
8:00	0	0	2	3	140	2	0	0	0	3	101	0	251
8:15	1	0	0	2	149	0	0	0	0	2	89	0	243
8:30	0	0	1	1	157	0	0	0	0	2	113	1	275
8:45	0	0	0	0	147	0	0	0	0	5	103	0	255
Total	8	0	8	6	1070	4	0	0	0	25	710	2	1833
Approach%	50.0	-	50.0	0.6	99.1	0.4	-	-	-	3.4	96.3	0.3	
Total%	0.4	-	0.4	0.3	58.4	0.2	-	-	-	1.4	38.7	0.1	

AM Intersection Peak Hour: **08:00 to 09:00**

Volume	1	-	3	6	593	2	-	-	-	12	406	1	1,024
Approach%	25.0	-	75.0	1.0	98.7	0.3	-	-	-	2.9	96.9	0.2	
Total%	0.1	-	0.3	0.6	57.9	0.2	-	-	-	1.2	39.6	0.1	
PHF			0.50			0.95			#DIV/0!			0.90	0.93

PM	Marcellena Road Southbound			El Cajon Boulevard Westbound			- Northbound			El Cajon Boulevard Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
16:00	0	0	3	0	132	0	0	0	0	7	181	0	323
16:15	0	0	0	0	147	2	0	0	0	5	168	0	322
16:30	0	0	2	3	142	0	0	0	0	11	143	0	301
16:45	2	0	3	0	176	0	0	0	0	8	187	0	376
17:00	0	0	5	0	168	2	0	0	0	3	202	0	380
17:15	1	0	2	0	175	1	0	0	0	5	206	0	390
17:30	0	0	1	0	168	0	0	0	0	5	179	0	353
17:45	1	0	1	3	169	1	0	0	0	2	164	0	341
Total	4	0	17	6	1277	6	0	0	0	46	1430	0	2786
Approach%	19.0	-	81.0	0.5	99.1	0.5	-	-	-	3.1	96.9	-	
Total%	0.1	-	0.6	0.2	45.8	0.2	-	-	-	1.7	51.3	-	

PM Intersection Peak Hour: **16:45 to 17:45**

Volume	3	-	11	-	687	3	-	-	-	21	774	-	1,499
Approach%	21.4	-	78.6	-	99.6	0.4	-	-	-	2.6	97.4	-	
Total%	0.2	-	0.7	-	45.8	0.2	-	-	-	1.4	51.6	-	
PHF			0.70			0.98			#DIV/0!			0.94	0.96

Intersection Turning Movement - Bicycle & Pedestrian Count

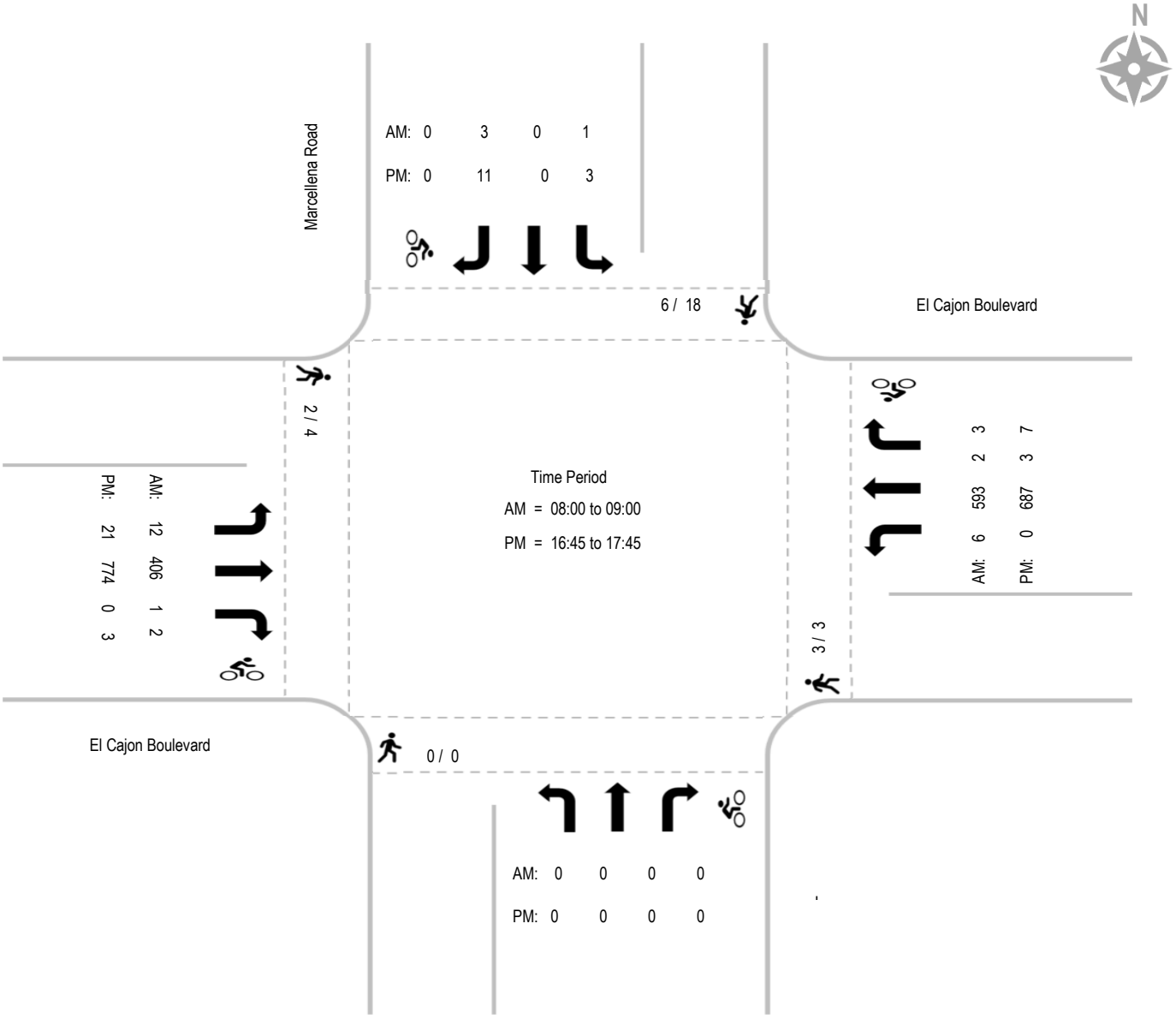
Location:	#01	File Name:	ITM-26-031-01
Intersection:	El Cajon Boulevard & Marcellena Road	Project:	LLG Ref. 3-26-4214
Date of Count:	Wednesday, July 8, 2026		San Diego Mid City Campus

AM	Marcellena Road Southbound				El Cajon Boulevard Westbound				- Northbound				El Cajon Boulevard Eastbound				Totals	
	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	Bicycle
7:00	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	1
7:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
7:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
7:45	2	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	3	1
8:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	3	0
8:45	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Ped Total	6				3				0				2				11	
Bike Total		0	0	0		0	3	0		0	0	0		0	2	0		5

PM	Marcellena Road Southbound				El Cajon Boulevard Westbound				- Northbound				El Cajon Boulevard Eastbound				Totals	
	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	Bicycle
16:00	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4	0
16:15	0	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	4	0
16:30	3	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3	1
16:45	2	0	0	0	2	0	3	0	0	0	0	0	0	0	0	0	4	3
17:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3	1
17:15	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
17:30	2	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	2	3
17:45	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	2
Ped Total	18				3				0				4				25	
Bike Total		0	0	0		0	7	0		0	0	0		0	3	0		10

Intersection Turning Movement - Peak Hour Summary

Location:	#01	File Name:	ITM-26-031-01
Intersection:	El Cajon Boulevard & Marcellena Road	Project:	LLG Ref. 3-26-4214
Date of Count:	Wednesday, July 8, 2026		San Diego Mid City Campus



City of San Diego

Q-FREE MAXTIME TRAFFIC SIGNAL TIMING SHEET

Administration > Unit Information

MM > 3. Administration > 1. Unit Information > 1. Unit Information

Controller ID	Main Street	Side Street	Agency
28	El Cajon Blvd	52nd St	City of San Diego

Database Description

52nd St @ El Cajon Bl

Administration > Version Information

MM > 3. Administration > 1. Unit Information > 1. Unit Information

Module	Version	Make	Model
1	2.9.0	Intelight	MaxTime
2	Windows	Intelight	Microsoft

Administration > Communication Settings

MM > 3. Administration > 2. Communication

1. Ethernet

Adapter	IP Address	Subnet Mask	Gateway	ARP Request	DHCP Mode
1	10.100.20.28	255.255.255.0	10.100.20.254	Disable	Static
2				Disable	Static

7. Web Settings

HTTP Port

8. DHCP Settings

DHCP Server Address	Subnet Mask	Start	End

9. More > 1. MaxView Server IP

Protocol	IP Address
HTTP	

Administration > Communication Settings > Advanced Settings

MM > 3. Administration > 2. Communication > 3. NTCIP Settings

Admin Community Name	UDP Port	TCP Port	NTCIP Enable
Administrator	161	0	Enable

MM > 3. Administration > 2. Communication > 9. More

2. EDI SMU Server

Server IP	Port
	0

3. Metro CSP

Address Code	City Code	Headway	Server Address	Server Port
0	0	0		0

Administration > Communication Settings > Serial Settings

MM > 3. Administration > 2. Communication > 2. Serial Settings

Port	Description	Function	Drop Address	Baud	Data Bits	Stop Bits	Parity	Flow	CTS Delay	RTS Ext	Suppress Echo
1	Port 2/C21S	None	1	9600	8	1	None	None	0	0	Off
2	Aux_P3/C22S	None	1	9600	8	1	None	None	0	0	Off
3	SDLC Port 1	None	1	9600	8	1	None	None	0	0	Off
4	Com A/C50S	None	1	9600	8	1	None	None	0	0	Off
5	FIO	None	1	9600	8	1	None	None	0	0	Off
6	DISPLAY/C60M	None	1	9600	8	1	None	None	0	0	Off
7	SP7	None	1	9600	8	1	None	None	0	0	Off
8	SP8/Com B	None	1	9600	8	1	None	None	0	0	Off
9	NEMA X3 Port 2	None	1	9600	8	1	None	None	0	0	Off
10	NEMA X3 Aux	None	1	9600	8	1	None	None	0	0	Off

Administration > Date & Time Settings > Date & Time Settings

MM > 3. Administration > 3. Date & Time

2. Time Zone & DST

Time Zone	Daylight Saving
GMT	Disable DST

Custom DST Settings

Begin Month	Begin Sunday Week	End Month	End Sunday Week
	0		0

3. Time Source

Time Source Control
Crystal

5. NTP Settings

NTP Server Address
pool.ntp.org

6. Adv Time Settings

Clock Input

Reset Hour	Reset Minute
2	0

Sync Reference Time

Ref Hour	Ref Minute	Ref Second	Disable NTCIP Time Sync
0	0	0	No

Administration > Event Recorder Settings

MM > 3. Administration > 6. Event Recorder

1. System Events

Log Enabled	Log Storage	Size Limit (days)
Enabled	None	1

2. Sensor Data

TSS Log Enabled	Log Storage	Size Limit (days)
Enabled	None	1

28 - El Cajon Blvd @ 52nd St

Unit

MM > 2. Controller > 1. Unit

Startup Flash	0	Backup Time	600	All Red Exit	0	Free Seq	1	Grn Flash Frq	60	Preempt lockout	0
Start Clr Hold	0	Red Revert	5.0	Flsh thru CVM	Disable	MCE Enable	Enable	Yel Flash Frq	60		
Startup Flash Mode: Auto											

Start Yellow O/R	0.0	Master by TOD	Disable	Flsh Sns Red	Disable	MCE Sequence	1		
Start Red O/R	0.0			Flsh Sns Dark	Disable	Auto Ped Clr	Disable		

Free Plans

Phase Plan	1	OL Plan	1	V Det Plan	1	V Det Opt Plan	1	Ped Det Plan	1
Ped Det Opt Plan	1	Pri/Pre Det Plan	1	3 ph Diamond		4 ph Diamond		Sep Diamond	

Phase Configuration > Phase Timing Plans

MM > 2. Controller > 2. Phase > 1. Phase Times

Phase Timing - Plan 1

Phase	1	2	3	4	5	6	7	8
Description	WB Left	EB	NB Left	SB	EB Left	WB	SB Left	NB
Enable		X		X				
Walk	0	7	0	7	0	0	0	0
Ped Clear	0	11	0	22	0	0	0	0
Steady Don't Walk	0	0	0	0	0	0	0	0
Min Green	4	25	4	9	4	10	4	4
Min Green 2	15	60	0	20	15	40	0	15
Passage	2.0	1.0	2.0	3.0	2.0	5.0	2.0	2.0
Passage 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	30	60	30	40	30	60	30	40
Max 2	15	100	0	35	15	80	0	25
Max 3	0	80	0	40	0	0	0	0
Conditional Max	0	0	0	0	0	0	0	0
Yellow Change	3.4	3.9	3.4	3.9	3.4	3.9	3.4	3.9
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Add Red Clear	0	0	0	0	0	0	0	0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Added Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Initial	0	0	0	0	0	0	0	0
Time Before Reduction	0	0	0	0	0	0	0	0
Cars Before Reduction	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0

Phase Configuration > Phase Option Plans

MM > 2. Controller > 2. Phase > 2. Phase Options

Phase Options - Plan 1

Phase	1	2	3	4	5	6	7	8
Enable		X		X				
Auto Flash Ent.		X				X		
Auto Flash Exit				X				X
Non Actuated I								
Non Actuated II								
Non Lock Detector	X	X			X	X		X
Min Veh Recall		X				X		
Max Veh Recall								
Ped Recall								
Soft Veh Recall								
Dual Entry								X
Disable Sim Gap	X				X	X		X
Guaranteed Pass								
Act Rest Walk								
Cond Service								
Add Initial								
Cond Reservice								
Yel Min Override								
No Startup Call								
Adv. Warn Flasher								
No Ped Str Up Call								
Ped Clr OVTG								

28 - El Cajon Blvd @ 52nd St

Phase Configuration > Phase Timing Plans

MM > 2. Controller > 2. Phase > 1. Phase Times

Phase Timing - Plan 1 (continued)

Phase	1	2	3	4	5	6	7	8
Reduce By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Minimum Gap	2.0	1.0	0.0	2.0	2.0	6.0	0.0	2.0
Advance Walk	0	0	0	0	0	0	0	0
Delayed Ped	0	0	0	0	0	0	0	0

Phase Configuration > Phase Option Plans

MM > 2. Controller > 2. Phase > 2. Phase Options

Phase Options - Plan 1 (continued)

Phase	1	2	3	4	5	6	7	8
Flash Exit Call								
Flash Exit Ped Call								
MinGreen2								
MaxGreen2								

Ped Service Limit	0	0	0	0	0	0	0	0
Queue Jump	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Adv Warning Ext	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pri Walk	0	0	0	0	0	0	0	0
Call Phases								
Walk Extension	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0
Waiting Cars Before Svc	0	0	0	0	0	0	0	0

MaxGreen3								
Ped2								
Ped Clear Pre Clear								
Ped NA+ Mode								
Red Rest								
Force Coord Ped Yield								
Ped Recycle		X				X		
Countdown								
Simultaneous Start								

Phase Configuration & Start-Up

MM > 2. Controller > 3. Sequence & Phs Config > 2. Phase Startup

Phase	Startup	Ring	Concurrency	Startup Min	Description
1	None	0		0	WB Left
2	Yellow Change	1		0	EB
3	None	0		0	NB Left
4	Secondary Start	1		0	SB
5	None	0		0	EB Left
6	None	0		0	WB
7	None	0		0	SB Left
8	None	0		0	NB

Phase Configuration > Global Phase Recalls

MM > 2. Controller > 2. Phase > 3. Global Phase Recalls

Global Phase Recalls

Phase	1	2	3	4	5	6	7	8
Min Veh Recall		X						
Max Veh Recall								
Ped Recall								
Act Rest in Walk								

Sequences

MM > 2. Controller > 3. Sequence & Phs Config > 1. Sequences

Sequence 1

Ring	Sequence
1	2,4,a
2	

Sequence 2

Ring	Sequence
1	
2	

Sequence 3

Ring	Sequence
1	1,2,a,4,b
2	5,6,a,8,b

Sequence 4

Ring	Sequence
1	2,1,a,4,b
2	5,6,a,8,b

Sequence 5

Ring	Sequence
1	1,2,a,3,4,b
2	6,5,a,7,8,b

Sequence 6

Ring	Sequence
1	2,1,a,3,4,b
2	6,5,a,7,8,b

Sequence 7

Ring	Sequence
1	
2	

No Served Phase Plans

MM > 2. Controller > 3. Sequence & Phs Config > 3. No Served Phase Plans

Sequence 1

Phs	No Srv
1	
2	
3	
4	
5	
6	
7	

Sequence 2

Phs	No Srv
1	
2	
3	
4	
5	
6	
7	

Sequence 3

Phs	No Srv
1	
2	
3	
4	
5	
6	
7	

Sequence 4

Phs	No Srv
1	
2	
3	
4	
5	
6	
7	

Sequence 5

Phs	No Srv
1	
2	
3	
4	
5	
6	
7	

Sequence 6

Phs	No Srv
1	
2	
3	
4	
5	
6	
7	

Sequence 7

Phs	No Srv
1	
2	
3	
4	
5	
6	
7	

8	8	8	8	8	8	8

Backup Prevention

MM > 2. Controller > 3. Sequence & Phs Config > 4. Backup Prevention

Sequence 1

	No Backup Ph							
	1	2	3	4	5	6	7	8
1								
2								
3								
4								
5								
6								
7								
8								
Backup Thru Red								No

Sequence 2

	No Backup Ph							
	1	2	3	4	5	6	7	8
1								
2								
3								
4								
5								
6								
7								
8								
Backup Thru Red								No

Sequence 3

	No Backup Ph							
	1	2	3	4	5	6	7	8
1								
2								
3								
4								
5								
6								
7								
8								
Backup Thru Red								No

Sequence 4

	No Backup Ph							
	1	2	3	4	5	6	7	8
1								
2								
3								
4								
5								
6								
7								
8								
Backup Thru Red								No

Sequence 5

	No Backup Ph							
	1	2	3	4	5	6	7	8
1								
2								
3								
4								
5								
6								
7								
8								
Backup Thru Red								No

Sequence 6

	No Backup Ph							
	1	2	3	4	5	6	7	8
1								
2								
3								
4								
5								
6								
7								
8								
Backup Thru Red								No

Sequence 7

	No Backup Ph							
	1	2	3	4	5	6	7	8
1								
2								
3								
4								
5								
6								
7								
8								
Backup Thru Red								No

28 - El Cajon Blvd @ 52nd St

Detector Configuration > Vehicle Detectors

MM > 2. Controller > 4. Detector

Vehicle Detector Parameters - Plan 1

Det	Description	Call Ph	Call OL	Call Ped	Switch Phase	Add Call Ph	Add Call OLs	Delay OLs	Delay	Extend	Queue Limit	Ext Hold	No Act	Max Pres	Err Cnt	Fail Time	Fail Recall	Fail Link
1		1	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
2		2	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
3		2	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
4		2	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
5		2	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
6		2	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
7		3	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
8		4	0	0	0				10.0	0.0	0	0.0	0	0	0	0	None	0
9		4	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
10		4	0	0	0				10.0	0.0	0	0.0	0	0	0	0	None	0

Det Config > Global Det Settings

MM > 2. Controller > 4. Detector > 8. Global

Global Vehicle Diagnostics

No Activity	0
Max Presence	0
Erratic Count	0
Failed Recall	None
Det Reset Enable	Disabled

Global Ped Diagnostics

No Activity	0
Max Presence	0
Erratic Count	0

Global Pri/Pre Diagnostics

No Activity	

11		4	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
12		4	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
13		1	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
14		3	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
15		5	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
16		6	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
17		6	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
18		6	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
19		6	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
20		6	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
21		7	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
22		8	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
23		8	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
24		8	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
25		8	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
26		8	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
27		5	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
28		7	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0

[illegible]	0
Max Presence	0
Erratic Count	0

Det Config > Vol Occ Data Collect

MM > 2. Controller > 4. Detect > 6. Vol & Occ

# of Seconds	# of Periods
60	1

28 - El Cajon Blvd @ 52nd St

Detector Configuration > Vehicle Detector Options

MM > 2. Controller > 4. Detector > 2. Veh Det Options

Detector Options

Detector	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28
Volume																												
Occupancy																												
Yellow Lock Call																												
Red Lock Call																												
Extend	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X	X	X		X	X	X	X	X		X	X
Added Initial	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X	X	X		X	X	X	X	X		X	X
Queue																												
Call	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Terminate																												
Min Green 2																												
Protected Perm																												
Disable Delay Leading																												
Disable TS2 Diag																												
Disable Detector Diag																												
Passage 2																												
Red Clear Extension																												

OL Add Initial Delay																											
OL Gap Delay																											

Detector Configuration > Pedestrian Detectors

MM > 2. Controller > 4. Detector > 3. Ped Det Plans

Pedestrian Detectors - Plan 1

Det	Call Phs	Call OL	Cancel Phs	Add Call Phs	Add Call OLs	Walk 2 Time	Ped Clr 2 Time	No Act	Max Pres	Err Cnt
1	0	0				0	0	0	0	0
2	2	0				0	0	0	0	0
3	0	0				0	0	0	0	0
4	4	0				0	0	0	0	0
5	0	0				0	0	0	0	0
6	6	0				0	0	0	0	0
7	0	0				0	0	0	0	0
8	8	0				0	0	0	0	0

Detector Configuration > Pedestrian Detector Options

MM > 2. Controller > 4. Detector > 4. Ped Det Option Plans

Pedestrian Detector Options - Plan 1

Detector	1	2	3	4	5	6	7	8
Walk Extension								

28 - El Cajon Blvd @ 52nd St

Detector Configuration > Pri/Pre Detectors

MM > 2. Controller > 4. Detector > 4. Pri/Pre Detectors Plans

Prioritor & Preempt Detectors - Plan 1

Det	Description	Low Call	High Call	Low Num	High Num	Lead / Trail	Delay	Extend	Min On	Pri Delay	Pri Arrival	Pri OL	No Act	Max Pres	Err Cnt
1		None	None	0	0	None	0	0	0	0	0		0	0	0
2		None	None	0	0	None	0	0	0	0	0		0	0	0
3		Prioritor	Preempt	3	3	None	0	0	0	0	0		0	0	0
4		Prioritor	Preempt	4	4	None	0	0	0	0	0		0	0	0
5		Prioritor	Preempt	5	5	None	0	0	0	0	0		0	0	0
6		Prioritor	Preempt	6	6	None	0	0	0	0	0		0	0	0
7		None	None	0	0	None	0	0	0	0	0		0	0	0
8		None	None	0	0	None	0	0	0	0	0		0	0	0

Overlap Configuration > Overlaps

MM > 2. Controller > 7. Overlap

Overlap Parameters - Plan 1

Overlap	1 - A	2 - B	3 - C	4 - D	5 - E	6 - F	7 - G	8 - H
Enabled	Enabled	Enabled	Enabled	Enabled	Enabled	Enabled	Enabled	Enabled
Description								
Type	Off	Off	Off	Off	Off	Off	Off	Off
Included Phases								

Modifier Phases								
Modifier Overlaps								
Negative Phs								
Trail Green	0	0	0	0	0	0	0	0
Trail Yellow	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Trail Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Walk	0	0	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0	0	0
Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Flash	Off	Off	Off	Off	Off	Off	Off	Off
Inhibit Negative Phs								
Negative Overlaps								
Trail Green Omit Phs								
Negative Ped Ph.								
Neg Ped Overlaps								
Green Suppress Phs								

Overlap Configuration > Overlaps

MM > 2. Controller > 7. Overlap

Overlaps - Plan 1 (continued)

Overlap	1 - A	2 - B	3 - C	4 - D	5 - E	6 - F	7 - G	8 - H
Call Phs on Neg Ped								
Call Phases								
Walk 2	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0
Min Green	0	0	0	0	0	0	0	0
Max Green Ext	0	0	0	0	0	0	0	0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LRT Prepare To Go	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FYA Ped Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Added Initial Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Gap Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Delay	0	0	0	0	0	0	0	0
Flash Inactive	Off	Off	Off	Off	Off	Off	Off	Off
Flash Alt	Off	Off	Off	Off	Off	Off	Off	Off
Walk Rest	Off	Off	Off	Off	Off	Off	Off	Off
Startup Call								
Recall								
Disable Veh Reservice								
No Hold On TrailExit								
Ped Recycle								
Disable Yellow Prot								
Disable Bridging								
LRT Prepare To Go								

Call For Service								
Allow Trail Grn Bridge								
FYA During Red Clear								
Use Ph/Ped Int Overrides								
Queue Jump								
No FYA Ped During Wlk								
Terminate After Call								
FYA Ped No Prot Ret								
Negative Ped Allow								
All Included Start								
Queue Jump Extend								
Disable Sim Gap								

28 - El Cajon Blvd @ 52nd St

Overlap Configuration > Custom Overlap Rules

MM > 2. Controller > 7. Overlap > 5. Custom Overlap Rules

Rule	Custom Overlap	Included Phase State	Modifier Phase State	Modifier OL State	Negative Phase State	Output	Flash
1	Disable	Any	Any	Any	Any	Not Set	Not Set
2	Disable	Any	Any	Any	Any	Not Set	Not Set
3	Disable	Any	Any	Any	Any	Not Set	Not Set
4	Disable	Any	Any	Any	Any	Not Set	Not Set

Coordination > Coordination Parameters

MM > 2. Controller > 5. Coordination > 1. Coord Parameters

Operational Mode	Automatic
Coordination Mode	Pattern
Max Mode	Max Inhibit
Force Mode	Fixed
Correction Mode	Shortway (Auto)

Max Cycle Limit %	25
MinCycle Limit %	25
Max Dwell	0
Transition Cover Peds	Pattern

Coordination > Patterns

MM > 2. Controller > 5. Coordination > 2. Patterns

Pattern Parameters

Patt.	Description	Cycle	Offs 1	Seq	Split	Ref Pt	Coord Mode	Force Mode	Max Mode	Trans Cover Peds	Min Perm Mode	Correction Mode	Phs Plan	V Det Plan	V Opts Plan	P Det Plan	P Opts Plan	OL Plan	Pri/Pre Plan
1	AM	130	117	1	1	Yel	Auto	Fixed	Max2	Phase	Phs Only	Shortway (Auto)	1	1	1	1	1	1	1
2	Mid	130	38	1	2	Yel	Auto	Fixed	Max2	Phase	Phs Only	Shortway (Auto)	1	1	1	1	1	1	1
3	PM	130	50	1	3	Yel	Auto	Fixed	Max2	Phase	Phs Only	Shortway (Auto)	1	1	1	1	1	1	1
4		0	0	0	0	Yel	Auto	Fixed	Inh	Phase	Phs Only	Shortway (Auto)	1	1	1	1	1	1	1
5		0	0	0	0	Yel	Auto	Fixed	Inh	Phase	Phs Only	Shortway (Auto)	1	1	1	1	1	1	1
6		0	0	0	0	Yel	Auto	Fixed	Inh	Phase	Phs Only	Shortway (Auto)	1	1	1	1	1	1	1
7		0	0	0	0	Yel	Auto	Fixed	Inh	Phase	Phs Only	Shortway (Auto)	1	1	1	1	1	1	1

8		0	0	0	0	Yel	Auto	Fixed	Inh	Phase	Phs Only	Shortway (Auto)	1	1	1	1	1	1	1
9		0	0	0	0	Yel	Auto	Fixed	Inh	Phase	Phs Only	Shortway (Auto)	1	1	1	1	1	1	1
10		0	0	0	0	Yel	Auto	Fixed	Inh	Phase	Phs Only	Shortway (Auto)	1	1	1	1	1	1	1

Coordination > Ring Offsets

MM > 2. Controller > 5. Coordination > 4. Ring Plans

Ring Plan 1

Ring	Offset	Early Gapout	Early F/O
1	0	0	0
2	0	0	0

Ring Plan 2

Ring	Offset	Early Gapout	Early F/O
1	0	0	0
2	0	0	0

Ring Plan 3

Ring	Offset	Early Gapout	Early F/O
1	0	0	0
2	0	0	0

Ring Plan 4

Ring	Offset	Early Gapout	Early F/O
1	0	0	0
2	0	0	0

Coordination > Patterns > Advanced Options

MM > 2. Controller > 5. Coordination > 5. Advanced Options

Advanced Options

Pattern	1	2	3	4	5	6	7	8	9	10
Ring Plan	0	0	0	0	0	0	0	0	0	0
Allow Split Underrun										
Allow Split Overrun										
Allow No Coord Ph										
Coord Now										

Coordination > Splits

MM > 2. Controller > 5. Coordination > 3. Splits

Split 1

Ph	Time	Min	Max	Crd Ph	Ref Pt	Cvr Ped	F/O Mode	Mode	Pri Min	Pri Max	Prioritor F/O Mode
1	0	0	0				Fix	None	0	0	Float
2	96	0	0	X	X		Fix	Min Rcl	0	116	Float
3	0	0	0				Fix	None	0	0	Float
4	34	0	0				Fix	None	24	0	Float
5	0	0	0				Fix	None	0	0	Float
6	0	0	0				Fix	Min Rcl	0	0	Float
7	0	0	0				Fix	None	0	0	Float
8	0	0	0				Fix	None	0	0	Float

Split 2

Ph	Time	Min	Max	Crd Ph	Ref Pt	Cvr Ped	F/O Mode	Mode	Pri Min	Pri Max	Prioritor F/O Mode
1	0	0	0				Fix	None	0	0	Float
2	96	0	0	X	X		Fix	Min Rcl	0	116	Float
3	0	0	0				Fix	None	0	0	Float
4	34	0	0				Fix	None	24	0	Float
5	0	0	0				Fix	None	0	0	Float
6	0	0	0				Fix	None	0	0	Float
7	0	0	0				Fix	None	0	0	Float
8	0	0	0				Fix	None	0	0	Float

Coordination > Splits

MM > 2. Controller > 5. Coordination > 3. Splits

Split 3

Ph	Time	Min	Max	Crd Ph	Ref Pt	Cvr Ped	F/O Mode	Mode	Pri Min	Pri Max	Prioritor F/O Mode
1	0	0	0				Fix	None	0	0	Float
2	96	0	0	X	X		Fix	Min Rcl	0	116	Float
3	0	0	0				Fix	None	0	0	Float
4	34	0	0				Fix	None	24	0	Float
5	0	0	0				Fix	None	0	0	Float
6	0	0	0				Fix	None	0	0	Float
7	0	0	0				Fix	None	0	0	Float
8	0	0	0				Fix	None	0	0	Float

Split 4

Ph	Time	Min	Max	Crd Ph	Ref Pt	Cvr Ped	F/O Mode	Mode	Pri Min	Pri Max	Prioritor F/O Mode
1	0	0	0				Fix	None	0	0	Float
2	0	0	0				Fix	None	0	0	Float
3	0	0	0				Fix	None	0	0	Float
4	0	0	0				Fix	None	0	0	Float
5	0	0	0				Fix	None	0	0	Float
6	0	0	0				Fix	None	0	0	Float
7	0	0	0				Fix	None	0	0	Float
8	0	0	0				Fix	None	0	0	Float

Split 5

Ph	Time	Min	Max	Crd Ph	Ref Pt	Cvr Ped	F/O Mode	Mode	Pri Min	Pri Max	Prioritor F/O Mode
1	0	0	0				Fix	None	0	0	Float
2	0	0	0				Fix	None	0	0	Float
3	0	0	0				Fix	None	0	0	Float
4	0	0	0				Fix	None	0	0	Float
5	0	0	0				Fix	None	0	0	Float
6	0	0	0				Fix	None	0	0	Float
7	0	0	0				Fix	None	0	0	Float
8	0	0	0				Fix	None	0	0	Float

Split 6

Ph	Time	Min	Max	Crd Ph	Ref Pt	Cvr Ped	F/O Mode	Mode	Pri Min	Pri Max	Prioritor F/O Mode
1	0	0	0				Fix	None	0	0	Float
2	0	0	0				Fix	None	0	0	Float
3	0	0	0				Fix	None	0	0	Float
4	0	0	0				Fix	None	0	0	Float
5	0	0	0				Fix	None	0	0	Float
6	0	0	0				Fix	None	0	0	Float
7	0	0	0				Fix	None	0	0	Float
8	0	0	0				Fix	None	0	0	Float

Split 7

Ph	Time	Min	Max	Crd Ph	Ref Pt	Cvr Ped	F/O Mode	Mode	Pri Min	Pri Max	Prioritor F/O Mode
1	0	0	0				Fix	None	0	0	Float
2	0	0	0				Fix	None	0	0	Float
3	0	0	0				Fix	None	0	0	Float
4	0	0	0				Fix	None	0	0	Float
5	0	0	0				Fix	None	0	0	Float
6	0	0	0				Fix	None	0	0	Float
7	0	0	0				Fix	None	0	0	Float
8	0	0	0				Fix	None	0	0	Float

Split 8

Ph	Time	Min	Max	Crd Ph	Ref Pt	Cvr Ped	F/O Mode	Mode	Pri Min	Pri Max	Prioritor F/O Mode
1	0	0	0				Fix	None	0	0	Float
2	0	0	0				Fix	None	0	0	Float
3	0	0	0				Fix	None	0	0	Float
4	0	0	0				Fix	None	0	0	Float
5	0	0	0				Fix	None	0	0	Float
6	0	0	0				Fix	None	0	0	Float
7	0	0	0				Fix	None	0	0	Float
8	0	0	0				Fix	None	0	0	Float

Coordination > Splits (9-10)

MM > 2. Controller > 5. Coordination > 3. Splits

Split 9

Ph	Time	Min	Max	Coord Ph	Ref Pt	Cover Ped	Force Off Mode	Mode	Pri Min	Pri Max	Prioritor Force Off Mode
1	0	0	0				Fix	None	0	0	Float
2	0	0	0				Fix	None	0	0	Float
3	0	0	0				Fix	None	0	0	Float
4	0	0	0				Fix	None	0	0	Float
5	0	0	0				Fix	None	0	0	Float
6	0	0	0				Fix	None	0	0	Float
7	0	0	0				Fix	None	0	0	Float
8	0	0	0				Fix	None	0	0	Float

Split 10

Ph	Time	Min	Max	Coord Ph	Ref Pt	Cover Ped	Force Off Mode	Mode	Pri Min	Pri Max	Prioritor Force Off Mode
1	0	0	0				Fix	None	0	0	Float
2	0	0	0				Fix	None	0	0	Float
3	0	0	0				Fix	None	0	0	Float
4	0	0	0				Fix	None	0	0	Float
5	0	0	0				Fix	None	0	0	Float
6	0	0	0				Fix	None	0	0	Float
7	0	0	0				Fix	None	0	0	Float
8	0	0	0				Fix	None	0	0	Float

Scheduler Configuration > Schedules

MM > 2. Controller > 6. Scheduler > 1. Schedules

Schedule 1

Enable	On
Day Plan	1
Description	

Months of Year

J	F	M	A	M	J	J	A	S	O	N	D
X	X	X	X	X	X	X	X	X	X	X	X

Days of Week

S	M	T	W	T	F	S
	X	X	X	X	X	

Days of Month

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Schedule 2

Enable	On
Day Plan	2
Description	

Months of Year

J	F	M	A	M	J	J	A	S	O	N	D
X	X	X	X	X	X	X	X	X	X	X	X

Days of Week

S	M	T	W	T	F	S
X						X

Days of Month

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Schedule 3

Enable	On
Day Plan	3
Description	

Months of Year

J	F	M	A	M	J	J	A	S	O	N	D
X	X	X	X	X	X	X	X	X	X	X	X

Days of Week

S	M	T	W	T	F	S
X	X	X	X	X	X	X

Days of Month

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Schedule 4

Enable	On
Day Plan	4
Description	

Months of Year

J	F	M	A	M	J	J	A	S	O	N	D
X	X	X	X	X	X	X	X	X	X	X	X

Days of Week

S	M	T	W	T	F	S
X	X	X	X	X	X	X

Days of Month

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

28 - El Cajon Blvd @ 52nd St

Scheduler Configuration > Schedules

MM > 2. Controller > 6. Scheduler > 1. Schedules

Months of Year Days of Week Days of Month

Schedule	5
Enable	On
Day Plan	5
Description	

J	F	M	A	M	J
X	X	X	X	X	X

J	A	S	O	N	D
X	X	X	X	X	X

S	M	T	W	T	F	S
X	X	X	X	X	X	X

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Schedule	6
Enable	On
Day Plan	6
Description	

Months of Year

J	F	M	A	M	J
X	X	X	X	X	X

J	A	S	O	N	D
X	X	X	X	X	X

Days of Week

S	M	T	W	T	F	S
X	X	X	X	X	X	X

Days of Month

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Schedule	7
Enable	On
Day Plan	7
Description	

Months of Year

J	F	M	A	M	J
X	X	X	X	X	X

J	A	S	O	N	D
X	X	X	X	X	X

Days of Week

S	M	T	W	T	F	S
X	X	X	X	X	X	X

Days of Month

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Scheduler Configuration > Day Plans

MM > 2. Controller > 6. Scheduler > 2. Day Plans

Day Plan 1

Ev	Hour	Min	Action	Description
1	6	30	1	AM Peak
2	10	0	2	Midday
3	14	30	3	PM Peak
4	19	30	4	Overnight
5	0	0		
6	0	0		
7	0	0		
8	0	0		
9	0	0		
10	0	0		

Day Plan 2

Ev	Hour	Min	Action	Description
1	9	0	2	
2	18	30	4	
3	0	0		
4	0	0		
5	0	0		
6	0	0		
7	0	0		
8	0	0		
9	0	0		
10	0	0		

Day Plan 3

Ev	Hour	Min	Action	Description
1	0	0	5	
2	0	0		
3	0	0		
4	0	0		
5	0	0		
6	0	0		
7	0	0		
8	0	0		
9	0	0		
10	0	0		

Day Plan 4

Event	Hour	Min	Action	Description
1	0	0		
2	0	0		
3	0	0		
4	0	0		
5	0	0		
6	0	0		
7	0	0		
8	0	0		
9	0	0		
10	0	0		

Scheduler Configuration > Day Plans

MM > 2. Controller > 6. Scheduler > 2. Day Plans

Day Plan 5

Ev	Hour	Min	Action	Description
1	0	0		

Day Plan 6

Ev	Hour	Min	Action	Description
1	0	0		

Day Plan 7

Ev	Hour	Min	Action	Description
1	0	0		

Day Plan 8

Ev	Hour	Min	Action	Description
1	0	0		

2	0	0		
3	0	0		
4	0	0		
5	0	0		
6	0	0		
7	0	0		
8	0	0		
9	0	0		
10	0	0		

2	0	0		
3	0	0		
4	0	0		
5	0	0		
6	0	0		
7	0	0		
8	0	0		
9	0	0		
10	0	0		

2	0	0		
3	0	0		
4	0	0		
5	0	0		
6	0	0		
7	0	0		
8	0	0		
9	0	0		
10	0	0		

2	0	0		
3	0	0		
4	0	0		
5	0	0		
6	0	0		
7	0	0		
8	0	0		
9	0	0		
10	0	0		

Day Plan 9

Ev	Hour	Min	Action	Description
1	0	0		
2	0	0		
3	0	0		
4	0	0		
5	0	0		
6	0	0		
7	0	0		
8	0	0		
9	0	0		
10	0	0		

Day Plan 10

Ev	Hour	Min	Action	Description
1	0	0		
2	0	0		
3	0	0		
4	0	0		
5	0	0		
6	0	0		
7	0	0		
8	0	0		
9	0	0		
10	0	0		

Day Plan 11

Ev	Hour	Min	Action	Description
1	0	0		
2	0	0		
3	0	0		
4	0	0		
5	0	0		
6	0	0		
7	0	0		
8	0	0		
9	0	0		
10	0	0		

Day Plan 12

Ev	Hour	Min	Action	Description
1	0	0		
2	0	0		
3	0	0		
4	0	0		
5	0	0		
6	0	0		
7	0	0		
8	0	0		
9	0	0		
10	0	0		

28 - El Cajon Blvd @ 52nd St

Scheduler Configuration > Actions

MM > 2. Controller > 6. Scheduler > 3. Actions

Action Parameters

Action	Pattern	Aux1	Aux2	Aux3	SP1	SP2	SP3	SP4	SP5	SP6	SP7	SP8	SP9	SP10	SP11	SP12	SP13	SP14	SP15	SP16
1	Pattern 1																			
2	Pattern 2																			
3	Pattern 3																			
4	Free																			
5	Pattern 5																			
6	Pattern 6																			

Scheduler Configuration > Actions

MM > 2. Controller > 6. Scheduler > 4. Action Commands

Action Command Parameters

No	Command	Indexes
1	Prioritor Disable	3
2	None	
3	Prioritor Disable	5
4	None	
5	None	
6	None	

7	Pattern 7																		
8	Pattern 8																		
9	Pattern 9																		
10	Pattern 10																		
64	None																		

7	None	
8	None	
9	None	
10	None	
64	None	

Scheduler Configuration > Advanced Options

MM > 2. Controller > 6. Scheduler > 5. Advanced Options

Master Sections By TOD

Action	1	2	3	4	5	6	7	8	9	10	64
Master Section 1											
Master Section 2											
Master Section 3											
Master Section 4											
Master Section 5											
Master Section 6											
Master Section 7											
Master Section 8											
Master Section 9											
Master Section 10											

Queue Responsive By TOD

Action	1	2	3	4	5	6	7	8	9	10	64
Queue Responsive Plan 1											
Queue Responsive Plan 2											
Queue Responsive Plan 3											
Queue Responsive Plan 4											
Queue Responsive Plan 5											
Queue Responsive Plan 6											
Queue Responsive Plan 7											
Queue Responsive Plan 8											
Queue Responsive Plan 9											
Queue Responsive Plan 10											

28 - El Cajon Blvd @ 52nd St

Preempt Configuration > Preempts

MM > 2. Controller > 8. Preemption

Preempt Configuration

Preempt	1	2	3	4	5	6
Enabled	Disabled	Disabled	Enabled	Enabled	Enabled	Enabled
Type	Emerg Veh	Emerg Veh	Emerg Veh	Emerg Veh	Emerg Veh	Emerg Veh
Description			Eastbound	Southbound	Westbound	Northbound
Track Phases						
Track 2 Phases						
Track Overlaps						
Track 2 Overlaps						
Dwell Phases			2	4	2	4
Dwell Peds						
Dwell Overlaps						

Preempt Configuration > Preempt CRC Config

MM > 2. Controller > 8. Preemption > 6. Preempt CRC Cfg

Require Preempt CRC

Disabled

Cycling Phases						
Cycling Peds						
Cycling Overlaps						
Exit Phases						
Exit Overlaps						
Recovery Exit Omit Phs						
Link	0	0	0	0	0	0
Delay	0	0	0	0	0	0
Min Duration	0	0	4	4	4	4
Min Presence	0.0	0.0	0.0	0.0	0.0	0.0
Max Presence	0	0	240	240	240	240
Max Presence Action	Terminate	Terminate	Terminate	Terminate	Terminate	Terminate
Enter Min Green	0	0	0	0	0	0
Enter Yellow Change	25.5	25.5	3.9	3.9	3.9	3.9
Enter Red Clear	25.5	25.5	1.0	1.0	1.0	1.0
Enter Min Walk	0	0	0	0	0	0
Min Ped Clear	255	255	1	1	1	1
Track Green	0	0	0	0	0	0
Max Track Green	0	0	0	0	0	0
Track Yellow Change	25.5	25.5	25.5	25.5	25.5	25.5
Track Red Clear	25.5	25.5	25.5	25.5	25.5	25.5
Track 2 Green	0	0	0	0	0	0
Track 2 Yellow	25.5	25.5	25.5	25.5	25.5	25.5
Track 2 Red	25.5	25.5	25.5	25.5	25.5	25.5

28 - El Cajon Blvd @ 52nd St

Preempt Configuration > Preempts

MM > 2. Controller > 8. Preemption

Preempt Configuration (continued)

Preempt	1	2	3	4	5	6
Track Extend Gate Down	0	0	0	0	0	0
Dwell Green	0	0	4	4	4	4
Exit Ped Clear	255	255	255	255	255	255
Exit Yellow	25.5	25.5	25.5	25.5	25.5	25.5
Exit Red Clear	25.5	25.5	25.5	25.5	25.5	25.5
Dwell Extend time	0.0	0.0	0.0	0.0	0.0	0.0
Max Exit Green	0	0	0	0	0	0
Exit Type	Exit Phases	Exit Phases	Exit Coord	Exit Coord	Exit Coord	Exit Coord
Exit Max Mode	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled
Exit Max Apply Time	0	0	0	0	0	0
Exit Free Time	0	0	0	0	0	0
Veh Exit Calls						
Ped Exit Calls						

Non Lock Mem						
Not Override Flash						
Not override Next Preempt						
Flash Dwell						
Ped Recycle in Dwell Cycle						
Immediate Ped Clear						
Dwell Only Status Output						
All Red Flash Dwell						
Allow All Overlaps						
Require All Red Entry						
Require Gate Down Track Exit						
Require Gate Up Dwell Exit						
Use Normal On/Off Input						
Track Clear Override						
Aux Function 1						
Aux Function 2						
Aux Function 3						
Special Function 1						
Special Function 2						
Special Function 3						
Special Function 4						
Special Function 5						

Advanced IO > Channels > Channel Configuration

MM > 2. Controller > 9. More > 1. Channels

Channel Configuration

Channel	Control Type	Control Source	Flash Yellow	Flash Red	Flash Alt	MMU Channel
1	Phs Veh	1		X		1
2	Phs Veh	2		X		2
3	Phs Veh	3		X		3
4	Phs Veh	4		X		4
5	Phs Veh	5		X		5
6	Phs Veh	6		X		6
7	Phs Veh	7		X		7
8	Phs Veh	8		X		8
9	Olp	1		X		9
10	Olp	2		X		10
11	Olp	3		X		11
12	Olp	4		X		12
13	Phs Ped	2				13
14	Phs Ped	4				14
15	Phs Ped	6				15
16	Phs Ped	8				16
17	None	5				17

Advanced IO > Cabinet Configuration > IO Modules

MM > 2. Controller > 9. More > 2. Advanced IO

IO Modules

IO Module	Type
1	Caltrans 332
2	None
3	None
4	None
5	None
6	None
7	None
8	None
9	None
10	None

Alarm Configuration

MM > 2. Controller > 9. More > 3. Alarms

Alarm Configuration

18	None	6			18	

Alarm	Alarm Name
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	

Advanced IO > Cabinet Configuration > IO Modules

MM > 2. Controller > 9. More > 2. Advanced IO > 2. IO Modules Port Setting

Advanced Cabinet Options

ITS Cabinet on Port 1	No
ITS Cabinet on Port C13S	No
33X Input Leading Edge Filter	5
33X Input Trailing Edge Filter	5

Advanced TS2 Options

Enable TS2/ATC Stop Time	
Disable TS2/ATC Startup Call	
Disable TS2/ATC Fault Flash	
Disable TS2 Cabinet Alarms	
Disable ATC Cabinet Alarms	

28 - El Cajon Blvd @ 52nd St

Advanced IO > Cabinet Configuration > Input Points

MM > 2. Controller > 9. More > 2. Advanced IO > 3. Input Points

IO Module 1

Inputs - Type 332

Point	Desc.	Control Type	Index
1	C1-39	Veh Det Call	2
2	C1-40	Veh Det Call	16
3	C1-41	Veh Det Call	8
4	C1-42	Veh Det Call	22
5	C1-43	Veh Det Call	3
6	C1-44	Veh Det Call	17
7	C1-45	Veh Det Call	9
8	C1-46	Veh Det Call	23
9	C1-47	Veh Det Call	6
10	C1-48	Veh Det Call	20
11	C1-49	Veh Det Call	12
12	C1-50	Veh Det Call	26
13	C1-51	Preempt Input	1
14	C1-52	Preempt Input	2
15	C1-53	Man Ctrl Enable	1
16	C1-54	Not Active	0
17	C1-55	Veh Det Call	15
18	C1-56	Veh Det Call	1
19	C1-57	Veh Det Call	21

Point	Desc.	Control Type	Index
33	C1-67	Ped Det Call	2
34	C1-68	Ped Det Call	6
35	C1-69	Ped Det Call	4
36	C1-70	Ped Det Call	8
37	C1-71	Pre High Pri Low	3
38	C1-72	Pre High Pri Low	4
39	C1-73	Pre High Pri Low	5
40	C1-74	Pre High Pri Low	6
41	C1-75	Not Active	0
42	C1-76	Veh Det Call	5
43	C1-77	Veh Det Call	19
44	C1-78	Veh Det Call	11
45	C1-79	Veh Det Call	25
46	C1-80	Interval Adv	1
47	C1-81	Flash Sense	1
48	C1-82	Unit Stop Time	1
49	C11-15	Not Active	0
50	C11-16	Not Active	0
51	C11-17	Not Active	0

20	C1-58	Veh Det Call	7
21	C1-59	Veh Det Call	27
22	C1-60	Veh Det Call	13
23	C1-61	Veh Det Call	28
24	C1-62	Veh Det Call	14
25	C11-10	Not Active	0
26	C11-11	Not Active	0
27	C11-12	Not Active	0
28	C11-13	Not Active	0
29	C1-63	Veh Det Call	4
30	C1-64	Veh Det Call	18
31	C1-65	Veh Det Call	10
32	C1-66	Veh Det Call	24

52	C11-18	Not Active	0
53	C11-19	Not Active	0
54	C11-20	Not Active	0
55	C11-21	Not Active	0
56	C11-22	Not Active	0
57	C11-23	Not Active	0
58	C11-24	Not Active	0
59	C11-25	Not Active	0
60	C11-26	Not Active	0
61	C11-27	Not Active	0
62	C11-28	Not Active	0
63	C11-29	Not Active	0
64	C11-30	Not Active	0

28 - El Cajon Blvd @ 52nd St

Advanced IO > Cabinet Configuration > Output Points

MM > 2. Controller > 9. More > 2. Advanced IO > 4. Output Points

IO Module 1

Outputs - Type 332

Point	Desc.	Control Type	Index
1	C1-2	Ch Red DWalk	14
2	C1-3	Chl Green Walk	14
3	C1-4	Ch Red DWalk	4
4	C1-5	Ch Yel Ped Clear	4
5	C1-6	Chl Green Walk	4
6	C1-7	Ch Red DWalk	3
7	C1-8	Ch Yel Ped Clear	3
8	C1-9	Chl Green Walk	3
9	C1-10	Ch Red DWalk	13
10	C1-11	Chl Green Walk	13
11	C1-12	Ch Red DWalk	2
12	C1-13	Ch Yel Ped Clear	2
13	C1-15	Chl Green Walk	2
14	C1-16	Ch Red DWalk	1
15	C1-17	Ch Yel Ped Clear	1
16	C1-18	Chl Green Walk	1
17	C1-19	Ch Red DWalk	16
18	C1-20	Chl Green Walk	16
19	C1-21	Ch Red DWalk	8
20	C1-22	Ch Yel Ped Clear	8
21	C1-23	Chl Green Walk	8
22	C1-24	Ch Red DWalk	7
23	C1-25	Ch Yel Ped Clear	7

Point	Desc.	Control Type	Index
33	C1-35	Not Active	1
34	C1-36	Not Active	1
35	C1-37	Not Active	1
36	C1-38	Not Active	1
37	C1-100	Not Active	1
38	C1-101	Flash State	1
39	C1-102	Veh Det Reset	1
40	C1-103	Watchdog	0
41	C1-83	Not Active	1
42	C1-84	Not Active	1
43	C1-85	Ch Red DWalk	17
44	C1-86	Ch Yel Ped Clear	17
45	C1-87	Chl Green Walk	17
46	C1-88	Ch Red DWalk	12
47	C1-89	Ch Yel Ped Clear	12
48	C1-90	Chl Green Walk	12
49	C1-91	Not Active	1
50	C1-93	Not Active	1
51	C1-94	Ch Red DWalk	10
52	C1-95	Ch Yel Ped Clear	10
53	C1-96	Chl Green Walk	10
54	C1-97	Ch Red DWalk	9
55	C1-98	Ch Yel Ped Clear	9

24	C1-26	Chl Green Walk	7
25	C1-27	Ch Red DWalk	15
26	C1-28	Chl Green Walk	15
27	C1-29	Ch Red DWalk	6
28	C1-30	Ch Yel Ped Clear	6
29	C1-31	Chl Green Walk	6
30	C1-32	Ch Red DWalk	5
31	C1-33	Ch Yel Ped Clear	5
32	C1-34	Chl Green Walk	5

56	C1-99	Chl Green Walk	9
57	C11-1	Not Active	0
58	C11-2	Not Active	0
59	C11-3	Not Active	0
60	C11-4	Not Active	0
61	C11-5	Not Active	0
62	C11-6	Not Active	0
63	C11-7	Not Active	0
64	C11-8	Not Active	0

Advanced IO > Phase Intervals

MM > 2. Controller > 9. More > 2. Advanced IO > 5. Phase Intervals

Phase Intervals

Interval	Description	Red	Yellow	Green	Type
1	Not Act	On	Off	Off	Red
2	Dly Grn	On	Off	Off	Red
3	Pre Grn	Off	Off	On	Green
4	Min Grn	Off	Off	On	Green
5	Grn Ext	Off	Off	On	Green
6	Grn Dwell	Off	Off	On	Green
7	Pre Clr	Off	Off	On	Green
8	Yel Change	Off	On	Off	Yellow
9	Red Clr	On	Off	Off	Red
10	Red Dwell	On	Off	Off	Red
11	Barrier	On	Off	Off	Red
12	Pre Clr 2	Off	Off	Off	Not Def.

Advanced IO > Pedestrian Intervals

MM > 2. Controller > 9. More > 2. Advanced IO > 5. Pedestrian Intervals

Pedestrian Intervals

Interval	Description	Don't Walk	Clearance	Walk	Type
1	Not Active	On	Off	Off	Dont Walk
2	Dly Ped	On	Off	Off	Dont Walk
3	Walk	Off	Off	On	Walk
4	Walk Dwell	Off	Off	On	Walk
5	Flsh DWalk	Flash	On	Off	Ped Clear
6	DWalk	On	Off	Off	Dont Walk

Manual Control Phase Groups

MM > 2. Controller > 9. More > 8. Manual Cntrl Grp

Group 1

Ring	Phase
1	0
2	0

Group 2

Ring	Phase
1	0
2	0

Group 3

Ring	Phase
1	0
2	0

Group 4

Ring	Phase
1	0
2	0

Group 5

Ring	Phase
1	0
2	0

Group 6

Ring	Phase
1	0
2	0

Group 7

Ring	Phase
1	0
2	0

Group 8

Ring	Phase
1	0
2	0

Controller > Prioritor Configuration

MM > 2. Controller > 9. More > 6. Prioritor

1. Unit Settings

Enabled	Lock Out Time	PRS Time to Live
Yes	120	300

3. Prioritor Options

Controller > Prioritor Configuration

MM > 2. Controller > 9. More > 6. Prioritor > 4. PRS Reservice Times

Priority Request Server Reservice Times

Reserv Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10
1	0	0	0	0	0	0	0	0	0	0

Prioritor	1	2	3	4	5	6
Lockout After First Service						
Presence Only Check-In			X		X	
Extend Walk Rest						
Use Phase History						

Controller > Prioritor Configuration

MM > 2. Controller > 9. More > 6. Prioritor > 2. Prioritor Phase Settings

Prioritor Phase Settings

Prioritor	En-able	Priority	Priority Phs	Skip Phs	Skip Ped	Delay Time	Arrive Time	Max Pres.	Reservice Lockout	Free Pri Min	Free Pri Max	Flush Per Veh	Max Flush	Desc
1	On	0				0	0	0	0	Min Green	Max Green	0.0	0	
2	On	0				0	0	0	0	Min Green	Max Green	0.0	0	
3	On	0	2			0	0	180	120	Min Green 2	Max Green 3	0.0	0	Eastbound Priority
4	On	0				0	0	0	0	Min Green	Max Green 3	0.0	0	
5	On	0	2			0	0	180	120	Min Green 2	Max Green 3	0.0	0	Westbound Priority
6	On	0				0	0	0	0	Min Green	Max Green	0.0	0	

Controller > Peer Configuration

MM > 2. Controller > 9. More > 4. Peer

Peer Controllers

Ctrl	Peer ID	Device Type	IP address / Host	IP Port	HTTP Port	Serial Port	Serial Addr.	Mstr Sec	P2P T.O.	Description
1	0	Peer MaxTime		161	80	0	0	0	15	
2	0	Peer MaxTime		161	80	0	0	0	15	
3	0	Peer MaxTime		161	80	0	0	0	15	
4	0	Peer MaxTime		161	80	0	0	0	15	
5	0	Peer MaxTime		161	80	0	0	0	15	
6	0	Peer MaxTime		161	80	0	0	0	15	
7	0	Peer MaxTime		161	80	0	0	0	15	
8	0	Peer MaxTime		161	80	0	0	0	15	
9	0	Peer MaxTime		161	80	0	0	0	15	
10	0	Peer MaxTime		161	80	0	0	0	15	

Controller > Master Configuration

MM > 2. Controller > 9. More > 5. Master

Section Configuration

Section	Control	Poll Period	Required # controllers	Fail Time	Algorithm Period	Description
1	None	60	1	300	240	
2	None	60	1	300	240	
3	None	60	1	300	240	
4	None	60	1	300	240	

System Detector Configuration

Sys Det.	Controller	Vol Factor	Source Type	Source Index
1	0	10	N/A	0
2	0	10	N/A	0
3	0	10	N/A	0
4	0	10	N/A	0
5	0	10	N/A	0
6	0	10	N/A	0
7	0	10	N/A	0
8	0	10	N/A	0

Sys Det.	Controller	Vol Factor	Source Type	Source Index
9	0	10	N/A	0
10	0	10	N/A	0
11	0	10	N/A	0
12	0	10	N/A	0
13	0	10	N/A	0
14	0	10	N/A	0
15	0	10	N/A	0
16	0	10	N/A	0

Controller > Queue Responsive Plans

MM > 2. Controller > 9. More > 9. Queue Responsive Plans

Queue Responsive Signatures

Queue Plan	Detectors	Vol On	Vol Off	Multiple Detectors	Occ On	Occ Off	Detector On Limit
1		0	0	Average	0	0	0
2		0	0	Average	0	0	0
3		0	0	Average	0	0	0
4		0	0	Average	0	0	0

Queue Response Actions

Queue Plan	Enable	Priority	Min Resp Time	Max Resp Time	Add Time	Add to Phase	Sub from Phases	Call Phases	Temp Pattern	Disable Prioritors
1	Disable	1	0	0	0	0			0	
2	Disable	1	0	0	0	0			0	
3	Disable	1	0	0	0	0			0	
4	Disable	1	0	0	0	0			0	

Controller > User Programs

MM > 2. Controller > 9. More > 7. User Programs

Program 1

Enabled

Line	Result	Idx	Operation	Parameter A	Idx	Parameter B	Idx	Delay	Extend	Description
1	Unit Stop Time	1	R=A	Aux Switch State	0	None	0	0.0	0.0	Aux switch stop time
2	None	0	None	None	0	None	0	0.0	0.0	
3	None	0	R=A	Auto Flash	1	None	0	0.0	0.0	Auto flash on
4	Ext Start	1	R=(A > B)	Prev Line	0	Auto Flash	1	0.0	2.0	Auto flash exit external start
5	None	0	None	None	0	None	0	0.0	0.0	
6	None	0	None	None	0	None	0	0.0	0.0	
7	None	0	None	None	0	None	0	0.0	0.0	
8	None	0	None	None	0	None	0	0.0	0.0	
9	None	0	None	None	0	None	0	0.0	0.0	
10	None	0	None	None	0	None	0	0.0	0.0	
11	None	0	None	None	0	None	0	0.0	0.0	
12	None	0	None	None	0	None	0	0.0	0.0	
13	None	0	None	None	0	None	0	0.0	0.0	
14	None	0	None	None	0	None	0	0.0	0.0	
15	None	0	None	None	0	None	0	0.0	0.0	

Program 2

Enabled

Line	Result	Idx	Operation	Parameter A	Idx	Parameter B	Idx	Dly	Ext	Description
1	None	0	None	None	0	None	0	0.0	0.0	
2	None	0	None	None	0	None	0	0.0	0.0	
3	None	0	None	None	0	None	0	0.0	0.0	
4	None	0	None	None	0	None	0	0.0	0.0	
5	None	0	None	None	0	None	0	0.0	0.0	
6	None	0	None	None	0	None	0	0.0	0.0	
7	None	0	None	None	0	None	0	0.0	0.0	
8	None	0	None	None	0	None	0	0.0	0.0	
9	None	0	None	None	0	None	0	0.0	0.0	
10	None	0	None	None	0	None	0	0.0	0.0	
11	None	0	None	None	0	None	0	0.0	0.0	
12	None	0	None	None	0	None	0	0.0	0.0	
13	None	0	None	None	0	None	0	0.0	0.0	
14	None	0	None	None	0	None	0	0.0	0.0	
15	None	0	None	None	0	None	0	0.0	0.0	

INTERSECTION: COLLWOOD & 54TH

Group Assignment: 4055 | N/S Street Name: 54TH | 223 [illegible]ram
Field Master Assignment: NONE | E/W Street Name: COLLWOOD | Last Database Change: 8/17/99

Timing Sheet By: S3H | System Ref. Number: 327
Approved By: | Drawing Number:
Timing Implemented On:

N

DOC 12/9/02

DOC 2/4/03

Row	Column # → / Phase # →	Phase 1	2	3	4	5	6	7	8
0	Ped Walk	0	7	6 7	0	0	0	0	0
1	Ped FDW	0	15 ~~12~~	16 ~~14~~	0	0	0	0	0
2	Min Green	6	10	4	0	0	10	0	0
3	Type 3 Limit	0	0	0	0	0	0	0	0
4	Add/Veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	Veh Extn	2.0	3.7	2.0	0.0	0.0	3.7	0.0	0.0
6	Max Gap	2.0	3.7	2.0	0.0	0.0	3.7	0.0	0.0
7	Min Gap	2.0	0.2	2.0	0.0	0.0	0.2	0.0	0.0
8	Max Limit	30	60	40	0	0	60	0	0
9	Max Limit 2	30	60	40	0	0	60	0	0
A	Bus Adv	0	0	0	0	0	0	0	0
B	Call to Phs	0	0	0	0	0	0	0	0
C	Reduce By	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0
D	Every	0.0	0.9	0.0	0.0	0.0	0.9	0.0	0.0
E	Yellow	3.4 ~~3.0~~	3.9 ~~3.5~~	3.9 ~~3.0~~	0.0	0.0	3.9 ~~3.5~~	0.0	0.0
F	Red Clear	1.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0

Phase Timing - Bank 1
F + Phase + Row
<F Page>

Row		E
0	RR-1 Delay	0
1	RR-1 Clear	0
2	EV-A Delay	0
3	EV-A Clear	3
4	EV-B Delay	0
5	EV-B Clear	0
6	EV-C Delay	0
7	EV-C Clear	3
8	EV-D Delay	0
9	EV-D Clear	0
A	RR-2 Delay	0
B	RR-2 Clear	0
C	View EV Delay	---
D	View EV Clear	---
E	View RR Delay	---
F	View RR Clear	---

Preempt Timing
F + E + Row

Row		F
0	Permit	123__6__
1	Red Lock	
2	Yellow Lock	
3	Min Recall	_2___6__
4	Ped Recall	
5	Peds (View)	_23____
6	Rest In Wal	
7	Red Rest	
8	Dbl Entry	
9	Max Recall	
A	Soft Recall	
B	Max 2	
C	Cond Serv	
D	Ped Lock	12345678
E	Yellow Start	_2___6__
F	1st Phases	__3____

Phase Functions <F Page>
F + F + Row

Max Initial	0	F + 0 + E
Red Revert	5.0	F + 0 + F
All Red Start	0.0	F + C + O

Start / Revert Times

Drop Number	7	C + 0 + 0
Zone Number	7	C + 0 + 1
Area Number	2	C + 0 + 2
Area Address	52	C + 0 + 3
QuicNet Channel	DIGI68:	(QuicNet)

Communication Addresses

C + F + O	F	Row
Free Lag	_23__6__	0

Lag Phases <C Page>

Row		9 Green Clear	C Yellow Change	D Red Clear	0 Load-Switch #
A	Overlap A	0.0	0.0	0.0	0
B	Overlap B	0.0	0.0	0.0	0
C	Overlap C	0.0	0.0	0.0	0
D	Overlap D	0.0	0.0	0.0	0

Overlap Timing <F Page> <D Page>
F + COLOR + D + 0 + OVERLAP

Manual Plan	0	C + A + 1
Manual Offset	0	C + B + 1

Manual Selection

Manual Plan
0 = Automatic
1-9 = Plan 1-9
14 = Free
15 = Flash

Manual Offset
0 = Automatic
1 = Offset A
2 = Offset B
3 = Offset C

Downtime Flash	240	(minutes)

Downtime Before Auto Manual Flash
F + 0 + 8

Disable Ports	_234___

Disable Communication Ports
D + D + 9

62

Row	Time	Function	Day of Week	Column F Phases/Bits
0	00 : 00	0		
1	00 : 00	0		
2	00 : 00	0		
3	00 : 00	0		
4	00 : 00	0		
5	00 : 00	0		
6	00 : 00	0		
7	00 : 00	0		
8	00 : 00	0		
9	00 : 00	0		
A	00 : 00	0		
B	00 : 00	0		
C	00 : 00	0		
D	00 : 00	0		
E	00 : 00	0		
F	00 : 00	0		

TOD Function — <D Page>

7 + ROW — D + F + ROW

T.O.D. Functions
0 = Permitted Phases
1 = Red Lock
2 = Yellow Lock
3 = Veh Min Recall
4 = Ped Recall
5 =
6 = Rest In Walk
7 = Red Rest
8 = Double Entry
9 = Veh Max Recall
A = Veh Soft Recall
B = Maximum 2
C = Conditional Service
D = Free Lag Phases
E = Bit 1 - Local Override
Bit 2 - Phase Bank 2
Bit 3 - Phase Bank 3
Bit 4 - Disable Detector OFF Monitor
Bit 7 - Detector Count Monitor
Bit 8 - Real Time Split Monitor
F = Output Bits 1 thru 4

Row		F
0		
1	RR Overlap A - Phases	
2	RR Overlap B - Phases	
3	RR Overlap C - Phases	
4	RR Overlap D - Phases	
5	Ped 2P	2
6	Ped 6P	
7	Ped 4P	3
8	Pad 8P	
9	Yellow Flash Phases	
A	Overlap A - Phases	23
B	Overlap B - Phases	
C	Overlap C - Phases	
D	Overlap D - Phases	
E	Restricted Phases	
F	Assign 5 Outputs	1

Configuration — <E Page>

E + F + ROW

Row		E
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Overlap A - Green Omit	2
6	Overlap B - Green Omit	
7	Overlap C - Green Omit	
8	Overlap D - Green Omit	
9	Overlap Yellow Flash	
A	EV-A Phases	2
B	EV-B Phases	
C	EV-C Phases	1 6
D	EV-D Phases	
E	Extra 1 Config. Bits	1 345
F	IC Select (Interconnect)	2

Configuration

For access, set F + 9 + E = 1 — E + E + ROW

Extra 1 Flags
1 = TBC Type 1
2 = NEMA Ext. Coord
3 = Auto Daylight Savings
4 = EV Advance
5 = Remote Download
6 = Special Event
7 = Pretimed Operation
8 = Split Ring Operation

IC Select Flags
1 =
2 = Modem
3 = 7-Wire Slave
4 = Flash / Free
5 =
6 = Simplex Master
7 = 7-Wire Master
8 = Offset Interrupter

Day of Week
1 = Sunday
2 = Monday
3 = Tuesday
4 = Wednesday
5 = Thursday
6 = Friday
7 = Saturday

Assign 5 Outputs
1 = Right Turn Overlap
2 = TOD Outputs
3 = EV Beacon - Steady
4 = EV Beacon - Flashing
5 = Special Event Outputs
6 = Phase 3 & 7 Ped
7 = Advanced Warning Sign
8 =

Time and Date
8-0 Hour, Minute, Day-of-Week
8-1 Day-of-Month, Year, Month
8-F Seconds

Disable Parity	0	D+B+0

Dial-Up Telephone Communications
(If set to a non-zero value, parity will be disabled)
(This parameter is NOT downloaded)

Program Information
C + C + 0 = program
C + C + F = version

Remote Download
C + 0 + 4 = 1 -255
w/ E + E + E bit 5 on

Row	1 Delay	3 Carry-over
0	0.0	0.0
1	0.0	1.8
2	0.0	0.0
3	3.0	0.0
4	0.0	0.0
5	0.0	0.0
6	5.0	0.0
7	0.0	0.0
8	0.0	0.0
9	0.0	0.0
A	0.0	0.0
B	0.0	0.0
C	0.0	0.0
D	0.0	0.0
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	1I1	14
	2I2U	1
	2I2L	5
	2I3U	21
	2I3L	25
	2I4	9
	3I5	16
	4I6U	3
	4I6L	7
	4I7U	23
	4I7L	27
	4I8	11
	1I9U	18
	3I9L	20
---	---	---
---	---	---

Row	2 Delay	4 Carry-over
0	0.0	0.0
1	0.0	1.8
2	0.0	0.0
3	0.0	0.0
4	0.0	0.0
5	0.0	0.0
6	0.0	0.0
7	0.0	0.0
8	0.0	0.0
9	0.0	0.0
A	0.0	0.0
B	0.0	0.0
C	0.0	0.0
D	0.0	0.0
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	5J1	13
	6J2U	2
	6J2L	6
	6J3U	22
	6J3L	26
	6J4	10
	7J5	15
	8J6U	4
	8J6L	8
	8J7U	24
	8J7L	28
	8J8	12
	5J9U	17
	7J9L	19
---	---	---
---	---	---

Detector Delay & Carryover <D Page>

D + X (across) + ROW

Detector Numbers	E
1 2 3 4 5 6 7 8	12345678
9 10 11 12 -- -- -- --	1234____
13 14 15 16 17 18 19 20	12345678
-- -- -- -- 21 22 23 24	____5678
-- -- -- -- -- -- -- --	1234____
-- 25 26 27 28 -- -- --	_2345___

Active Detectors <D Page>

	0 Detector #
System Det. # 1	0
System Det. # 2	0
System Det. # 3	0
System Det. # 4	0
System Det. # 5	0
System Det. # 6	0
System Det. # 7	0
System Det. # 8	0

System Detectors <D Page>

Max ON (min)	5	D+A+E
Max OFF (min)	60	D+A+F

Detector Failure Monitor

Phase Number	0	F+C+1
Time Before Yellow	0.0	F+C+3

Advance Warning Beacon - Sign 1

Phase Number	0	F+D+1
Time Before Yellow	0.0	F+D+3

Advance Warning Beacon - Sign 2

Long Failure	0.5	F+0+6
Short Failure	0.5	F+0+7

Power Cycle Correction (Default = 0.5)
(These parameters are NOT downloaded.)

INTERSECTION: COLLWOOD & 54TH

Row	Plan Name →	Plan 1	2	3	4	5	6	7 AM	8 PM	9 OFF PK
0	Cycle Length	70	70 65	120	0	0	0	70	70	68 0
1	Phase 1 - ForceOff	35	41 39	43	0	0	0	34 0	34 0	33 0
2	Phase 2 - ForceOff	0	0	0	0	0	0	0	0	0
3	Phase 3 - ForceOff	25	29 27	27	0	0	0	22 0	22 0	22 0
4	Phase 4 - ForceOff	0	0	0	0	0	0	0	0	0
5	Phase 5 - ForceOff	0	0	0	0	0	0	0	0	0
6	Phase 6 - ForceOff	0	0	0	0	0	0	0	0	0
7	Phase 7 - ForceOff	0	0	0	0	0	0	0	0	0
8	Phase 8 - ForceOff	0	0	0	0	0	0	0	0	0
9	Ring Offset	0	0	0	0	0	0	0	0	0
A	Offset A	17	17 42	114	0	0	0	20	25 0	0
B	Offset B	2	0 35	0	0	0	0	0	0	0
C	Offset C	0	0	0	0	0	0	0	0	0
D	Permissive	5	5	10	0	0	0	5 0	5 0	5 0
E	Hold Release	255	255	255	0	0	0	255 0	255 0	255 0
F	Ped Shift	30	30	30	0	0	0	7 0	7 0	7 0

Coordination Timing By:
Implemented On:

FOR OBSERVATION ONLY

Master Plan	C + A + 2
Current Plan	C + A + 3
Next Plan	C + A + 4
T.O.D. Plan	C + A + 5
Master Cycle	C + A + 0
Ring A Cycle	C + B + 0
Ring B Cycle	C + D + 0
Min Cycle	C + A + E
Max Cycle	C + B + E

Coordination
C + Plan + ROW
<C Page>

end 1/29/13

end 1/29/13

Row	Time	Plan	Offset	Day of Week
0	07 : 00 0645	7 1	A B	_23456_
1	09 : 00 0915	9 2	A B	1234567
2	15 : 30	8 3	A	_23456_
3	18 : 30	9 2	A	1234567
4	20 : 00	E	A	1234567
5	00 : 00	0	0	_____
6	00 : 00	0	0	_____
7	00 : 00	0	0	_____
8	00 : 00	0	0	_____
9	00 : 00	0	0	_____
A	00 : 00	0	0	_____
B	00 : 00	0	0	_____
C	00 : 00	0	0	_____
D	00 : 00	0	0	_____
E	00 : 00	0	0	_____
F	00 : 00	0	0	_____

TOD Coordination
<9 Key with C+0+9=1>

	E	Row		F
		0	Free Lag	_23_6__
Plan 1	_2_6__	1	Plan 1 - Lag	_23_6__
Plan 2	_2_6__	2	Plan 2 - Lag	_23_6__
Plan 3	_2_6__	3	Plan 3 - Lag	_23_6__
Plan 4	_2_6__	4	Plan 4 - Lag	_23_6__
Plan 5	_2_6__	5	Plan 5 - Lag	_23_6__
Plan 6	_2_6__	6	Plan 6 - Lag	_2_4_6_8
Plan 7	_2_6__	7	Plan 7 - Lag	_2_4_6_8
Plan 8	_2_6__	8	Plan 8 - Lag	_2_4_6_8
Plan 9	_2_6__	9	Plan 9 - Lag	_2_4_6_8
Coord Ped*	_____	A	Coord Max *	_____
NEMA Hold	_____	B	Coord Lag *	_____
		C		
		D		
		E		
		F		

Sync Phases
C + E + FUNCTION #

Lag Phases <C Page>
C + F + FUNCTION #

Plan Select
1 thru 9 = Coordination Plan 1 thru 9
14 or E = Free
15 or F = Flash

Transition Type	0

TBC Transition
C + D + D

Transition Type
0 = Shortway
Non-zero = Lengthen

City of San Diego

Q-FREE MAXTIME TRAFFIC SIGNAL TIMING SHEET

Administration > Unit Information

MM > 3. Administration > 1. Unit Information > 1. Unit Information

Controller ID	Main Street	Side Street	Agency
29	El Cajon Blvd	54th St	City of San Diego

Database Description

54th St @ El Cajon Bl

Administration > Version Information

MM > 3. Administration > 1. Unit Information > 1. Unit Information

Module	Version	Make	Model
1	2.9.0	Intelight	MaxTime
2	Windows	Intelight	Microsoft

Administration > Communication Settings

MM > 3. Administration > 2. Communication

1. Ethernet

Adapter	IP Address	Subnet Mask	Gateway	ARP Request	DHCP Mode
1	10.100.20.29	255.255.255.0	10.100.20.254	Disable	Static
2				Disable	Static

7. Web Settings

HTTP Port

8. DHCP Settings

DHCP Server Address	Subnet Mask	Start	End

9. More > 1. MaxView Server IP

Protocol	IP Address
HTTP	

Administration > Communication Settings > Advanced Settings

MM > 3. Administration > 2. Communication > 3. NTCIP Settings

Admin Community Name	UDP Port	TCP Port	NTCIP Enable
Administrator	161	0	Enable

MM > 3. Administration > 2. Communication > 9. More

2. EDI SMU Server

Server IP	Port
	0

3. Metro CSP

Address Code	City Code	Headway	Server Address	Server Port
0	0	0		0

Administration > Communication Settings > Serial Settings

MM > 3. Administration > 2. Communication > 2. Serial Settings

Port	Description	Function	Drop Address	Baud	Data Bits	Stop Bits	Parity	Flow	CTS Delay	RTS Ext	Suppress Echo
1	Port 2/C21S	None	1	9600	8	1	None	None	0	0	Off
2	Aux_P3/C22S	None	1	9600	8	1	None	None	0	0	Off
3	SDLC Port 1	None	1	9600	8	1	None	None	0	0	Off
4	Com A/C50S	None	1	9600	8	1	None	None	0	0	Off
5	FIO	None	1	9600	8	1	None	None	0	0	Off
6	DISPLAY/C60M	None	1	9600	8	1	None	None	0	0	Off
7	SP7	None	1	9600	8	1	None	None	0	0	Off
8	SP8/Com B	None	1	9600	8	1	None	None	0	0	Off
9	NEMA X3 Port 2	None	1	9600	8	1	None	None	0	0	Off
10	NEMA X3 Aux	None	1	9600	8	1	None	None	0	0	Off

Administration > Date & Time Settings > Date & Time Settings

MM > 3. Administration > 3. Date & Time

2. Time Zone & DST

Time Zone	Daylight Saving
GMT	Disable DST

Custom DST Settings

Begin Month	Begin Sunday Week	End Month	End Sunday Week
	0		0

3. Time Source

Time Source Control
Crystal

5. NTP Settings

NTP Server Address
pool.ntp.org

6. Adv Time Settings

Clock Input

Reset Hour	Reset Minute
2	0

Sync Reference Time

Ref Hour	Ref Minute	Ref Second	Disable NTCIP Time Sync
0	0	0	No

Administration > Event Recorder Settings

MM > 3. Administration > 6. Event Recorder

1. System Events

Log Enabled	Log Storage	Size Limit (days)
Enabled	None	1

2. Sensor Data

TSS Log Enabled	Log Storage	Size Limit (days)
Enabled	None	1

29 - El Cajon Blvd @ 54th St

Unit

MM > 2. Controller > 1. Unit

Startup Flash	0	Backup Time	600	All Red Exit	0	Free Seq	1	Grn Flash Frq	60	Preempt lockout	0
Start Clr Hold	0	Red Revert	5.0	Flsh thru CVM	Disable	MCE Enable	Enable	Yel Flash Frq	60		
Startup Flash Mode: Auto											

Start Yellow O/R	0.0	Master by TOD	Disable	Flsh Sns Red	Disable	MCE Sequence	1		
Start Red O/R	0.0			Flsh Sns Dark	Disable	Auto Ped Clr	Disable		

Free Plans

Phase Plan	1	OL Plan	1	V Det Plan	1	V Det Opt Plan	1	Ped Det Plan	1
Ped Det Opt Plan	1	Pri/Pre Det Plan	1	3 ph Diamond		4 ph Diamond		Sep Diamond	

Phase Configuration > Phase Timing Plans

MM > 2. Controller > 2. Phase > 1. Phase Times

Phase Timing - Plan 1

Phase	1	2	3	4	5	6	7	8
Description	WB Left	EB	NB Left	SB	EB Left	WB	SB Left	NB
Enable	X	X	X	X	X	X	X	X
Walk	0	7	0	7	0	7	0	7
Ped Clear	0	23	0	25	0	24	0	26
Steady Don't Walk	0	0	0	0	0	0	0	0
Min Green	6	10	4	6	6	10	4	6
Min Green 2	15	50	15	25	15	50	15	25
Passage	2.0	3.8	2.0	4.3	2.0	3.3	2.0	3.0
Passage 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	30	50	30	40	30	50	30	40
Max 2	25	40	25	60	20	45	35	50
Max 3	30	70	30	40	30	70	30	40
Conditional Max	0	0	0	0	0	0	0	0
Yellow Change	3.4	3.9	3.4	3.9	3.4	4.0	3.4	4.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Add Red Clear	0	0	0	0	0	0	0	0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Added Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Initial	0	0	0	0	0	0	0	0
Time Before Reduction	0	0	0	0	0	0	0	0
Cars Before Reduction	0	0	0	0	0	0	0	0
Time To Reduce	0	29	0	29	0	31	0	31

Phase Configuration > Phase Option Plans

MM > 2. Controller > 2. Phase > 2. Phase Options

Phase Options - Plan 1

Phase	1	2	3	4	5	6	7	8
Enable	X	X	X	X	X	X	X	X
Auto Flash Ent.		X				X		
Auto Flash Exit				X				X
Non Actuated I								
Non Actuated II								
Non Lock Detector	X	X	X	X		X	X	X
Min Veh Recall		X				X		
Max Veh Recall								
Ped Recall								
Soft Veh Recall								
Dual Entry				X				X
Disable Sim Gap								
Guaranteed Pass								
Act Rest Walk								
Cond Service								
Add Initial								
Cond Reservice								
Yel Min Override								
No Startup Call								
Adv. Warn Flasher								
No Ped Str Up Call								
Ped Clr OVTG								

29 - El Cajon Blvd @ 54th St

Phase Configuration > Phase Timing Plans

MM > 2. Controller > 2. Phase > 1. Phase Times

Phase Timing - Plan 1 (continued)

Phase	1	2	3	4	5	6	7	8
Reduce By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Minimum Gap	2.0	0.2	2.0	0.2	2.0	0.2	2.0	0.2
Advance Walk	0	0	0	0	0	0	0	0
Delayed Ped	0	0	0	0	0	0	0	0

Phase Configuration > Phase Option Plans

MM > 2. Controller > 2. Phase > 2. Phase Options

Phase Options - Plan 1 (continued)

Phase	1	2	3	4	5	6	7	8
Flash Exit Call								
Flash Exit Ped Call								
MinGreen2								
MaxGreen2								

Ped Service Limit	0	0	0	0	0	0	0	0
Queue Jump	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Adv Warning Ext	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pri Walk	0	0	0	0	0	0	0	0
Call Phases								
Walk Extension	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0
Waiting Cars Before Svc	0	0	0	0	0	0	0	0

MaxGreen3								
Ped2								
Ped Clear Pre Clear								
Ped NA+ Mode								
Red Rest								
Force Coord Ped Yield								
Ped Recycle		X				X		
Countdown								
Simultaneous Start								

Phase Configuration & Start-Up

MM > 2. Controller > 3. Sequence & Phs Config > 2. Phase Startup

Phase	Startup	Ring	Concurrency	Startup Min	Description
1	Phase Not On	1	6,5	0	WB Left
2	Yellow Change	1	6,5	0	EB
3	Phase Not On	1	7,8	0	NB Left
4	Secondary Start	1	7,8	0	SB
5	Phase Not On	2	1,2	0	EB Left
6	Yellow Change	2	1,2	0	WB
7	Phase Not On	2	3,4	0	SB Left
8	Secondary Start	2	3,4	0	NB

Phase Configuration > Global Phase Recalls

MM > 2. Controller > 2. Phase > 3. Global Phase Recalls

Global Phase Recalls

Phase	1	2	3	4	5	6	7	8
Min Veh Recall		X				X		
Max Veh Recall								
Ped Recall								
Act Rest in Walk								

Sequences

MM > 2. Controller > 3. Sequence & Phs Config > 1. Sequences

Sequence 1

Ring	Sequence
1	1,2,a,3,4,b
2	5,6,a,7,8,b

Sequence 2

Ring	Sequence
1	1,2,a,3,4,b
2	6,5,a,7,8,b

Sequence 3

Ring	Sequence
1	1,2,a,3,4,b
2	6,5,a,8,7,b

Sequence 4

Ring	Sequence
1	
2	

Sequence 5

Ring	Sequence
1	1,2,a,3,4,b
2	6,5,a,7,8,b

Sequence 6

Ring	Sequence
1	2,1,a,3,4,b
2	6,5,a,7,8,b

Sequence 7

Ring	Sequence
1	1,2,a,3,4,b
2	6,5,a,7,8,b

lag phase 7, sequence 3
on 11/25/25, NPA

No Served Phase Plans

MM > 2. Controller > 3. Sequence & Phs Config > 3. No Served Phase Plans

Sequence 1		Sequence 2		Sequence 3		Sequence 4		Sequence 5		Sequence 6		Sequence 7	
Phs	No Srv	Phs	No Srv	Phs	No Srv	Phs	No Srv	Phs	No Srv	Phs	No Srv	Phs	No Srv
1		1		1		1		1		1		1	
2		2		2		2		2		2		2	
3		3		3		3		3		3		3	
4		4		4		4		4		4		4	
5		5		5		5		5		5		5	
6		6		6		6		6		6		6	
7		7		7		7		7		7		7	

8	8	8	8	8	8	8

Backup Prevention

MM > 2. Controller > 3. Sequence & Phs Config > 4. Backup Prevention

Sequence 1

	No Backup Ph							
	1	2	3	4	5	6	7	8
1								
2								
3								
4								
5								
6								
7								
8								
Backup Thru Red								No

Sequence 2

	No Backup Ph							
	1	2	3	4	5	6	7	8
1								
2								
3								
4								
5								
6								
7								
8								
Backup Thru Red								No

Sequence 3

	No Backup Ph							
	1	2	3	4	5	6	7	8
1								
2								
3								
4								
5								
6								
7								
8								
Backup Thru Red								No

Sequence 4

	No Backup Ph							
	1	2	3	4	5	6	7	8
1								
2								
3								
4								
5								
6								
7								
8								
Backup Thru Red								No

Sequence 5

	No Backup Ph							
	1	2	3	4	5	6	7	8
1								
2								
3								
4								
5								
6								
7								
8								
Backup Thru Red								No

Sequence 6

	No Backup Ph							
	1	2	3	4	5	6	7	8
1								
2								
3								
4								
5								
6								
7								
8								
Backup Thru Red								No

Sequence 7

	No Backup Ph							
	1	2	3	4	5	6	7	8
1								
2								
3								
4								
5								
6								
7								
8								
Backup Thru Red								No

29 - El Cajon Blvd @ 54th St

Detector Configuration > Vehicle Detectors

MM > 2. Controller > 4. Detector

Vehicle Detector Parameters - Plan 1

Det	Description	Call Ph	Call OL	Call Ped	Switch Phase	Add Call Ph	Add Call OLs	Delay OLs	Delay	Extend	Queue Limit	Ext Hold	No Act	Max Pres	Err Cnt	Fail Time	Fail Recall	Fail Link
1		1	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
2		2	0	0	0				0.0	1.8	0	0.0	0	0	0	0	None	0
3		2	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
4		2	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
5		2	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
6		2	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
7		3	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
8		4	0	0	0				0.0	1.8	0	0.0	0	0	0	0	None	0
9		4	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
10		4	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0

Det Config > Global Det Settings

MM > 2. Controller > 4. Detector > 8. Global

Global Vehicle Diagnostics

No Activity	0
Max Presence	0
Erratic Count	0
Failed Recall	None
Det Reset Enable	Disabled

Global Ped Diagnostics

No Activity	0
Max Presence	0
Erratic Count	0

Global Pri/Pre Diagnostics

No Activity	

11		4	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
12		4	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
13		1	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
14		3	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
15		5	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
16		6	0	0	0				0.0	1.8	0	0.0	0	0	0	0	None	0
17		6	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
18		6	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
19		6	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
20		6	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
21		7	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
22		8	0	0	0				0.0	3.0	0	0.0	0	0	0	0	None	0
23		8	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
24		8	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
25		8	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
26		8	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
27		5	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
28		7	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0

No Activity	0
Max Presence	0
Erratic Count	0

Det Config > Vol Occ Data Collect

MM > 2. Controller > 4. Detect > 6. Vol & Occ

# of Seconds	# of Periods
60	1

29 - El Cajon Blvd @ 54th St

Detector Configuration > Vehicle Detector Options

MM > 2. Controller > 4. Detector > 2. Veh Det Options

Detector Options

Detector	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28
Volume																												
Occupancy																												
Yellow Lock Call																												
Red Lock Call																												
Extend	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X	X	X		X	X	X	X	X		X	X
Added Initial	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X	X	X		X	X	X	X	X		X	X
Queue																												
Call	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Terminate																												
Min Green 2																												
Protected Perm																												
Disable Delay Leading																												
Disable TS2 Diag																												
Disable Detector Diag																												
Passage 2																												
Red Clear Extension																												

OL Add Initial Delay																											
OL Gap Delay																											

Detector Configuration > Pedestrian Detectors

MM > 2. Controller > 4. Detector > 3. Ped Det Plans

Pedestrian Detectors - Plan 1

Det	Call Phs	Call OL	Cancel Phs	Add Call Phs	Add Call OLs	Walk 2 Time	Ped Clr 2 Time	No Act	Max Pres	Err Cnt
1	0	0				0	0	0	0	0
2	2	0				0	0	0	0	0
3	0	0				0	0	0	0	0
4	4	0				0	0	0	0	0
5	0	0				0	0	0	0	0
6	6	0				0	0	0	0	0
7	0	0				0	0	0	0	0
8	8	0				0	0	0	0	0

Detector Configuration > Pedestrian Detector Options

MM > 2. Controller > 4. Detector > 4. Ped Det Option Plans

Pedestrian Detector Options - Plan 1

Detector	1	2	3	4	5	6	7	8
Walk Extension								

29 - El Cajon Blvd @ 54th St

Detector Configuration > Pri/Pre Detectors

MM > 2. Controller > 4. Detector > 4. Pri/Pre Detectors Plans

Prioritor & Preempt Detectors - Plan 1

Det	Description	Low Call	High Call	Low Num	High Num	Lead / Trail	Delay	Extend	Min On	Pri Delay	Pri Arrival	Pri OL	No Act	Max Pres	Err Cnt
1		None	None	0	0	None	0	0	0	0	0		0	0	0
2		None	None	0	0	None	0	0	0	0	0		0	0	0
3		Prioritor	Preempt	3	3	None	0	0	0	0	0		0	0	0
4		Prioritor	Preempt	4	4	None	0	0	0	0	0		0	0	0
5		Prioritor	Preempt	5	5	None	0	0	0	0	0		0	0	0
6		Prioritor	Preempt	6	6	None	0	0	0	0	0		0	0	0
7		None	None	0	0	None	0	0	0	0	0		0	0	0
8		None	None	0	0	None	0	0	0	0	0		0	0	0

Overlap Configuration > Overlaps

MM > 2. Controller > 7. Overlap

Overlap Parameters - Plan 1

Overlap	1 - A	2 - B	3 - C	4 - D	5 - E	6 - F	7 - G	8 - H
Enabled	Enabled	Enabled	Enabled	Enabled	Enabled	Enabled	Enabled	Enabled
Description								
Type	Off	Off	Off	Off	Off	Off	Off	Off
Included Phases								

Modifier Phases								
Modifier Overlaps								
Negative Phs								
Trail Green	0	0	0	0	0	0	0	0
Trail Yellow	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Trail Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Walk	0	0	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0	0	0
Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Flash	Off	Off	Off	Off	Off	Off	Off	Off
Inhibit Negative Phs								
Negative Overlaps								
Trail Green Omit Phs								
Negative Ped Ph.								
Neg Ped Overlaps								
Green Suppress Phs								

Overlap Configuration > Overlaps

MM > 2. Controller > 7. Overlap

Overlaps - Plan 1 (continued)

Overlap	1 - A	2 - B	3 - C	4 - D	5 - E	6 - F	7 - G	8 - H
Call Phs on Neg Ped								
Call Phases								
Walk 2	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0
Min Green	0	0	0	0	0	0	0	0
Max Green Ext	0	0	0	0	0	0	0	0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LRT Prepare To Go	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FYA Ped Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Added Initial Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Gap Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Delay	0	0	0	0	0	0	0	0
Flash Inactive	Off	Off	Off	Off	Off	Off	Off	Off
Flash Alt	Off	Off	Off	Off	Off	Off	Off	Off
Walk Rest	Off	Off	Off	Off	Off	Off	Off	Off
Startup Call								
Recall								
Disable Veh Reservice								
No Hold On TrailExit								
Ped Recycle								
Disable Yellow Prot								
Disable Bridging								
LRT Prepare To Go								

Call For Service								
Allow Trail Grn Bridge								
FYA During Red Clear								
Use Ph/Ped Int Overrides								
Queue Jump								
No FYA Ped During Wlk								
Terminate After Call								
FYA Ped No Prot Ret								
Negative Ped Allow								
All Included Start								
Queue Jump Extend								
Disable Sim Gap								

29 - El Cajon Blvd @ 54th St

Overlap Configuration > Custom Overlap Rules

MM > 2. Controller > 7. Overlap > 5. Custom Overlap Rules

Rule	Custom Overlap	Included Phase State	Modifier Phase State	Modifier OL State	Negative Phase State	Output	Flash
1	Disable	Any	Any	Any	Any	Not Set	Not Set
2	Disable	Any	Any	Any	Any	Not Set	Not Set
3	Disable	Any	Any	Any	Any	Not Set	Not Set
4	Disable	Any	Any	Any	Any	Not Set	Not Set

Coordination > Coordination Parameters

MM > 2. Controller > 5. Coordination > 1. Coord Parameters

Operational Mode	Automatic
Coordination Mode	Pattern
Max Mode	Maximum 2
Force Mode	Fixed
Correction Mode	Shortway (Auto)

Max Cycle Limit %	25
MinCycle Limit %	25
Max Dwell	0
Transition Cover Peds	Pattern

Coordination > Patterns

MM > 2. Controller > 5. Coordination > 2. Patterns

Pattern Parameters

Patt.	Description	Cycle	Offs 1	Seq	Split	Ref Pt	Coord Mode	Force Mode	Max Mode	Trans Cover Peds	Min Perm Mode	Correction Mode	Phs Plan	V Det Plan	V Opts Plan	P Det Plan	P Opts Plan	OL Plan	Pri/Pre Plan
1	AM	130	60	2	1	Yel	Auto	Fixed	Max2	Phase	Phs Only	Shortway (Auto)	1	1	1	1	1	1	1
2	Mid	130	125	2	2	Yel	Auto	Fixed	Max2	Phase	Phs Only	Shortway (Auto)	1	1	1	1	1	1	1
3	PM	130	29	3	3	Yel	Auto	Fixed	Max2	Phase	Phs Only	Shortway (Auto)	1	1	1	1	1	1	1
4		0	0	1	1	Yel	Auto	Fixed	Inh	Phase	Phs Only	Shortway (Auto)	1	1	1	1	1	1	1
5		0	0	0	0	Yel	Auto	Fixed	Inh	Phase	Phs Only	Shortway (Auto)	1	1	1	1	1	1	1
6		0	0	0	0	Yel	Auto	Fixed	Inh	Phase	Phs Only	Shortway (Auto)	1	1	1	1	1	1	1
7		0	0	0	0	Yel	Auto	Fixed	Inh	Phase	Phs Only	Shortway (Auto)	1	1	1	1	1	1	1

8		0	0	0	0	Yel	Auto	Fixed	Inh	Phase	Phs Only	Shortway (Auto)	1	1	1	1	1	1	1
9		0	0	0	0	Yel	Auto	Fixed	Inh	Phase	Phs Only	Shortway (Auto)	1	1	1	1	1	1	1
10		0	0	0	0	Yel	Auto	Fixed	Inh	Phase	Phs Only	Shortway (Auto)	1	1	1	1	1	1	1

Coordination > Ring Offsets

MM > 2. Controller > 5. Coordination > 4. Ring Plans

Ring Plan 1

Ring	Offset	Early Gapout	Early F/O
1	0	0	0
2	0	0	0

Ring Plan 2

Ring	Offset	Early Gapout	Early F/O
1	0	0	0
2	0	0	0

Ring Plan 3

Ring	Offset	Early Gapout	Early F/O
1	0	0	0
2	0	0	0

Ring Plan 4

Ring	Offset	Early Gapout	Early F/O
1	0	0	0
2	0	0	0

Coordination > Patterns > Advanced Options

MM > 2. Controller > 5. Coordination > 5. Advanced Options

Advanced Options

Pattern	1	2	3	4	5	6	7	8	9	10
Ring Plan	0	0	0	0	0	0	0	0	0	0
Allow Split Underrun										
Allow Split Overrun										
Allow No Coord Ph										
Coord Now										

Coordination > Splits

MM > 2. Controller > 5. Coordination > 3. Splits

Split 1

Ph	Time	Min	Max	Crd Ph	Ref Pt	Cvr Ped	F/O Mode	Mode	Pri Min	Pri Max	Prioritor F/O Mode
1	19	0	0				Fix	None	0	0	Float
2	39	0	0	X	X		Fix	Min Rcl	0	0	Float
3	21	0	0				Fix	None	16	0	Float
4	51	0	0				Fix	None	36	0	Float
5	18	0	0				Fix	None	13	0	Float
6	40	0	0	X	X		Fix	Min Rcl	0	60	Float
7	24	0	0				Fix	None	14	0	Float
8	48	0	0				Fix	None	38	0	Float

Split 2

Ph	Time	Min	Max	Crd Ph	Ref Pt	Cvr Ped	F/O Mode	Mode	Pri Min	Pri Max	Prioritor F/O Mode
1	21	0	0				Fix	None	11	0	Float
2	38	0	0	X	X		Fix	Min Rcl	0	58	Float
3	17	0	0				Fix	None	12	0	Float
4	54	0	0				Fix	None	39	0	Float
5	20	0	0				Fix	None	15	0	Float
6	39	0	0	X	X		Fix	Min Rcl	0	59	Float
7	32	0	0				Fix	None	22	0	Float
8	39	0	0				Fix	None	29	0	Float

29 - El Cajon Blvd @ 54th St

Coordination > Splits

MM > 2. Controller > 5. Coordination > 3. Splits

Split 3

Ph	Time	Min	Max	Crd Ph	Ref Pt	Cvr Ped	F/O Mode	Mode	Pri Min	Pri Max	Prioritor F/O Mode
1	21	0	0				Fix	None	11	0	Float
2	36	0	0	X	X		Fix	Min Rcl	0	56	Float
3	17	0	0				Fix	None	12	0	Float
4	56	0	0				Fix	None	41	0	Float
5	18	0	0				Fix	None	0	0	Float
6	39	0	0	X	X		Fix	Min Rcl	0	0	Float
7	35	0	0				Fix	None	25	0	Float
8	38	0	0				Fix	None	28	0	Float

Split 4

Ph	Time	Min	Max	Crd Ph	Ref Pt	Cvr Ped	F/O Mode	Mode	Pri Min	Pri Max	Prioritor F/O Mode
1	0	0	0				Fix	None	0	0	Float
2	0	0	0				Fix	None	0	0	Float
3	0	0	0				Fix	None	0	0	Float
4	0	0	0				Fix	None	0	0	Float
5	0	0	0				Fix	None	0	0	Float
6	0	0	0				Fix	None	0	0	Float
7	0	0	0				Fix	None	0	0	Float
8	0	0	0				Fix	None	0	0	Float

Split 5

Ph	Time	Min	Max	Crd Ph	Ref Pt	Cvr Ped	F/O Mode	Mode	Pri Min	Pri Max	Prioritor F/O Mode
1	0	0	0				Fix	None	0	0	Float
2	0	0	0				Fix	None	0	0	Float
3	0	0	0				Fix	None	0	0	Float
4	0	0	0				Fix	None	0	0	Float
5	0	0	0				Fix	None	0	0	Float
6	0	0	0				Fix	None	0	0	Float
7	0	0	0				Fix	None	0	0	Float
8	0	0	0				Fix	None	0	0	Float

Split 6

Ph	Time	Min	Max	Crd Ph	Ref Pt	Cvr Ped	F/O Mode	Mode	Pri Min	Pri Max	Prioritor F/O Mode
1	0	0	0				Fix	None	0	0	Float
2	0	0	0				Fix	None	0	0	Float
3	0	0	0				Fix	None	0	0	Float
4	0	0	0				Fix	None	0	0	Float
5	0	0	0				Fix	None	0	0	Float
6	0	0	0				Fix	None	0	0	Float
7	0	0	0				Fix	None	0	0	Float
8	0	0	0				Fix	None	0	0	Float

Split 7

Ph	Time	Min	Max	Crd Ph	Ref Pt	Cvr Ped	F/O Mode	Mode	Pri Min	Pri Max	Prioritor F/O Mode
1	0	0	0				Fix	None	0	0	Float
2	0	0	0				Fix	None	0	0	Float
3	0	0	0				Fix	None	0	0	Float
4	0	0	0				Fix	None	0	0	Float
5	0	0	0				Fix	None	0	0	Float
6	0	0	0				Fix	None	0	0	Float
7	0	0	0				Fix	None	0	0	Float
8	0	0	0				Fix	None	0	0	Float

Split 8

Ph	Time	Min	Max	Crd Ph	Ref Pt	Cvr Ped	F/O Mode	Mode	Pri Min	Pri Max	Prioritor F/O Mode
1	0	0	0				Fix	None	0	0	Float
2	0	0	0				Fix	None	0	0	Float
3	0	0	0				Fix	None	0	0	Float
4	0	0	0				Fix	None	0	0	Float
5	0	0	0				Fix	None	0	0	Float
6	0	0	0				Fix	None	0	0	Float
7	0	0	0				Fix	None	0	0	Float
8	0	0	0				Fix	None	0	0	Float

Coordination > Splits (9-10)

MM > 2. Controller > 5. Coordination > 3. Splits

Split 9

Ph	Time	Min	Max	Coord Ph	Ref Pt	Cover Ped	Force Off Mode	Mode	Pri Min	Pri Max	Prioritor Force Off Mode
1	0	0	0				Fix	None	0	0	Float
2	0	0	0				Fix	None	0	0	Float
3	0	0	0				Fix	None	0	0	Float
4	0	0	0				Fix	None	0	0	Float
5	0	0	0				Fix	None	0	0	Float
6	0	0	0				Fix	None	0	0	Float
7	0	0	0				Fix	None	0	0	Float
8	0	0	0				Fix	None	0	0	Float

Split 10

Ph	Time	Min	Max	Coord Ph	Ref Pt	Cover Ped	Force Off Mode	Mode	Pri Min	Pri Max	Prioritor Force Off Mode
1	0	0	0				Fix	None	0	0	Float
2	0	0	0				Fix	None	0	0	Float
3	0	0	0				Fix	None	0	0	Float
4	0	0	0				Fix	None	0	0	Float
5	0	0	0				Fix	None	0	0	Float
6	0	0	0				Fix	None	0	0	Float
7	0	0	0				Fix	None	0	0	Float
8	0	0	0				Fix	None	0	0	Float

Scheduler Configuration > Schedules

MM > 2. Controller > 6. Scheduler > 1. Schedules

Schedule 1

Enable	On
Day Plan	1
Description	

Months of Year

J	F	M	A	M	J	J	A	S	O	N	D
X	X	X	X	X	X	X	X	X	X	X	X

Days of Week

S	M	T	W	T	F	S
	X	X	X	X	X	

Days of Month

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Schedule 2

Enable	On
Day Plan	2
Description	

Months of Year

J	F	M	A	M	J	J	A	S	O	N	D
X	X	X	X	X	X	X	X	X	X	X	X

Days of Week

S	M	T	W	T	F	S
X						X

Days of Month

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Schedule 3

Enable	On
Day Plan	3
Description	

Months of Year

J	F	M	A	M	J	J	A	S	O	N	D
X	X	X	X	X	X	X	X	X	X	X	X

Days of Week

S	M	T	W	T	F	S
X	X	X	X	X	X	X

Days of Month

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Schedule 4

Enable	On
Day Plan	4
Description	

Months of Year

J	F	M	A	M	J	J	A	S	O	N	D
X	X	X	X	X	X	X	X	X	X	X	X

Days of Week

S	M	T	W	T	F	S
X	X	X	X	X	X	X

Days of Month

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

29 - El Cajon Blvd @ 54th St

Scheduler Configuration > Schedules

MM > 2. Controller > 6. Scheduler > 1. Schedules

Months of Year Days of Week Days of Month

Schedule	5
Enable	On
Day Plan	5
Description	

J	F	M	A	M	J
X	X	X	X	X	X

J	A	S	O	N	D
X	X	X	X	X	X

S	M	T	W	T	F	S
X	X	X	X	X	X	X

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Schedule	6
Enable	On
Day Plan	6
Description	

Months of Year

J	F	M	A	M	J
X	X	X	X	X	X

J	A	S	O	N	D
X	X	X	X	X	X

Days of Week

S	M	T	W	T	F	S
X	X	X	X	X	X	X

Days of Month

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Schedule	7
Enable	On
Day Plan	7
Description	

Months of Year

J	F	M	A	M	J
X	X	X	X	X	X

J	A	S	O	N	D
X	X	X	X	X	X

Days of Week

S	M	T	W	T	F	S
X	X	X	X	X	X	X

Days of Month

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Scheduler Configuration > Day Plans

MM > 2. Controller > 6. Scheduler > 2. Day Plans

Day Plan 1

Ev	Hour	Min	Action	Description
1	6	30	1	AM Peak
2	10	0	2	Midday
3	14	30	3	PM Peak
4	19	30	4	Overnight
5	0	0		
6	0	0		
7	0	0		
8	0	0		
9	0	0		
10	0	0		

Day Plan 2

Ev	Hour	Min	Action	Description
1	9	0	2	
2	18	30	4	
3	0	0		
4	0	0		
5	0	0		
6	0	0		
7	0	0		
8	0	0		
9	0	0		
10	0	0		

Day Plan 3

Ev	Hour	Min	Action	Description
1	0	0	5	
2	0	0		
3	0	0		
4	0	0		
5	0	0		
6	0	0		
7	0	0		
8	0	0		
9	0	0		
10	0	0		

Day Plan 4

Event	Hour	Min	Action	Description
1	0	0		
2	0	0		
3	0	0		
4	0	0		
5	0	0		
6	0	0		
7	0	0		
8	0	0		
9	0	0		
10	0	0		

Scheduler Configuration > Day Plans

MM > 2. Controller > 6. Scheduler > 2. Day Plans

Day Plan 5

Ev	Hour	Min	Action	Description
1	0	0		

Day Plan 6

Ev	Hour	Min	Action	Description
1	0	0		

Day Plan 7

Ev	Hour	Min	Action	Description
1	0	0		

Day Plan 8

Ev	Hour	Min	Action	Description
1	0	0		

2	0	0		
3	0	0		
4	0	0		
5	0	0		
6	0	0		
7	0	0		
8	0	0		
9	0	0		
10	0	0		

2	0	0		
3	0	0		
4	0	0		
5	0	0		
6	0	0		
7	0	0		
8	0	0		
9	0	0		
10	0	0		

2	0	0		
3	0	0		
4	0	0		
5	0	0		
6	0	0		
7	0	0		
8	0	0		
9	0	0		
10	0	0		

2	0	0		
3	0	0		
4	0	0		
5	0	0		
6	0	0		
7	0	0		
8	0	0		
9	0	0		
10	0	0		

Day Plan 9

Ev	Hour	Min	Action	Description
1	0	0		
2	0	0		
3	0	0		
4	0	0		
5	0	0		
6	0	0		
7	0	0		
8	0	0		
9	0	0		
10	0	0		

Day Plan 10

Ev	Hour	Min	Action	Description
1	0	0		
2	0	0		
3	0	0		
4	0	0		
5	0	0		
6	0	0		
7	0	0		
8	0	0		
9	0	0		
10	0	0		

Day Plan 11

Ev	Hour	Min	Action	Description
1	0	0		
2	0	0		
3	0	0		
4	0	0		
5	0	0		
6	0	0		
7	0	0		
8	0	0		
9	0	0		
10	0	0		

Day Plan 12

Ev	Hour	Min	Action	Description
1	0	0		
2	0	0		
3	0	0		
4	0	0		
5	0	0		
6	0	0		
7	0	0		
8	0	0		
9	0	0		
10	0	0		

29 - El Cajon Blvd @ 54th St

Scheduler Configuration > Actions

MM > 2. Controller > 6. Scheduler > 3. Actions

Action Parameters

Action	Pattern	Aux1	Aux2	Aux3	SP1	SP2	SP3	SP4	SP5	SP6	SP7	SP8	SP9	SP10	SP11	SP12	SP13	SP14	SP15	SP16
1	Pattern 1																			
2	Pattern 2																			
3	Pattern 3																			
4	Free																			
5	Pattern 5																			
6	Pattern 6																			

Scheduler Configuration > Actions

MM > 2. Controller > 6. Scheduler > 4. Action Commands

Action Command Parameters

No	Command	Indexes
1	Prioritor Disable	3
2	None	
3	Prioritor Disable	5
4	None	
5	None	
6	None	

7	Pattern 7																		
8	Pattern 8																		
9	Pattern 9																		
10	Pattern 10																		
64	None																		

7	None	
8	None	
9	None	
10	None	
64	None	

Scheduler Configuration > Advanced Options

MM > 2. Controller > 6. Scheduler > 5. Advanced Options

Master Sections By TOD

Action	1	2	3	4	5	6	7	8	9	10	64
Master Section 1											
Master Section 2											
Master Section 3											
Master Section 4											
Master Section 5											
Master Section 6											
Master Section 7											
Master Section 8											
Master Section 9											
Master Section 10											

Queue Responsive By TOD

Action	1	2	3	4	5	6	7	8	9	10	64
Queue Responsive Plan 1											
Queue Responsive Plan 2											
Queue Responsive Plan 3											
Queue Responsive Plan 4											
Queue Responsive Plan 5											
Queue Responsive Plan 6											
Queue Responsive Plan 7											
Queue Responsive Plan 8											
Queue Responsive Plan 9											
Queue Responsive Plan 10											

29 - El Cajon Blvd @ 54th St

Preempt Configuration > Preempts

MM > 2. Controller > 8. Preemption

Preempt Configuration

Preempt	1	2	3	4	5	6
Enabled	Disabled	Disabled	Enabled	Enabled	Enabled	Enabled
Type	Emerg Veh	Emerg Veh	Emerg Veh	Emerg Veh	Emerg Veh	Emerg Veh
Description			Eastbound	Southbound	Westbound	Northbound
Track Phases						
Track 2 Phases						
Track Overlaps						
Track 2 Overlaps						
Dwell Phases			2,5	4,7	1,6	3,8
Dwell Peds						
Dwell Overlaps						

Preempt Configuration > Preempt CRC Config

MM > 2. Controller > 8. Preemption > 6. Preempt CRC Cfg

Require Preempt CRC

Disabled

Cycling Phases						
Cycling Peds						
Cycling Overlaps						
Exit Phases						
Exit Overlaps						
Recovery Exit Omit Phs						
Link	0	0	0	0	0	0
Delay	0	0	0	0	0	0
Min Duration	0	0	4	4	4	4
Min Presence	0.0	0.0	0.0	0.0	0.0	0.0
Max Presence	0	0	240	240	240	240
Max Presence Action	Terminate	Terminate	Terminate	Terminate	Terminate	Terminate
Enter Min Green	0	0	0	0	0	0
Enter Yellow Change	25.5	25.5	3.9	3.9	3.9	3.9
Enter Red Clear	25.5	25.5	1.0	1.0	1.0	1.0
Enter Min Walk	0	0	0	0	0	0
Min Ped Clear	255	255	1	1	1	1
Track Green	0	0	0	0	0	0
Max Track Green	0	0	0	0	0	0
Track Yellow Change	25.5	25.5	25.5	25.5	25.5	25.5
Track Red Clear	25.5	25.5	25.5	25.5	25.5	25.5
Track 2 Green	0	0	0	0	0	0
Track 2 Yellow	25.5	25.5	25.5	25.5	25.5	25.5
Track 2 Red	25.5	25.5	25.5	25.5	25.5	25.5

29 - El Cajon Blvd @ 54th St

Preempt Configuration > Preempts

MM > 2. Controller > 8. Preemption

Preempt Configuration (continued)

Preempt	1	2	3	4	5	6
Track Extend Gate Down	0	0	0	0	0	0
Dwell Green	0	0	4	4	4	4
Exit Ped Clear	255	255	255	255	255	255
Exit Yellow	25.5	25.5	25.5	25.5	25.5	25.5
Exit Red Clear	25.5	25.5	25.5	25.5	25.5	25.5
Dwell Extend time	0.0	0.0	0.0	0.0	0.0	0.0
Max Exit Green	0	0	0	0	0	0
Exit Type	Exit Phases	Exit Phases	Exit Coord	Exit Coord	Exit Coord	Exit Coord
Exit Max Mode	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled
Exit Max Apply Time	0	0	0	0	0	0
Exit Free Time	0	0	0	0	0	0
Veh Exit Calls						
Ped Exit Calls						

Non Lock Mem						
Not Override Flash						
Not override Next Preempt						
Flash Dwell						
Ped Recycle in Dwell Cycle						
Immediate Ped Clear						
Dwell Only Status Output						
All Red Flash Dwell						
Allow All Overlaps						
Require All Red Entry						
Require Gate Down Track Exit						
Require Gate Up Dwell Exit						
Use Normal On/Off Input						
Track Clear Override						
Aux Function 1						
Aux Function 2						
Aux Function 3						
Special Function 1						
Special Function 2						
Special Function 3						
Special Function 4						
Special Function 5						

Advanced IO > Channels > Channel Configuration

MM > 2. Controller > 9. More > 1. Channels

Channel Configuration

Channel	Control Type	Control Source	Flash Yellow	Flash Red	Flash Alt	MMU Channel
1	Phs Veh	1		X		1
2	Phs Veh	2		X		2
3	Phs Veh	3		X		3
4	Phs Veh	4		X		4
5	Phs Veh	5		X		5
6	Phs Veh	6		X		6
7	Phs Veh	7		X		7
8	Phs Veh	8		X		8
9	Olp	1		X		9
10	Olp	2		X		10
11	Olp	3		X		11
12	Olp	4		X		12
13	Phs Ped	2				13
14	Phs Ped	4				14
15	Phs Ped	6				15
16	Phs Ped	8				16
17	None	0				17

Advanced IO > Cabinet Configuration > IO Modules

MM > 2. Controller > 9. More > 2. Advanced IO

IO Modules

IO Module	Type
1	Caltrans 332
2	None
3	None
4	None
5	None
6	None
7	None
8	None
9	None
10	None

Alarm Configuration

MM > 2. Controller > 9. More > 3. Alarms

Alarm Configuration

18	None	0			18	

Alarm	Alarm Name
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	

Advanced IO > Cabinet Configuration > IO Modules

MM > 2. Controller > 9. More > 2. Advanced IO > 2. IO Modules Port Setting

Advanced Cabinet Options

ITS Cabinet on Port 1	No
ITS Cabinet on Port C13S	No
33X Input Leading Edge Filter	5
33X Input Trailing Edge Filter	5

Advanced TS2 Options

Enable TS2/ATC Stop Time	
Disable TS2/ATC Startup Call	
Disable TS2/ATC Fault Flash	
Disable TS2 Cabinet Alarms	
Disable ATC Cabinet Alarms	

Advanced IO > Cabinet Configuration > Input Points

MM > 2. Controller > 9. More > 2. Advanced IO > 3. Input Points

IO Module 1

Inputs - Type 332

Point	Desc.	Control Type	Index
1	C1-39	Veh Det Call	2
2	C1-40	Veh Det Call	16
3	C1-41	Veh Det Call	8
4	C1-42	Veh Det Call	22
5	C1-43	Veh Det Call	3
6	C1-44	Veh Det Call	17
7	C1-45	Veh Det Call	9
8	C1-46	Veh Det Call	23
9	C1-47	Veh Det Call	6
10	C1-48	Veh Det Call	20
11	C1-49	Veh Det Call	12
12	C1-50	Veh Det Call	26
13	C1-51	Preempt Input	1
14	C1-52	Preempt Input	2
15	C1-53	Man Ctrl Enable	1
16	C1-54	Not Active	0
17	C1-55	Veh Det Call	15
18	C1-56	Veh Det Call	1
19	C1-57	Veh Det Call	21

Point	Desc.	Control Type	Index
33	C1-67	Ped Det Call	2
34	C1-68	Ped Det Call	6
35	C1-69	Ped Det Call	4
36	C1-70	Ped Det Call	8
37	C1-71	Pre High Pri Low	3
38	C1-72	Pre High Pri Low	4
39	C1-73	Pre High Pri Low	5
40	C1-74	Pre High Pri Low	6
41	C1-75	Not Active	0
42	C1-76	Veh Det Call	5
43	C1-77	Veh Det Call	19
44	C1-78	Veh Det Call	11
45	C1-79	Veh Det Call	25
46	C1-80	Interval Adv	1
47	C1-81	Flash Sense	1
48	C1-82	Unit Stop Time	1
49	C11-15	Not Active	0
50	C11-16	Not Active	0
51	C11-17	Not Active	0

20	C1-58	Veh Det Call	7
21	C1-59	Veh Det Call	27
22	C1-60	Veh Det Call	13
23	C1-61	Veh Det Call	28
24	C1-62	Veh Det Call	14
25	C11-10	Not Active	0
26	C11-11	Not Active	0
27	C11-12	Not Active	0
28	C11-13	Not Active	0
29	C1-63	Veh Det Call	4
30	C1-64	Veh Det Call	18
31	C1-65	Veh Det Call	10
32	C1-66	Veh Det Call	24

52	C11-18	Not Active	0
53	C11-19	Not Active	0
54	C11-20	Not Active	0
55	C11-21	Not Active	0
56	C11-22	Not Active	0
57	C11-23	Not Active	0
58	C11-24	Not Active	0
59	C11-25	Not Active	0
60	C11-26	Not Active	0
61	C11-27	Not Active	0
62	C11-28	Not Active	0
63	C11-29	Not Active	0
64	C11-30	Not Active	0

29 - El Cajon Blvd @ 54th St

Advanced IO > Cabinet Configuration > Output Points

MM > 2. Controller > 9. More > 2. Advanced IO > 4. Output Points

IO Module 1

Outputs - Type 332

Point	Desc.	Control Type	Index
1	C1-2	Ch Red DWalk	14
2	C1-3	Chl Green Walk	14
3	C1-4	Ch Red DWalk	4
4	C1-5	Ch Yel Ped Clear	4
5	C1-6	Chl Green Walk	4
6	C1-7	Ch Red DWalk	3
7	C1-8	Ch Yel Ped Clear	3
8	C1-9	Chl Green Walk	3
9	C1-10	Ch Red DWalk	13
10	C1-11	Chl Green Walk	13
11	C1-12	Ch Red DWalk	2
12	C1-13	Ch Yel Ped Clear	2
13	C1-15	Chl Green Walk	2
14	C1-16	Ch Red DWalk	1
15	C1-17	Ch Yel Ped Clear	1
16	C1-18	Chl Green Walk	1
17	C1-19	Ch Red DWalk	16
18	C1-20	Chl Green Walk	16
19	C1-21	Ch Red DWalk	8
20	C1-22	Ch Yel Ped Clear	8
21	C1-23	Chl Green Walk	8
22	C1-24	Ch Red DWalk	7
23	C1-25	Ch Yel Ped Clear	7

Point	Desc.	Control Type	Index
33	C1-35	Not Active	1
34	C1-36	Not Active	1
35	C1-37	Not Active	1
36	C1-38	Not Active	1
37	C1-100	Not Active	1
38	C1-101	Flash State	1
39	C1-102	Veh Det Reset	1
40	C1-103	Watchdog	0
41	C1-83	Not Active	1
42	C1-84	Not Active	1
43	C1-85	Ch Red DWalk	17
44	C1-86	Ch Yel Ped Clear	17
45	C1-87	Chl Green Walk	17
46	C1-88	Ch Red DWalk	12
47	C1-89	Ch Yel Ped Clear	12
48	C1-90	Chl Green Walk	12
49	C1-91	Not Active	1
50	C1-93	Not Active	1
51	C1-94	Ch Red DWalk	10
52	C1-95	Ch Yel Ped Clear	10
53	C1-96	Chl Green Walk	10
54	C1-97	Ch Red DWalk	9
55	C1-98	Ch Yel Ped Clear	9

24	C1-26	Chl Green Walk	7
25	C1-27	Ch Red DWalk	15
26	C1-28	Chl Green Walk	15
27	C1-29	Ch Red DWalk	6
28	C1-30	Ch Yel Ped Clear	6
29	C1-31	Chl Green Walk	6
30	C1-32	Ch Red DWalk	5
31	C1-33	Ch Yel Ped Clear	5
32	C1-34	Chl Green Walk	5

56	C1-99	Chl Green Walk	9
57	C11-1	Not Active	0
58	C11-2	Not Active	0
59	C11-3	Not Active	0
60	C11-4	Not Active	0
61	C11-5	Not Active	0
62	C11-6	Not Active	0
63	C11-7	Not Active	0
64	C11-8	Not Active	0

Advanced IO > Phase Intervals

MM > 2. Controller > 9. More > 2. Advanced IO > 5. Phase Intervals

Phase Intervals

Interval	Description	Red	Yellow	Green	Type
1	Not Act	On	Off	Off	Red
2	Dly Grn	On	Off	Off	Red
3	Pre Grn	Off	Off	On	Green
4	Min Grn	Off	Off	On	Green
5	Grn Ext	Off	Off	On	Green
6	Grn Dwell	Off	Off	On	Green
7	Pre Clr	Off	Off	On	Green
8	Yel Change	Off	On	Off	Yellow
9	Red Clr	On	Off	Off	Red
10	Red Dwell	On	Off	Off	Red
11	Barrier	On	Off	Off	Red
12	Pre Clr 2	Off	Off	Off	Not Def.

Advanced IO > Pedestrian Intervals

MM > 2. Controller > 9. More > 2. Advanced IO > 5. Pedestrian Intervals

Pedestrian Intervals

Interval	Description	Don't Walk	Clearance	Walk	Type
1	Not Active	On	Off	Off	Dont Walk
2	Dly Ped	On	Off	Off	Dont Walk
3	Walk	Off	Off	On	Walk
4	Walk Dwell	Off	Off	On	Walk
5	Flsh DWalk	Flash	On	Off	Ped Clear
6	DWalk	On	Off	Off	Dont Walk

Manual Control Phase Groups

MM > 2. Controller > 9. More > 8. Manual Cntrl Grp

Group 1

Ring	Phase
1	0
2	0

Group 2

Ring	Phase
1	0
2	0

Group 3

Ring	Phase
1	0
2	0

Group 4

Ring	Phase
1	0
2	0

Group 5

Ring	Phase
1	0
2	0

Group 6

Ring	Phase
1	0
2	0

Group 7

Ring	Phase
1	0
2	0

Group 8

Ring	Phase
1	0
2	0

Controller > Prioritor Configuration

MM > 2. Controller > 9. More > 6. Prioritor

1. Unit Settings

Enabled	Lock Out Time	PRS Time to Live
Yes	120	300

3. Prioritor Options

Controller > Prioritor Configuration

MM > 2. Controller > 9. More > 6. Prioritor > 4. PRS Reservice Times

Priority Request Server Reservice Times

Reserv Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10
1	0	0	0	0	0	0	0	0	0	0

Prioritor	1	2	3	4	5	6
Lockout After First Service						
Presence Only Check-In			X		X	
Extend Walk Rest						
Use Phase History						

29 - El Cajon Blvd @ 54th St

Controller > Prioritor Configuration

MM > 2. Controller > 9. More > 6. Prioritor > 2. Prioritor Phase Settings

Prioritor Phase Settings

Prioritor	En-able	Priority	Priority Phs	Skip Phs	Skip Ped	Delay Time	Arrive Time	Max Pres.	Reservice Lockout	Free Pri Min	Free Pri Max	Flush Per Veh	Max Flush	Desc
1	On	0				0	0	0	0	Min Green	Max Green	0.0	0	
2	On	0				0	0	0	0	Min Green	Max Green	0.0	0	
3	On	0	2			0	0	180	120	Min Green 2	Max Green 3	0.0	0	
4	On	0				0	0	0	0	Min Green	Max Green	0.0	0	
5	On	0	6			0	0	180	120	Min Green 2	Max Green 3	0.0	0	
6	On	0				0	0	0	0	Min Green	Max Green	0.0	0	

Controller > Peer Configuration

MM > 2. Controller > 9. More > 4. Peer

Peer Controllers

Ctrl	Peer ID	Device Type	IP address / Host	IP Port	HTTP Port	Serial Port	Serial Addr.	Mstr Sec	P2P T.O.	Description
1	0	Peer MaxTime		161	80	0	0	0	15	
2	0	Peer MaxTime		161	80	0	0	0	15	
3	0	Peer MaxTime		161	80	0	0	0	15	
4	0	Peer MaxTime		161	80	0	0	0	15	
5	0	Peer MaxTime		161	80	0	0	0	15	
6	0	Peer MaxTime		161	80	0	0	0	15	
7	0	Peer MaxTime		161	80	0	0	0	15	
8	0	Peer MaxTime		161	80	0	0	0	15	
9	0	Peer MaxTime		161	80	0	0	0	15	
10	0	Peer MaxTime		161	80	0	0	0	15	

Controller > Master Configuration

MM > 2. Controller > 9. More > 5. Master

Section Configuration

Section	Control	Poll Period	Required # controllers	Fail Time	Algorithm Period	Description
1	None	60	1	300	240	
2	None	60	1	300	240	
3	None	60	1	300	240	
4	None	60	1	300	240	

System Detector Configuration

Sys Det.	Controller	Vol Factor	Source Type	Source Index
1	0	10	N/A	0
2	0	10	N/A	0
3	0	10	N/A	0
4	0	10	N/A	0
5	0	10	N/A	0
6	0	10	N/A	0
7	0	10	N/A	0
8	0	10	N/A	0

Sys Det.	Controller	Vol Factor	Source Type	Source Index
9	0	10	N/A	0
10	0	10	N/A	0
11	0	10	N/A	0
12	0	10	N/A	0
13	0	10	N/A	0
14	0	10	N/A	0
15	0	10	N/A	0
16	0	10	N/A	0

Controller > Queue Responsive Plans

MM > 2. Controller > 9. More > 9. Queue Responsive Plans

Queue Responsive Signatures

Queue Plan	Detectors	Vol On	Vol Off	Multiple Detectors	Occ On	Occ Off	Detector On Limit
1		0	0	Average	0	0	0
2		0	0	Average	0	0	0
3		0	0	Average	0	0	0
4		0	0	Average	0	0	0

Queue Response Actions

Queue Plan	Enable	Priority	Min Resp Time	Max Resp Time	Add Time	Add to Phase	Sub from Phases	Call Phases	Temp Pattern	Disable Prioritors
1	Disable	1	0	0	0	0			0	
2	Disable	1	0	0	0	0			0	
3	Disable	1	0	0	0	0			0	
4	Disable	1	0	0	0	0			0	

Controller > User Programs

MM > 2. Controller > 9. More > 7. User Programs

Program 1

Enabled

Line	Result	Idx	Operation	Parameter A	Idx	Parameter B	Idx	Delay	Extend	Description
1	Unit Stop Time	1	R=A	Aux Switch State	0	None	0	0.0	0.0	AUX switch stop time
2	None	0	None	None	0	None	0	0.0	0.0	
3	None	0	R=A	Auto Flash	1	None	0	0.0	2.0	Auto flash on
4	Ext Start	1	R=(A > B)	Prev Line	0	Auto Flash	1	0.0	0.0	Auto flash exit external start
5	None	0	None	None	0	None	0	0.0	0.0	
6	None	0	None	None	0	None	0	0.0	0.0	
7	None	0	None	None	0	None	0	0.0	0.0	
8	None	0	None	None	0	None	0	0.0	0.0	
9	None	0	None	None	0	None	0	0.0	0.0	
10	None	0	None	None	0	None	0	0.0	0.0	
11	None	0	None	None	0	None	0	0.0	0.0	
12	None	0	None	None	0	None	0	0.0	0.0	
13	None	0	None	None	0	None	0	0.0	0.0	
14	None	0	None	None	0	None	0	0.0	0.0	
15	None	0	None	None	0	None	0	0.0	0.0	

Program 2

Enabled

Line	Result	Idx	Operation	Parameter A	Idx	Parameter B	Idx	Dly	Ext	Description
1	None	0	None	None	0	None	0	0.0	0.0	
2	None	0	None	None	0	None	0	0.0	0.0	
3	None	0	None	None	0	None	0	0.0	0.0	
4	None	0	None	None	0	None	0	0.0	0.0	
5	None	0	None	None	0	None	0	0.0	0.0	
6	None	0	None	None	0	None	0	0.0	0.0	
7	None	0	None	None	0	None	0	0.0	0.0	
8	None	0	None	None	0	None	0	0.0	0.0	
9	None	0	None	None	0	None	0	0.0	0.0	
10	None	0	None	None	0	None	0	0.0	0.0	
11	None	0	None	None	0	None	0	0.0	0.0	
12	None	0	None	None	0	None	0	0.0	0.0	
13	None	0	None	None	0	None	0	0.0	0.0	
14	None	0	None	None	0	None	0	0.0	0.0	
15	None	0	None	None	0	None	0	0.0	0.0	



COLLWOOD

MONROE

COLLWOOD

(61)

PHASE TIMING

200 SA 1.e

INTERVAL		1	2	3	4	5	6	7	8
WALK	0		7		7				
FLASH D/W	1		8		14				
MIN GREEN	2	4	10		5	4	10		
TYPE 3 DET	3				4				
ADD PER VEH	4								
VEH EXTN *	5	2.0	4.2		2.0	2.0	4.2		
MAX GAP *	6	2.0	4.2		2.0	2.0	4.2		
MIN GAP *	7	2.0	0.2		2.0	2.0	0.2		
MAX EXTN	8	30	50		30	30	50		
MAX 2	9								
BUS LEAD	A								
CALL TO PHS	B								
REDUCE BY	C		0.1				0.1		
EVERY	D		0.8				0.8		
YELLOW	E	3.0	4.0		3.0	3.0	4.0		
RED CLEAR	F	1.0	1.0		1.0	1.0	1.0		

F + PHASE + LOCATION

PREEMPT		
	E	
RR 1 DELAY		0
RR 1 CLEAR		1
EVA DELAY	0	2
EVA CLEAR	3	3
EVB DELAY		4
EVB CLEAR		5
EVC DELAY	0	6
EVC CLEAR	3	7
EVD DELAY		8
EVD CLEAR		9
RR2 DELAY		A
RR 2 CLEAR		B
EV CLR TMR		C
EV DLY TMR		D
RR CLR TMR		E
RR DLY TMR		F

* Must be the same for non-density operation

MAX INITIAL (F-0-E) 0

RED REVERT (F-0-F) 5.0

ALL-RED START (F-C-0) 0.0

PHASE FUNCTION FLAGS

		PHASE 1	2	3	4	5	6	7	8
PERMIT	0	X	X		X	X	X		
RED LOCK	1								
YELLOW LOCK	2								
VEHICLE RECALL	3		X				X		
PED RECALL	4								
PEDS (VIEW)	5								
REST IN WALK	6								
RED REST	7								
DOUBLE ENTRY	8								
MAX RECALL	9								
SOFT RECALL	A								
MAX 2	B								
COND SERVICE	C								
	D								
START-UP	E		X				X		
FIRST PHASES	F				X				

F + F + FUNCTION #

OVERLAP TIMING

LOAD SWITCH

D + 0 + OVERLAP

	GREEN 9	YELLOW C	RED D
OLAP A			
OLAP B			
OLAP C			
OLAP D			

F + COLOR + OVERLAP

PHASE SEQUENCE

	PHASE 1	2	3	4	5	6	7	8
LAG 0 (FREE)		X		X		X		

C + F + 0

MANUAL (C-A-1) 0

ADDRESS (C-0-0) 14

TURN-ON DATE: 03-07-1992

TIME: 10:00

DRAWING NO. D-

LAST CHANGE: 03-19-1998

BY: S3H

LOCATION COLLWOOD BL & MONROE AV

DETECTOR TIMES

Y \ X	SET DELAY 1	2	SET CARRY 3	4	OBS COUNT 5	6	OBS DELAY 7	8	OBS CARRY 9	A
0	1I1	5J1	1I1 1.8	5J1 1.8	1I1	5J1	1I1	5J1	1I1	5J1
1	2I2U	6J2U	2I2U 1.8	6J2U 1.8	2I2U	6J2U	2I2U	6J2U	2I2U	6J2U
2	2I2L	6J2L	2I2L	6J2L	2I2L	6J2L	2I2L	6J2L	2I2L	6J2L
3	2I3U	6J3U	2I3U	6J3U	2I3U	6J3U	2I3U	6J3U	2I3U	6J3U
4	2I3L	6J3L	2I3L	6J3L	2I3L	6J3L	2I3L	6J3L	2I3L	6J3L
5	2I4	6J4	2I4	6J4	2I4	6J4	2I4	6J4	2I4	6J4
6	3I5	7J5	3I5	7J5	3I5	7J5	3I5	7J5	3I5	7J5
7	4I6U	8J6U	4I6U	8J6U	4I6U	8J6U	4I6U	8J6U	4I6U	8J6U
8	4I6L	8J6L	4I6L	8J6L	4I6L	8J6L	4I6L	8J6L	4I6L	8J6L
9	4I7U 0.0	8J7U	4I7U	8J7U	4I7U	8J7U	4I7U	8J7U	4I7U	8J7U
A	4I7L	8J7L	4I7L	8J7L	4I7L	8J7L	4I7L	8J7L	4I7L	8J7L
B	4I8 0.0	8J8	4I8	8J8	4I8	8J8	4I8	8J8	4I8	8J8
C	1I9U	5J9U	1I9U	5J9U	1I9U	5J9U	1I9U	5J9U	1I9U	5J9U
D	3I9L	7J9L	3I9L	7J9L	3I9L	7J9L	3I9L	7J9L	3I9L	7J9L

D + X (ACROSS) + Y (DOWN)

TO ACCESS CONFIGURATION DATA, SET F-9-E = 1

TIME OF DAY FEATURES

EVENT	TIME	FUNC	DAY OF WEEK S	M	T	W	T	F	S
0	0001	E	X	X	X	X	X	X	X
1									
2									
3									
4									
5									
6									
7									
8									
9									

7 + EVENT #

PHASE OR FUNCTION

1	2	3	4	5	6	7
X						

D + F + EVENT

TIME OF DAY FUNCTION CODES

0-PERMIT	E-1-LOCAL OVERRIDE
1-RED LOCK	2-PHASE BANK 2
2-YELLOW LOCK	3-PHASE BANK 3
3-VEH RECALL	7-DET COUNT
4-PED RECALL	8-SPLIT MONITOR
5-[RESERVED]	
6-REST IN WALK	F - TOD OUTPUTS
7-RED REST	1- TOD OUTPUT 1
8-DBL ENTRY	2- TOD OUTPUT 2
9-VEH MAX RCL	3- TOD OUTPUT 3
A-SOFT RCL	4- TOD OUTPUT 4
B-MAX 2 EXT	
C-COND SERV	
D-TOD LAG PHS	

TIME AND DATE

8 - 0 HOUR, MINUTE, DAY-OF-WEEK
8 - 1 DAY-OF-MONTH, YEAR, MONTH
8 - F SECONDS

CONFIGURATION DATA

		PHASE 1	2	3	4	5	6	7	8
EXCLUSIVE	0								
RR1 GN CLR	1								
RR2 GRN CLR	2								
RR2 LTD SRV	3								
PRO/PERM	4								
OLA GN OMIT	5								
OLB GN OMIT	6								
OLC GN OMIT	7								
OLD GN OMIT	8								
OV FL YELLOW	9								
EMVEH A	A		X			X			
EMVEH B	B								
EMVEH C	C	X					X		
EMVEH D	D								
EXTRA	E	X		X	X				
IC SELECT	F		X						

E + E + INTERVAL

EXTRA (E+E+E)
1-TBC TYPE 1
2-NEMA COORD
3-DAYLIGHT SAVINGS
4-EV ADVANCE
5-REMOTE EVP
6-SPECIAL EVENT
7-PRETIMED
8-SPLIT RING

ICSELECT (E+E+F)
1-SIMPLEX IN
2-2 WAY MODEM
3-7 WIRE IN
4-FLH/FREE
5-SIMPLEX OUT
6-7 WIRE OUT

ASSIGN5 (E+F+F)
1-RT OVERLAP
2-TOD OUTPUTS
3-STEADY EV BEACON
4-FLASH EV BEACON

CONFIGURATION DATA

		PHASE 1	2	3	4	5	6	7	8
	0								
RR OLAP A	1								
RR OLAP B	2								
RR OLAP C	3								
RR OLAP D	4								
PED 2P	5		X						
PED 6P	6								
PED 4P	7				X				
PED 8P	8								
FLH YELLOW	9								
OVERLAP A	A								
OVERLAP B	B								
OVERLAP C	C								
OVERLAP D	D								
RESTRICT	E								
ASSIGN5	F								

E + F + INTERVAL

LOCATION	COLLWOOD BL	&	MONROE AV

COORDINATION PARAMETERS

200 SA 1.e

PLAN

FEATURE		1	2	3	4	5	6	7	8	9
CYCLE	0	70	65	120						
FORCE 1	1	37	40	50						
FORCE 2	2	-	-	-						
FORCE 3	3	/	/	/						
FORCE 4	4	25	26	29						
FORCE 5	5	37	40	50						
FORCE 6	6	-	-	-						
FORCE 7	7	/	/	/						
FORCE 8	8	/	/	/						
RING OFFSET	9									
OFFSET A	A	16	12	109						
OFFSET B	B	4	0							
OFFSET C	C									
PERMISSIVE	D	5	5	10						
HOLD RELEASE	E	255	255	255						
ZONE OFFSET	F	0	0	0						

C + PLAN + FEATURE

TRANSITION TYPE
C - D - D = 0
SHORTWAY = 0
DWELL > 0

PEDESTRIAN FORCEOFF SHIFT
C - D - F = 0

FOR OBSERVATION ONLY

MASTER PLAN	C - A - 2
CURRENT PLAN	C - A - 3
T.O.D. PLAN	C - A - 5
MASTER CYCLE	C - A - 0
RING A CYCLE	C - B - 0
RING B CYCLE	C - D - 0
MINIMUM CYCLE	C - A - E
MAXIMUM CYCLE	C - B - E

PLAN TIMETABLE

EVENT	TIME	PLAN	OFFSET	DAY OF WEEK S	M	T	W	T	F	S
				1	2	3	4	5	6	7
0	0700	1	B		X	X	X	X	X	
1	0900	E	B	X	X	X	X	X	X	X
2	1100	2	B	X	X	X	X	X	X	X
3	1530	3	A		X	X	X	X	X	
4	1830	2	A	X	X	X	X	X	X	X
5	2000	E	A	X	X	X	X	X	X	X
6										
7										
8										
9										
A										
B										
C										
D										
E										
F										

9 + EVENT

SYNC PHASES

		PHASE 1	2	3	4	5	6	7	8
	0								
SYNC 1	1		X				X		
SYNC 2	2		X				X		
SYNC 3	3		X				X		
SYNC 4	4								
SYNC 5	5								
SYNC 6	6								
SYNC 7	7								
SYNC 8	8								
SYNC 9	9								
CPEDRCL	A								
NEMA HLD	B								
SCANMEM	C								
BADPROM	D								
TODFN E	E								
TODFN F	F								

C + E + FUNCTION

PHASE SEQUENCES

		PHASE 1	2	3	4	5	6	7	8
	0								
LAG 1	1		X		X		X		
LAG 2	2		X		X		X		
LAG 3	3		X		X		X		
LAG 4	4								
LAG 5	5								
LAG 6	6								
LAG 7	7								
LAG 8	8								
LAG 9	9								
COOR MAX RCL	A								
COOR LAG RCL	B								
SYNC PHASES	C								
HOLD	D								
NEXT PHASE	E								
FORCE OFF	F								

C + F + FUNCTION

Date: 03/19/1998

LOCATION COLLWOOD BL & MONROE AV

City of San Diego

Q-FREE MAXTIME TRAFFIC SIGNAL TIMING SHEET

Administration > Unit Information

MM > 3. Administration > 1. Unit Information > 1. Unit Information

Controller ID	Main Street	Side Street	Agency
27	El Cajon Blvd	Winona Ave	City of San Diego

Database Description

El Cajon Bl @ Winona Ave

Administration > Version Information

MM > 3. Administration > 1. Unit Information > 1. Unit Information

Module	Version	Make	Model
1	2.12.0	Q-Free	MaxTime
2	Buildroot 2015.05.153	Q-Free	Linux

Administration > Communication Settings

MM > 3. Administration > 2. Communication

1. Ethernet

Adapter	IP Address	Subnet Mask	Gateway	ARP Request	DHCP Mode
1	169.254.1.100	255.255.0.0	0.0.0.0	Disable	Static
2	10.20.70.51	255.255.255.0	0.0.0.0	Disable	Static

7. Web Settings	8. DHCP Settings				9. More > 1. MaxView Server IP	
HTTP Port	DHCP Server Address	Subnet Mask	Start	End	Protocol	IP Address
80	192.168.0.1	255.255.255.0	192.168.0.200	192.168.0.254	HTTP	

Administration > Communication Settings > Advanced Settings

MM > 3. Administration > 2. Communication > 3. NTCIP Settings

Admin Community Name	UDP Port	TCP Port	NTCIP Enable
Administrator	161	0	Enable

MM > 3. Administration > 2. Communication > 9. More

2. EDI SMU Server		3. Metro CSP				
Server IP	Port	Address Code	City Code	Headway	Server Address	Server Port
	0	0	0	0		0

Administration > Communication Settings > Serial Settings

MM > 3. Administration > 2. Communication > 2. Serial Settings

Port	Description	Function	Drop Address	Baud	Data Bits	Stop Bits	Parity	Flow	CTS Delay	RTS Ext	Suppress Echo
1	Port 2/C21S	None	1	9600	8	1	None	None	0	0	Off
2	Aux_P3/C22S	None	1	9600	8	1	None	None	0	0	Off
3	SDLC Port 1	None	1	9600	8	1	None	None	0	0	Off
4	Com A/C50S	None	1	9600	8	1	None	None	0	0	Off
5	FIO	None	1	9600	8	1	None	None	0	0	Off
6	DISPLAY/C60M	None	1	9600	8	1	None	None	0	0	Off
7	SP7	None	1	9600	8	1	None	None	0	0	Off
8	SP8/Com B	None	1	9600	8	1	None	None	0	0	Off
9	NEMA X3 Port 2	None	1	9600	8	1	None	None	0	0	Off
10	NEMA X3 Aux	None	1	9600	8	1	None	None	0	0	Off

Administration > Date & Time Settings > Date & Time Settings

MM > 3. Administration > 3. Date & Time

2. Time Zone & DST

Time Zone	Daylight Saving
GMT	Disable DST

Custom DST Settings

Begin Month	Begin Sunday Week	End Month	End Sunday Week
March	2	November	1

3. Time Source

Time Source Control
Crystal

5. NTP Settings

NTP Server Address
pool.ntp.org

6. Adv Time Settings

Clock Input

Reset Hour	Reset Minute
2	0

Sync Reference Time

Ref Hour	Ref Minute	Ref Second	Disable NTCIP Time Sync
0	0	0	No

Administration > Event Recorder Settings

MM > 3. Administration > 6. Event Recorder

1. System Events

Log Enabled	Log Storage	Size Limit (days)
Enabled	None	1

2. Sensor Data

TSS Log Enabled	Log Storage	Size Limit (days)
Enabled	None	1

Unit

MM > 2. Controller > 1. Unit

Startup Flash	0	Backup Time	600	All Red Exit	0	Free Seq	1	Grn Flash Frq	60	Preempt lockout	0
Start Clr Hold	0	Red Revert	5.0	Flsh thru CVM	Disable	MCE Enable	Enable	Yel Flash Frq	60		
Start Yellow O/R	0.0	Master by TOD	Disable	Flsh Sns Red	Disable	MCE Sequence	1				
Start Red O/R	0.0			Flsh Sns Dark	Disable	Auto Ped Clr	Disable				

Free Plans

Phase Plan	1	OL Plan	1	V Det Plan	1	V Det Opt Plan	1	Ped Det Plan	1
Ped Det Opt Plan	1	Pri/Pre Det Plan	1	3 ph Diamond		4 ph Diamond		Sep Diamond	

Phase Configuration > Phase Timing Plans

MM > 2. Controller > 2. Phase > 1. Phase Times

Phase Timing - Plan 1

Phase	1	2	3	4	5	6	7	8
Description	WB Left	EB	NB Left	SB	EB Left	WB	SB Left	NB
Enable	X	X		X	X	X		X
Walk	0	7	0	7	0	7	0	7
Ped Clear	0	10	0	18	0	11	0	19
Steady Don't Walk	0	0	0	0	0	0	0	0
Min Green	4	10	4	4	4	10	4	4
Min Green 2	15	10	0	10	15	10	0	10
Passage	2.0	5.0	2.0	2.0	2.0	5.0	2.0	2.0
Passage 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	30	50	30	30	30	50	30	30
Max 2	20	90	0	35	20	90	0	35
Max 3	30	70	0	30	30	70	0	30
Conditional Max	0	0	0	0	0	0	0	0
Yellow Change	3.4	3.9	3.4	3.9	3.4	4.0	3.4	3.9
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Add Red Clear	0	0	0	0	0	0	0	0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Added Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Initial	0	0	0	0	0	0	0	0
Time Before Reduction	0	0	0	0	0	0	0	0
Cars Before Reduction	0	0	0	0	0	0	0	0
Time To Reduce	0	30	0	0	0	33	0	0

Phase Configuration > Phase Option Plans

MM > 2. Controller > 2. Phase > 2. Phase Options

Phase Options - Plan 1

Phase	1	2	3	4	5	6	7	8
Enable	X	X		X	X	X		X
Auto Flash Ent.		X				X		
Auto Flash Exit				X				X
Non Actuated I								
Non Actuated II								
Non Lock Detector	X	X		X	X	X		X
Min Veh Recall		X				X		
Max Veh Recall								
Ped Recall								
Soft Veh Recall								
Dual Entry				X				X
Disable Sim Gap								
Guaranteed Pass								
Act Rest Walk								
Cond Service								
Add Initial								
Cond Reservice								
Yel Min Override								
No Startup Call								
Adv. Warn Flasher								
No Ped Str Up Call								
Ped Clr OVTG								

Phase Configuration > Phase Timing Plans

MM > 2. Controller > 2. Phase > 1. Phase Times

Phase Timing - Plan 1 (continued)

Phase	1	2	3	4	5	6	7	8
Reduce By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Minimum Gap	2.0	0.2	0.0	2.0	2.0	0.2	0.0	2.0
Advance Walk	0	0	0	7	0	0	0	7
Delayed Ped	0	0	0	0	0	0	0	0
Ped Service Limit	0	0	0	0	0	0	0	0
Queue Jump	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Adv Warning Ext	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pri Walk	0	0	0	0	0	0	0	0
Call Phases								
Walk Extension	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0
Waiting Cars Before Svc	0	0	0	0	0	0	0	0

Phase Configuration > Phase Option Plans

MM > 2. Controller > 2. Phase > 2. Phase Options

Phase Options - Plan 1 (continued)

Phase	1	2	3	4	5	6	7	8
Flash Exit Call								
Flash Exit Ped Call								
MinGreen2								
MaxGreen2								
MaxGreen3								
Ped2								
Ped Clear Pre Clear								
Ped NA+ Mode								
Red Rest								
Force Coord Ped Yield								
Ped Recycle		X				X		
Countdown								
Simultaneous Start								

Phase Configuration & Start-Up

MM > 2. Controller > 3. Sequence & Phs Config > 2. Phase Startup

Phase	Startup	Ring	Concurrency	Startup Min	Description
1		1	5,6	0	WB Left
2		1	5,6	0	EB
3		0		0	NB Left
4		1	8	0	SB
5		2	1,2	0	EB Left
6		2	1,2	0	WB
7		0		0	SB Left
8		2	4	0	NB

Phase Configuration > Global Phase Recalls

MM > 2. Controller > 2. Phase > 3. Global Phase Recalls

Global Phase Recalls

Phase	1	2	3	4	5	6	7	8
Min Veh Recall		X				X		
Max Veh Recall								
Ped Recall								
Act Rest in Walk								

Sequences

MM > 2. Controller > 3. Sequence & Phs Config > 1. Sequences

Sequence 1

Ring	Sequence
1	1,2,a,4,b
2	5,6,a,8,b

Sequence 2

Ring	Sequence
1	1,2,a,4,b
2	6,5,a,8,b

Sequence 3

Ring	Sequence
1	1,2,a,4,b
2	5,6,a,8,b

Sequence 4

Ring	Sequence
1	2,1,a,4,b
2	5,6,a,8,b

Sequence 5

Ring	Sequence
1	1,2,a,3,4,b
2	6,5,a,7,8,b

Sequence 6

Ring	Sequence
1	2,1,a,3,4,b
2	6,5,a,7,8,b

Sequence 7

Ring	Sequence
1	1,2,a,4,b
2	6,5,a,8,b

No Served Phase Plans

MM > 2. Controller > 3. Sequence & Phs Config > 3. No Served Phase Plans

Sequence 1		Sequence 2		Sequence 3		Sequence 4		Sequence 5		Sequence 6		Sequence 7	
Phs	No Srv	Phs	No Srv	Phs	No Srv	Phs	No Srv	Phs	No Srv	Phs	No Srv	Phs	No Srv
1		1		1		1		1		1		1	
2		2		2		2		2		2		2	
3		3		3		3		3		3		3	
4		4		4		4		4		4		4	
5		5		5		5		5		5		5	
6		6		6		6		6		6		6	
7		7		7		7		7		7		7	
8		8		8		8		8		8		8	

Backup Prevention

MM > 2. Controller > 3. Sequence & Phs Config > 4. Backup Prevention

Sequence 1

	No Backup Ph							
	1	2	3	4	5	6	7	8
1								
2								
3								
4								
5								
6								
7								
8								

Backup Thru Red No

Sequence 2

	No Backup Ph							
	1	2	3	4	5	6	7	8
1								
2								
3								
4								
5								
6								
7								
8								

Backup Thru Red No

Sequence 3

	No Backup Ph							
	1	2	3	4	5	6	7	8
1								
2								
3								
4								
5								
6								
7								
8								

Backup Thru Red No

Sequence 4

	No Backup Ph							
	1	2	3	4	5	6	7	8
1								
2								
3								
4								
5								
6								
7								
8								

Backup Thru Red No

Sequence 5

	No Backup Ph							
	1	2	3	4	5	6	7	8
1								
2								
3								
4								
5								
6								
7								
8								

Backup Thru Red No

Sequence 6

	No Backup Ph							
	1	2	3	4	5	6	7	8
1								
2								
3								
4								
5								
6								
7								
8								

Backup Thru Red No

Sequence 7

	No Backup Ph							
	1	2	3	4	5	6	7	8
1								
2								
3								
4								
5								
6								
7								
8								

Backup Thru Red No

Detector Configuration > Vehicle Detectors

MM > 2. Controller > 4. Detector

Vehicle Detector Parameters - Plan 1

Det	Description	Call Ph	Call OL	Call Ped	Switch Phase	Add Call Ph	Add Call OLs	Delay OLs	Delay	Extend	Queue Limit	Ext Hold	No Act	Max Pres	Err Cnt	Fail Time	Fail Recall	Fail Link
1		1	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
2		2	0	0	0				0.0	1.8	0	0.0	0	0	0	0	None	0
3		2	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
4		2	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
5		2	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
6		2	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
7		3	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
8		4	0	0	0				10.0	0.0	0	0.0	0	0	0	0	None	0
9		4	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
10		4	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
11		4	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
12		4	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
13		1	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
14		3	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
15		5	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
16		6	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
17		6	0	0	0				0.0	1.8	0	0.0	0	0	0	0	None	0
18		6	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
19		6	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
20		6	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
21		7	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
22		8	0	0	0				10.0	0.0	0	0.0	0	0	0	0	None	0
23		8	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
24		8	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
25		8	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
26		8	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
27		5	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0
28		7	0	0	0				0.0	0.0	0	0.0	0	0	0	0	None	0

Det Config > Global Det Settings

MM > 2. Controller > 4. Detector > 8. Global

Global Vehicle Diagnostics

No Activity	0
Max Presence	0
Erratic Count	0
Failed Recall	None
Det Reset Enable	Disabled

Global Ped Diagnostics

No Activity	0
Max Presence	0
Erratic Count	0

Global Pri/Pre Diagnostics

No Activity	0
Max Presence	0
Erratic Count	0

Det Config > Vol Occ Data Collect

MM > 2. Controller > 4. Detect > 6. Vol & Occ

# of Seconds	# of Periods
60	1

Detector Configuration > Vehicle Detector Options

MM > 2. Controller > 4. Detector > 2. Veh Det Options

Detector Options

Detector	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28
Volume																												
Occupancy																												
Yellow Lock Call																												
Red Lock Call																												
Extend	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X	X	X		X	X	X	X	X		X	X
Added Initial	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X	X	X		X	X	X	X	X		X	X
Queue																												
Call	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Terminate																												
Min Green 2																												
Protected Perm																												
Disable Delay Leading																												
Disable TS2 Diag																												
Disable Detector Diag																												
Passage 2																												
Red Clear Extension																												
OL Add Initial Delay																												
OL Gap Delay																												

Detector Configuration > Pedestrian Detectors

MM > 2. Controller > 4. Detector > 3. Ped Det Plans

Pedestrian Detectors - Plan 1

Det	Call Phs	Call OL	Cancel Phs	Add Call Phs	Add Call OLs	Walk 2 Time	Ped Clr 2 Time	No Act	Max Pres	Err Cnt
1	0	0				0	0	0	0	0
2	2	0				0	0	0	0	0
3	0	0				0	0	0	0	0
4	4	0		8		0	0	0	0	0
5	0	0				0	0	0	0	0
6	6	0				0	0	0	0	0
7	0	0				0	0	0	0	0
8	8	0		4		0	0	0	0	0

Detector Configuration > Pedestrian Detector Options

MM > 2. Controller > 4. Detector > 4. Ped Det Option Plans

Pedestrian Detector Options - Plan 1

Detector	1	2	3	4	5	6	7	8
Walk Extension								

Detector Configuration > Pri/Pre Detectors

MM > 2. Controller > 4. Detector > 4. Pri/Pre Detectors Plans

Prioritor & Preempt Detectors - Plan 1

Det	Description	Low Call	High Call	Low Num	High Num	Lead / Trail	Delay	Extend	Min On	Pri Delay	Pri Arrival	Pri OL	No Act	Max Pres	Err Cnt
1		None	None	0	0	None	0	0	0	0	0		0	0	0
2		None	None	0	0	None	0	0	0	0	0		0	0	0
3		Prioritor	Preempt	3	3	None	0	0	0	0	0		0	0	0
4		Prioritor	Preempt	4	4	None	0	0	0	0	0		0	0	0
5		Prioritor	Preempt	5	5	None	0	0	0	0	0		0	0	0
6		Prioritor	Preempt	6	6	None	0	0	0	0	0		0	0	0
7		None	None	0	0	None	0	0	0	0	0		0	0	0
8		None	None	0	0	None	0	0	0	0	0		0	0	0

Overlap Configuration > Overlaps

MM > 2. Controller > 7. Overlap

Overlap Parameters - Plan 1

Overlap	1 - A	2 - B	3 - C	4 - D	5 - E	6 - F	7 - G	8 - H
Enabled	Enabled	Enabled	Enabled	Enabled	Enabled	Enabled	Enabled	Enabled
Description								
Type	Off	Off	Off	Off	Off	Off	Off	Off
Included Phases								
Modifier Phases								
Modifier Overlaps								
Negative Phs								
Trail Green	0	0	0	0	0	0	0	0
Trail Yellow	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Trail Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Walk	0	0	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0	0	0
Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Flash	Off	Off	Off	Off	Off	Off	Off	Off
Inhibit Negative Phs								
Negative Overlaps								
Trail Green Omit Phs								
Negative Ped Ph.								
Neg Ped Overlaps								
Green Suppress Phs								

Overlap Configuration > Overlaps

MM > 2. Controller > 7. Overlap

Overlaps - Plan 1 (continued)

Overlap	1 - A	2 - B	3 - C	4 - D	5 - E	6 - F	7 - G	8 - H
Call Phs on Neg Ped								
Call Phases								
Walk 2	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0
Min Green	0	0	0	0	0	0	0	0
Max Green Ext	0	0	0	0	0	0	0	0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LRT Prepare To Go	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FYA Ped Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Added Initial Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Gap Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Delay	0	0	0	0	0	0	0	0
Flash Inactive	Off	Off	Off	Off	Off	Off	Off	Off
Flash Alt	Off	Off	Off	Off	Off	Off	Off	Off
Walk Rest	Off	Off	Off	Off	Off	Off	Off	Off
Startup Call								
Recall								
Disable Veh Reservice								
No Hold On TrailExit								
Ped Recycle								
Disable Yellow Prot								
Disable Bridging								
LRT Prepare To Go								
Call For Service								
Allow Trail Grn Bridge								
FYA During Red Clear								
Use Ph/Ped Int Overrides								
Queue Jump								
No FYA Ped During Wlk								
Terminate After Call								
FYA Ped No Prot Ret								
Negative Ped Allow								
All Included Start								
Queue Jump Extend								
Disable Sim Gap								

Overlap Configuration > Custom Overlap Rules

MM > 2. Controller > 7. Overlap > 5. Custom Overlap Rules

Rule	Custom Overlap	Included Phase State	Modifier Phase State	Modifier OL State	Negative Phase State	Output	Flash
1	Disable	Any	Any	Any	Any	Not Set	Not Set
2	Disable	Any	Any	Any	Any	Not Set	Not Set
3	Disable	Any	Any	Any	Any	Not Set	Not Set
4	Disable	Any	Any	Any	Any	Not Set	Not Set

Coordination > Coordination Parameters

MM > 2. Controller > 5. Coordination > 1. Coord Parameters

Operational Mode	Automatic
Coordination Mode	Pattern
Max Mode	
Force Mode	
Correction Mode	

Max Cycle Limit %	25
MinCycle Limit %	25
Max Dwell	0
Transition Cover Peds	

Coordination > Patterns

MM > 2. Controller > 5. Coordination > 2. Patterns

Pattern Parameters

Patt.	Description	Cycle	Offs 1	Seq	Split	Ref Pt	Coord Mode	Force Mode	Max Mode	Trans Cover Peds	Min Perm Mode	Correction Mode	Phs Plan	V Det Plan	V Opts Plan	P Det Plan	P Opts Plan	OL Plan	Pri/Pre Plan
1	AM	130	20	2	1	Yel	Auto	Fixed	Inh	Phase	Phs Only	Shortway (Auto)	1	1	1	1	1	1	1
2	Mid	130	69	2	2	Yel	Auto	Fixed	Inh	Phase	Phs Only	Shortway (Auto)	1	1	1	1	1	1	1
3	PM	130	63	2	3	Yel	Auto	Fixed	Inh	Phase	Phs Only	Shortway (Auto)	1	1	1	1	1	1	1
4		0	0	0	0	Yel	Auto	Fixed	Inh	Phase	Phs Only	Shortway (Auto)	1	1	1	1	1	1	1
5		0	0	0	0	Yel	Auto	Fixed	Inh	Phase	Phs Only	Shortway (Auto)	1	1	1	1	1	1	1
6		0	0	0	0	Yel	Auto	Fixed	Inh	Phase	Phs Only	Shortway (Auto)	1	1	1	1	1	1	1
7		0	0	0	0	Yel	Auto	Fixed	Inh	Phase	Phs Only	Shortway (Auto)	1	1	1	1	1	1	1
8		0	0	0	0	Yel	Auto	Fixed	Inh	Phase	Phs Only	Shortway (Auto)	1	1	1	1	1	1	1
9		0	0	0	0	Yel	Auto	Fixed	Inh	Phase	Phs Only	Shortway (Auto)	1	1	1	1	1	1	1
10		0	0	0	0	Yel	Auto	Fixed	Inh	Phase	Phs Only	Shortway (Auto)	1	1	1	1	1	1	1

Coordination > Ring Offsets

MM > 2. Controller > 5. Coordination > 4. Ring Plans

Ring Plan 1

Ring	Offset	Early Gapout	Early F/O
1	0	0	0
2	0	0	0

Ring Plan 2

Ring	Offset	Early Gapout	Early F/O
1	0	0	0
2	0	0	0

Ring Plan 3

Ring	Offset	Early Gapout	Early F/O
1	0	0	0
2	0	0	0

Ring Plan 4

Ring	Offset	Early Gapout	Early F/O
1	0	0	0
2	0	0	0

Coordination > Patterns > Advanced Options

MM > 2. Controller > 5. Coordination > 5. Advanced Options

Advanced Options

Pattern	1	2	3	4	5	6	7	8	9	10
Ring Plan	0	0	0	0	0	0	0	0	0	0
Allow Split Underrun										
Allow Split Overrun										
Allow No Coord Ph										
Coord Now										

Coordination > Splits

MM > 2. Controller > 5. Coordination > 3. Splits

Split 1

Ph	Time	Min	Max	Crd Ph	Ref Pt	Cvr Ped	F/O Mode	Mode	Pri Min	Pri Max	Prioritor F/O Mode
1	16	0	0				Fix		0	0	Float
2	82	0	0	X	X		Fix		0	0	Float
3	0	0	0				Fix		0	0	Float
4	32	0	0				Fix		22	0	Float
5	12	0	0				Fix		0	0	Float
6	86	0	0	X	X		Fix		0	106	Float
7	0	0	0				Fix		0	0	Float
8	32	0	0				Fix		22	0	Float

Split 2

Ph	Time	Min	Max	Crd Ph	Ref Pt	Cvr Ped	F/O Mode	Mode	Pri Min	Pri Max	Prioritor F/O Mode
1	17	0	0				Fix		0	0	Float
2	81	0	0	X	X		Fix		0	101	Float
3	0	0	0				Fix		0	0	Float
4	32	0	0				Fix		22	0	Float
5	16	0	0				Fix		0	0	Float
6	82	0	0	X	X		Fix		0	102	Float
7	0	0	0				Fix		0	0	Float
8	32	0	0				Fix		22	0	Float

Coordination > Splits

MM > 2. Controller > 5. Coordination > 3. Splits

Split 3

Ph	Time	Min	Max	Crd Ph	Ref Pt	Cvr Ped	F/O Mode	Mode	Pri Min	Pri Max	Prioritor F/O Mode
1	14	0	0				Fix		0	0	Float
2	84	0	0	X	X		Fix		0	104	Float
3	0	0	0				Fix		0	0	Float
4	32	0	0				Fix		22	0	Float
5	13	0	0				Fix		0	0	Float
6	85	0	0	X	X		Fix		0	0	Float
7	0	0	0				Fix		0	0	Float
8	32	0	0				Fix		22	0	Float

Split 4

Ph	Time	Min	Max	Crd Ph	Ref Pt	Cvr Ped	F/O Mode	Mode	Pri Min	Pri Max	Prioritor F/O Mode
1	0	0	0				Fix		0	0	Float
2	0	0	0				Fix		0	0	Float
3	0	0	0				Fix		0	0	Float
4	0	0	0				Fix		0	0	Float
5	0	0	0				Fix		0	0	Float
6	0	0	0				Fix		0	0	Float
7	0	0	0				Fix		0	0	Float
8	0	0	0				Fix		0	0	Float

Split 5

Ph	Time	Min	Max	Crd Ph	Ref Pt	Cvr Ped	F/O Mode	Mode	Pri Min	Pri Max	Prioritor F/O Mode
1	0	0	0				Fix		0	0	Float
2	0	0	0				Fix		0	0	Float
3	0	0	0				Fix		0	0	Float
4	0	0	0				Fix		0	0	Float
5	0	0	0				Fix		0	0	Float
6	0	0	0				Fix		0	0	Float
7	0	0	0				Fix		0	0	Float
8	0	0	0				Fix		0	0	Float

Split 6

Ph	Time	Min	Max	Crd Ph	Ref Pt	Cvr Ped	F/O Mode	Mode	Pri Min	Pri Max	Prioritor F/O Mode
1	0	0	0				Fix		0	0	Float
2	0	0	0				Fix		0	0	Float
3	0	0	0				Fix		0	0	Float
4	0	0	0				Fix		0	0	Float
5	0	0	0				Fix		0	0	Float
6	0	0	0				Fix		0	0	Float
7	0	0	0				Fix		0	0	Float
8	0	0	0				Fix		0	0	Float

Split 7

Ph	Time	Min	Max	Crd Ph	Ref Pt	Cvr Ped	F/O Mode	Mode	Pri Min	Pri Max	Prioritor F/O Mode
1	0	0	0				Fix		0	0	Float
2	0	0	0				Fix		0	0	Float
3	0	0	0				Fix		0	0	Float
4	0	0	0				Fix		0	0	Float
5	0	0	0				Fix		0	0	Float
6	0	0	0				Fix		0	0	Float
7	0	0	0				Fix		0	0	Float
8	0	0	0				Fix		0	0	Float

Split 8

Ph	Time	Min	Max	Crd Ph	Ref Pt	Cvr Ped	F/O Mode	Mode	Pri Min	Pri Max	Prioritor F/O Mode
1	0	0	0				Fix		0	0	Float
2	0	0	0				Fix		0	0	Float
3	0	0	0				Fix		0	0	Float
4	0	0	0				Fix		0	0	Float
5	0	0	0				Fix		0	0	Float
6	0	0	0				Fix		0	0	Float
7	0	0	0				Fix		0	0	Float
8	0	0	0				Fix		0	0	Float

Coordination > Splits (9-10)

MM > 2. Controller > 5. Coordination > 3. Splits

Split 9

Ph	Time	Min	Max	Coord Ph	Ref Pt	Cover Ped	Force Off Mode	Mode	Pri Min	Pri Max	Prioritor Force Off Mode
1	0	0	0				Fix		0	0	Float
2	0	0	0				Fix		0	0	Float
3	0	0	0				Fix		0	0	Float
4	0	0	0				Fix		0	0	Float
5	0	0	0				Fix		0	0	Float
6	0	0	0				Fix		0	0	Float
7	0	0	0				Fix		0	0	Float
8	0	0	0				Fix		0	0	Float

Split 10

Ph	Time	Min	Max	Coord Ph	Ref Pt	Cover Ped	Force Off Mode	Mode	Pri Min	Pri Max	Prioritor Force Off Mode
1	0	0	0				Fix		0	0	Float
2	0	0	0				Fix		0	0	Float
3	0	0	0				Fix		0	0	Float
4	0	0	0				Fix		0	0	Float
5	0	0	0				Fix		0	0	Float
6	0	0	0				Fix		0	0	Float
7	0	0	0				Fix		0	0	Float
8	0	0	0				Fix		0	0	Float

Scheduler Configuration > Schedules

MM > 2. Controller > 6. Scheduler > 1. Schedules

Schedule 1

Enable	On
Day Plan	1
Description	

Months of Year

J	F	M	A	M	J	J	A	S	O	N	D
X	X	X	X	X	X	X	X	X	X	X	X

Days of Week

S	M	T	W	T	F	S
	X	X	X	X	X	

Days of Month

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Schedule 2

Enable	On
Day Plan	2
Description	

Months of Year

J	F	M	A	M	J	J	A	S	O	N	D
X	X	X	X	X	X	X	X	X	X	X	X

Days of Week

S	M	T	W	T	F	S
X						X

Days of Month

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Schedule 3

Enable	On
Day Plan	3
Description	

Months of Year

J	F	M	A	M	J	J	A	S	O	N	D
X	X	X	X	X	X	X	X	X	X	X	X

Days of Week

S	M	T	W	T	F	S
X	X	X	X	X	X	X

Days of Month

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Schedule 4

Enable	On
Day Plan	4
Description	

Months of Year

J	F	M	A	M	J	J	A	S	O	N	D
X	X	X	X	X	X	X	X	X	X	X	X

Days of Week

S	M	T	W	T	F	S
X	X	X	X	X	X	X

Days of Month

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Scheduler Configuration > Schedules

MM > 2. Controller > 6. Scheduler > 1. Schedules

Schedule	5
Enable	On
Day Plan	5
Description	

Months of Year

J	F	M	A	M	J	J	A	S	O	N	D
X	X	X	X	X	X	X	X	X	X	X	X

Days of Week

S	M	T	W	T	F	S
X	X	X	X	X	X	X

Days of Month

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Schedule	6
Enable	On
Day Plan	6
Description	

Months of Year

J	F	M	A	M	J	J	A	S	O	N	D
X	X	X	X	X	X	X	X	X	X	X	X

Days of Week

S	M	T	W	T	F	S
X	X	X	X	X	X	X

Days of Month

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Schedule	7
Enable	On
Day Plan	7
Description	

Months of Year

J	F	M	A	M	J	J	A	S	O	N	D
X	X	X	X	X	X	X	X	X	X	X	X

Days of Week

S	M	T	W	T	F	S
X	X	X	X	X	X	X

Days of Month

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Scheduler Configuration > Day Plans

MM > 2. Controller > 6. Scheduler > 2. Day Plans

Day Plan 1

Ev	Hour	Min	Action	Description
1	6	30	1	AM Peak
2	10	0	2	Midday
3	14	30	3	PM Peak
4	19	30	4	Overnight
5	0	0		
6	0	0		
7	0	0		
8	0	0		
9	0	0		
10	0	0		

Day Plan 2

Ev	Hour	Min	Action	Description
1	9	0	2	
2	18	30	4	
3	0	0		
4	0	0		
5	0	0		
6	0	0		
7	0	0		
8	0	0		
9	0	0		
10	0	0		

Day Plan 3

Ev	Hour	Min	Action	Description
1	0	0	5	
2	0	0		
3	0	0		
4	0	0		
5	0	0		
6	0	0		
7	0	0		
8	0	0		
9	0	0		
10	0	0		

Day Plan 4

Event	Hour	Min	Action	Description
1	0	0		
2	0	0		
3	0	0		
4	0	0		
5	0	0		
6	0	0		
7	0	0		
8	0	0		
9	0	0		
10	0	0		

Scheduler Configuration > Day Plans

MM > 2. Controller > 6. Scheduler > 2. Day Plans

Day Plan 5

Ev	Hour	Min	Action	Description
1	0	0		
2	0	0		
3	0	0		
4	0	0		
5	0	0		
6	0	0		
7	0	0		
8	0	0		
9	0	0		
10	0	0		

Day Plan 6

Ev	Hour	Min	Action	Description
1	0	0		
2	0	0		
3	0	0		
4	0	0		
5	0	0		
6	0	0		
7	0	0		
8	0	0		
9	0	0		
10	0	0		

Day Plan 7

Ev	Hour	Min	Action	Description
1	0	0		
2	0	0		
3	0	0		
4	0	0		
5	0	0		
6	0	0		
7	0	0		
8	0	0		
9	0	0		
10	0	0		

Day Plan 8

Ev	Hour	Min	Action	Description
1	0	0		
2	0	0		
3	0	0		
4	0	0		
5	0	0		
6	0	0		
7	0	0		
8	0	0		
9	0	0		
10	0	0		

Day Plan 9

Ev	Hour	Min	Action	Description
1	0	0		
2	0	0		
3	0	0		
4	0	0		
5	0	0		
6	0	0		
7	0	0		
8	0	0		
9	0	0		
10	0	0		

Day Plan 10

Ev	Hour	Min	Action	Description
1	0	0		
2	0	0		
3	0	0		
4	0	0		
5	0	0		
6	0	0		
7	0	0		
8	0	0		
9	0	0		
10	0	0		

Day Plan 11

Ev	Hour	Min	Action	Description
1	0	0		
2	0	0		
3	0	0		
4	0	0		
5	0	0		
6	0	0		
7	0	0		
8	0	0		
9	0	0		
10	0	0		

Day Plan 12

Ev	Hour	Min	Action	Description
1	0	0		
2	0	0		
3	0	0		
4	0	0		
5	0	0		
6	0	0		
7	0	0		
8	0	0		
9	0	0		
10	0	0		

Scheduler Configuration > Actions
MM > 2. Controller > 6. Scheduler > 3. Actions

Action Parameters

Action	Pattern	Aux1	Aux2	Aux3	SP1	SP2	SP3	SP4	SP5	SP6	SP7	SP8	SP9	SP10	SP11	SP12	SP13	SP14	SP15	SP16
1	Pattern 1																			
2	Pattern 2																			
3	Pattern 3																			
4	Free																			
5	Pattern 5																			
6	Pattern 6																			
7	Pattern 7																			
8	Pattern 8																			
9	Pattern 9																			
10	Pattern 10																			
64	None																			

Scheduler Configuration > Actions
MM > 2. Controller > 6. Scheduler > 4. Action Commands

Action Command Parameters

No	Command	Indexes
1	Prioritor Disable	3
2	None	
3	Prioritor Disable	5
4	None	
5	None	
6	None	
7	None	
8	None	
9	None	
10	None	
64	None	

Scheduler Configuration > Advanced Options
MM > 2. Controller > 6. Scheduler > 5. Advanced Options

Master Sections By TOD

Action	1	2	3	4	5	6	7	8	9	10	64
Master Section 1											
Master Section 2											
Master Section 3											
Master Section 4											
Master Section 5											
Master Section 6											
Master Section 7											
Master Section 8											
Master Section 9											
Master Section 10											

Queue Responsive By TOD

Action	1	2	3	4	5	6	7	8	9	10	64
Queue Responsive Plan 1											
Queue Responsive Plan 2											
Queue Responsive Plan 3											
Queue Responsive Plan 4											
Queue Responsive Plan 5											
Queue Responsive Plan 6											
Queue Responsive Plan 7											
Queue Responsive Plan 8											
Queue Responsive Plan 9											
Queue Responsive Plan 10											

Preempt Configuration > Preempts

MM > 2. Controller > 8. Preemption

Preempt Configuration

Preempt	1	2	3	4	5	6
Enabled	Disabled	Disabled	Enabled	Enabled	Enabled	Enabled
Type	Emerg Veh	Emerg Veh	Emerg Veh	Emerg Veh	Emerg Veh	Emerg Veh
Description			Eastbound	Southbound	Westbound	Northbound
Track Phases						
Track 2 Phases						
Track Overlaps						
Track 2 Overlaps						
Dwell Phases			2,5	4,8	1,6	4,8
Dwell Peds						
Dwell Overlaps						
Cycling Phases						
Cycling Peds						
Cycling Overlaps						
Exit Phases						
Exit Overlaps						
Recovery Exit Omit Phs						
Link	0	0	0	0	0	0
Delay	0	0	0	0	0	0
Min Duration	0	0	4	4	4	4
Min Presence	0.0	0.0	0.0	0.0	0.0	0.0
Max Presence	0	0	240	240	240	240
Max Presence Action	Terminate	Terminate	Terminate	Terminate	Terminate	Terminate
Enter Min Green	0	0	0	0	0	0
Enter Yellow Change	25.5	25.5	3.9	3.9	3.9	3.9
Enter Red Clear	25.5	25.5	1.0	1.0	1.0	1.0
Enter Min Walk	0	0	0	0	0	0
Min Ped Clear	255	255	1	1	1	1
Track Green	0	0	0	0	0	0
Max Track Green	0	0	0	0	0	0
Track Yellow Change	25.5	25.5	25.5	25.5	25.5	25.5
Track Red Clear	25.5	25.5	25.5	25.5	25.5	25.5
Track 2 Green	0	0	0	0	0	0
Track 2 Yellow	25.5	25.5	25.5	25.5	25.5	25.5
Track 2 Red	25.5	25.5	25.5	25.5	25.5	25.5

Preempt Configuration > Preempt CRC Config

MM > 2. Controller > 8. Preemption > 6. Preempt CRC Cfg

Require Preempt CRC

Disabled

Preempt Configuration > Preempts

MM > 2. Controller > 8. Preemption

Preempt Configuration (continued)

Preempt	1	2	3	4	5	6
Track Extend Gate Down	0	0	0	0	0	0
Dwell Green	0	0	4	4	4	4
Exit Ped Clear	255	255	255	255	255	255
Exit Yellow	25.5	25.5	25.5	25.5	25.5	25.5
Exit Red Clear	25.5	25.5	25.5	25.5	25.5	25.5
Dwell Extend time	0.0	0.0	0.0	0.0	0.0	0.0
Max Exit Green	0	0	0	0	0	0
Exit Type	Exit Phases	Exit Phases	Exit Coord	Exit Coord	Exit Coord	Exit Coord
Exit Max Mode	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled
Exit Max Apply Time	0	0	0	0	0	0
Exit Free Time	0	0	0	0	0	0
Veh Exit Calls						
Ped Exit Calls						
Non Lock Mem						
Not Override Flash						
Not override Next Preempt						
Flash Dwell						
Ped Recycle in Dwell Cycle						
Immediate Ped Clear						
Dwell Only Status Output						
All Red Flash Dwell						
Allow All Overlaps						
Require All Red Entry						
Require Gate Down Track Exit						
Require Gate Up Dwell Exit						
Use Normal On/Off Input						
Track Clear Override						
Aux Function 1						
Aux Function 2						
Aux Function 3						
Special Function 1						
Special Function 2						
Special Function 3						
Special Function 4						
Special Function 5						

Advanced IO > Channels > Channel Configuration

MM > 2. Controller > 9. More > 1. Channels

Channel Configuration

Channel	Control Type	Control Source	Flash Yellow	Flash Red	Flash Alt	MMU Channel
1		1		X		1
2		2		X		2
3		3		X		3
4		4		X		4
5		5		X		5
6		6		X		6
7		7		X		7
8		8		X		8
9		1		X		9
10		2		X		10
11		3		X		11
12		4		X		12
13		2				13
14		4				14
15		6				15
16		8				16
17		5				17
18		6				18

Advanced IO > Cabinet Configuration > IO Modules

MM > 2. Controller > 9. More > 2. Advanced IO > 2. IO Modules Port Setting

Advanced Cabinet Options

ITS Cabinet on Port 1	No
ITS Cabinet on Port C13S	No
33X Input Leading Edge Filter	5
33X Input Trailing Edge Filter	5

Advanced TS2 Options

Enable TS2/ATC Stop Time	
Disable TS2/ATC Startup Call	
Disable TS2/ATC Fault Flash	
Disable TS2 Cabinet Alarms	
Disable ATC Cabinet Alarms	

Advanced IO > Cabinet Configuration > IO Modules

MM > 2. Controller > 9. More > 2. Advanced IO

IO Modules

IO Module	Type
1	Caltrans 332
2	None
3	None
4	None
5	None
6	None
7	None
8	None
9	None
10	None

Alarm Configuration

MM > 2. Controller > 9. More > 3. Alarms

Alarm Configuration

Alarm	Alarm Name
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	

Advanced IO > Cabinet Configuration > Input Points

MM > 2. Controller > 9. More > 2. Advanced IO > 3. Input Points

IO Module 1

Inputs - Type 332

Point	Desc.	Control Type	Index
1	C1-39	Veh Det Call	2
2	C1-40	Veh Det Call	16
3	C1-41	Veh Det Call	8
4	C1-42	Veh Det Call	22
5	C1-43	Veh Det Call	3
6	C1-44	Veh Det Call	17
7	C1-45	Veh Det Call	9
8	C1-46	Veh Det Call	23
9	C1-47	Veh Det Call	6
10	C1-48	Veh Det Call	20
11	C1-49	Veh Det Call	12
12	C1-50	Veh Det Call	26
13	C1-51	Preempt Input	1
14	C1-52	Preempt Input	2
15	C1-53	Man Ctrl Enable	1
16	C1-54	Not Active	0
17	C1-55	Veh Det Call	15
18	C1-56	Veh Det Call	1
19	C1-57	Veh Det Call	21
20	C1-58	Veh Det Call	7
21	C1-59	Veh Det Call	27
22	C1-60	Veh Det Call	13
23	C1-61	Veh Det Call	28
24	C1-62	Veh Det Call	14
25	C11-10	Not Active	0
26	C11-11	Not Active	0
27	C11-12	Not Active	0
28	C11-13	Not Active	0
29	C1-63	Veh Det Call	4
30	C1-64	Veh Det Call	18
31	C1-65	Veh Det Call	10
32	C1-66	Veh Det Call	24

Point	Desc.	Control Type	Index
33	C1-67	Ped Det Call	2
34	C1-68	Ped Det Call	6
35	C1-69	Ped Det Call	4
36	C1-70	Ped Det Call	8
37	C1-71	Pre High Pri Low	3
38	C1-72	Pre High Pri Low	4
39	C1-73	Pre High Pri Low	5
40	C1-74	Pre High Pri Low	6
41	C1-75	Not Active	0
42	C1-76	Veh Det Call	5
43	C1-77	Veh Det Call	19
44	C1-78	Veh Det Call	11
45	C1-79	Veh Det Call	25
46	C1-80	Interval Adv	1
47	C1-81	Flash Sense	1
48	C1-82	Unit Stop Time	1
49	C11-15	Not Active	0
50	C11-16	Not Active	0
51	C11-17	Not Active	0
52	C11-18	Not Active	0
53	C11-19	Not Active	0
54	C11-20	Not Active	0
55	C11-21	Not Active	0
56	C11-22	Not Active	0
57	C11-23	Not Active	0
58	C11-24	Not Active	0
59	C11-25	Not Active	0
60	C11-26	Not Active	0
61	C11-27	Not Active	0
62	C11-28	Not Active	0
63	C11-29	Not Active	0
64	C11-30	Not Active	0

Advanced IO > Cabinet Configuration > Output Points

MM > 2. Controller > 9. More > 2. Advanced IO > 4. Output Points

IO Module 1

Outputs - Type 332

Point	Desc.	Control Type	Index
1	C1-2	Ch Red DWalk	14
2	C1-3	Chl Green Walk	14
3	C1-4	Ch Red DWalk	4
4	C1-5	Ch Yel Ped Clear	4
5	C1-6	Chl Green Walk	4
6	C1-7	Ch Red DWalk	3
7	C1-8	Ch Yel Ped Clear	3
8	C1-9	Chl Green Walk	3
9	C1-10	Ch Red DWalk	13
10	C1-11	Chl Green Walk	13
11	C1-12	Ch Red DWalk	2
12	C1-13	Ch Yel Ped Clear	2
13	C1-15	Chl Green Walk	2
14	C1-16	Ch Red DWalk	1
15	C1-17	Ch Yel Ped Clear	1
16	C1-18	Chl Green Walk	1
17	C1-19	Ch Red DWalk	16
18	C1-20	Chl Green Walk	16
19	C1-21	Ch Red DWalk	8
20	C1-22	Ch Yel Ped Clear	8
21	C1-23	Chl Green Walk	8
22	C1-24	Ch Red DWalk	7
23	C1-25	Ch Yel Ped Clear	7
24	C1-26	Chl Green Walk	7
25	C1-27	Ch Red DWalk	15
26	C1-28	Chl Green Walk	15
27	C1-29	Ch Red DWalk	6
28	C1-30	Ch Yel Ped Clear	6
29	C1-31	Chl Green Walk	6
30	C1-32	Ch Red DWalk	5
31	C1-33	Ch Yel Ped Clear	5
32	C1-34	Chl Green Walk	5

Point	Desc.	Control Type	Index
33	C1-35	Not Active	1
34	C1-36	Not Active	1
35	C1-37	GlobalVar	2
36	C1-38	GlobalVar	2
37	C1-100	Not Active	1
38	C1-101	Flash State	1
39	C1-102	Veh Det Reset	1
40	C1-103	Watchdog	0
41	C1-83	Not Active	1
42	C1-84	Not Active	1
43	C1-85	Ch Red DWalk	17
44	C1-86	Ch Yel Ped Clear	17
45	C1-87	Chl Green Walk	17
46	C1-88	Ch Red DWalk	12
47	C1-89	Ch Yel Ped Clear	12
48	C1-90	Chl Green Walk	12
49	C1-91	Not Active	1
50	C1-93	Not Active	1
51	C1-94	Ch Red DWalk	10
52	C1-95	Ch Yel Ped Clear	10
53	C1-96	Chl Green Walk	10
54	C1-97	Ch Red DWalk	9
55	C1-98	Ch Yel Ped Clear	9
56	C1-99	Chl Green Walk	9
57	C11-1	Not Active	0
58	C11-2	Not Active	0
59	C11-3	Not Active	0
60	C11-4	Not Active	0
61	C11-5	Not Active	0
62	C11-6	Not Active	0
63	C11-7	Not Active	0
64	C11-8	Not Active	0

Advanced IO > Phase Intervals

MM > 2. Controller > 9. More > 2. Advanced IO > 5. Phase Intervals

Phase Intervals

Interval	Description	Red	Yellow	Green	Type
1	Not Act	On	Off	Off	Red
2	Adv Wlk	On	Off	Off	Red
3	Pre Grn	Off	Off	On	Green
4	Min Grn	Off	Off	On	Green
5	Grn Ext	Off	Off	On	Green
6	Grn Dwell	Off	Off	On	Green
7	Pre Clr	Off	Off	On	Green
8	Yel Change	Off	On	Off	Yellow
9	Red Clr	On	Off	Off	Red
10	Red Dwell	On	Off	Off	Red
11	Barrier	On	Off	Off	Red
12	Pre Clr 2	Off	Off	Off	Not Def.

Advanced IO > Pedestrian Intervals

MM > 2. Controller > 9. More > 2. Advanced IO > 5. Pedestrian Intervals

Pedestrian Intervals

Interval	Description	Don't Walk	Clearance	Walk	Type
1	Not Active	On	Off	Off	Dont Walk
2	Dly Walk	On	Off	Off	Dont Walk
3	Walk	Off	Off	On	Walk
4	Walk Dwell	Off	Off	On	Walk
5	Flsh DWalk	Flash	On	Off	Ped Clear
6	DWalk	On	Off	Off	Dont Walk

Manual Control Phase Groups

MM > 2. Controller > 9. More > 8. Manual Cntrl Grp

Group 1

Ring	Phase
1	0
2	0

Group 2

Ring	Phase
1	0
2	0

Group 3

Ring	Phase
1	0
2	0

Group 4

Ring	Phase
1	0
2	0

Group 5

Ring	Phase
1	0
2	0

Group 6

Ring	Phase
1	0
2	0

Group 7

Ring	Phase
1	0
2	0

Group 8

Ring	Phase
1	0
2	0

Controller > Prioritor Configuration

MM > 2. Controller > 9. More > 6. Prioritor

1. Unit Settings

Enabled	Lock Out Time	PRS Time to Live
Yes	120	300

3. Prioritor Options

Prioritor	1	2	3	4	5	6
Lockout After First Service						
Presence Only Check-In			X		X	
Extend Walk Rest						
Use Phase History						

Controller > Prioritor Configuration

MM > 2. Controller > 9. More > 6. Prioritor > 4. PRS Reservice Times

Priority Request Server Reservice Times

Reserv Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10
1	0	0	0	0	0	0	0	0	0	0

Controller > Prioritor Configuration

MM > 2. Controller > 9. More > 6. Prioritor > 2. Prioritor Phase Settings

Prioritor Phase Settings

Prioritor	En-able	Priority	Priority Phs	Skip Phs	Skip Ped	Delay Time	Arrive Time	Max Pres.	Reservice Lockout	Free Pri Min	Free Pri Max	Flush Per Veh	Max Flush	Desc
1	On	0				0	0	0	0	Min Green	Max Green	0.0	0	
2	On	0				0	0	0	0	Min Green	Max Green	0.0	0	
3	On	0	2			0	0	180	120	Min Green 2	Max Green 3	0.0	0	Eastbound Priority
4	On	0				0	0	0	0	Min Green	Max Green	0.0	0	
5	On	0	6			0	0	180	120	Min Green 2	Max Green 3	0.0	0	Westbound Priority
6	On	0				0	0	0	0	Min Green	Max Green	0.0	0	

Controller > Peer Configuration

MM > 2. Controller > 9. More > 4. Peer

Peer Controllers

Ctrl	Peer ID	Device Type	IP address / Host	IP Port	HTTP Port	Serial Port	Serial Addr.	Mstr Sec	P2P T.O.	Description
1	0	Peer MaxTime		161	80	0	0	0	15	
2	0	Peer MaxTime		161	80	0	0	0	15	
3	0	Peer MaxTime		161	80	0	0	0	15	
4	0	Peer MaxTime		161	80	0	0	0	15	
5	0	Peer MaxTime		161	80	0	0	0	15	
6	0	Peer MaxTime		161	80	0	0	0	15	
7	0	Peer MaxTime		161	80	0	0	0	15	
8	0	Peer MaxTime		161	80	0	0	0	15	
9	0	Peer MaxTime		161	80	0	0	0	15	
10	0	Peer MaxTime		161	80	0	0	0	15	

Controller > Master Configuration

MM > 2. Controller > 9. More > 5. Master

Section Configuration

Section	Control	Poll Period	Required # controllers	Fail Time	Algorithm Period	Description
1	None	60	1	300	240	
2	None	60	1	300	240	
3	None	60	1	300	240	
4	None	60	1	300	240	

System Detector Configuration

Sys Det.	Controller	Vol Factor	Source Type	Source Index
1	0	10	N/A	0
2	0	10	N/A	0
3	0	10	N/A	0
4	0	10	N/A	0
5	0	10	N/A	0
6	0	10	N/A	0
7	0	10	N/A	0
8	0	10	N/A	0

Sys Det.	Controller	Vol Factor	Source Type	Source Index
9	0	10	N/A	0
10	0	10	N/A	0
11	0	10	N/A	0
12	0	10	N/A	0
13	0	10	N/A	0
14	0	10	N/A	0
15	0	10	N/A	0
16	0	10	N/A	0

Controller > Queue Responsive Plans

MM > 2. Controller > 9. More > 9. Queue Responsive Plans

Queue Responsive Signatures

Queue Plan	Detectors	Vol On	Vol Off	Multiple Detectors	Occ On	Occ Off	Detector On Limit
1		0	0	Average	0	0	0
2		0	0	Average	0	0	0
3		0	0	Average	0	0	0
4		0	0	Average	0	0	0

Queue Response Actions

Queue Plan	Enable	Priority	Min Resp Time	Max Resp Time	Add Time	Add to Phase	Sub from Phases	Call Phases	Temp Pattern	Disable Prioritors
1	Disable	1	0	0	0	0			0	
2	Disable	1	0	0	0	0			0	
3	Disable	1	0	0	0	0			0	
4	Disable	1	0	0	0	0			0	

Controller > User Programs

MM > 2. Controller > 9. More > 7. User Programs

Program 1

Enabled

Line	Result	Idx	Operation	Parameter A	Idx	Parameter B	Idx	Delay	Extend	Description
1	Unit Stop Time	1	R=A	Aux Switch State	0	None	0	0.0	0.0	Aux switch stop time
2	None	0	None	None	0	None	0	0.0	0.0	
3	None	0	R=A	Auto Flash	1	None	0	0.0	2.0	Auto flash on
4	Ext Start	1	R=(A > B)	Prev Line	0	Auto Flash	1	0.0	0.0	Auto flash exit external start
5	Local Var	1	R=(A & B)	Ped Call	4	Ph Next	4	0.0	0.0	
6	Local Var	2	R=(A OR B)	Ph Int - Yel Chg	2	Ph Int - Red Clr	2	0.0	2.0	
7	Local Var	3	R=(A & B)	Local Variable	1	Local Variable	2	0.0	0.0	
8	Global Var	2	R=(A OR B)	Local Variable	3	Ph Walk	4	0.0	0.0	
9	None	0	None	None	0	None	0	0.0	0.0	
10	None	0	None	None	0	None	0	0.0	0.0	
11	None	0	None	None	0	None	0	0.0	0.0	
12	None	0	None	None	0	None	0	0.0	0.0	
13	None	0	None	None	0	None	0	0.0	0.0	
14	None	0	None	None	0	None	0	0.0	0.0	
15	None	0	None	None	0	None	0	0.0	0.0	

Program 2

Enabled

Line	Result	Idx	Operation	Parameter A	Idx	Parameter B	Idx	Dly	Ext	Description
1	None	0	None	None	0	None	0	0.0	0.0	
2	None	0	None	None	0	None	0	0.0	0.0	
3	None	0	None	None	0	None	0	0.0	0.0	
4	None	0	None	None	0	None	0	0.0	0.0	
5	None	0	None	None	0	None	0	0.0	0.0	
6	None	0	None	None	0	None	0	0.0	0.0	
7	None	0	None	None	0	None	0	0.0	0.0	
8	None	0	None	None	0	None	0	0.0	0.0	
9	None	0	None	None	0	None	0	0.0	0.0	
10	None	0	None	None	0	None	0	0.0	0.0	
11	None	0	None	None	0	None	0	0.0	0.0	
12	None	0	None	None	0	None	0	0.0	0.0	
13	None	0	None	None	0	None	0	0.0	0.0	
14	None	0	None	None	0	None	0	0.0	0.0	
15	None	0	None	None	0	None	0	0.0	0.0	

APPENDIX B

TRANSIT SCHEDULES

Fare Information
Información de tarifas
sdmts.com/fares

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Customer Service / Suggestions *Servicio al cliente / Sugerencias*	**619-557-4555**
Lost and Found *Objetos extraviados*	**619-233-3004**
Transit Store 12th & Imperial Transit Center M–F / *L-V* 8am–5pm	**619-234-1060**
TTY/TDD (teletype for hearing impaired) *Teletipo para sordos*	**619-234-5005** **888-722-4889**

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Autobuses en todas las rutas de MTS son accesibles mediante un ascensor o rampa.

Alternative formats available upon request. Call: (619) 557-4555.
Formato alternativo disponible al preguntar. Llamar: (619) 557-4555.

Effective June 8, 2025

1

Bus Route

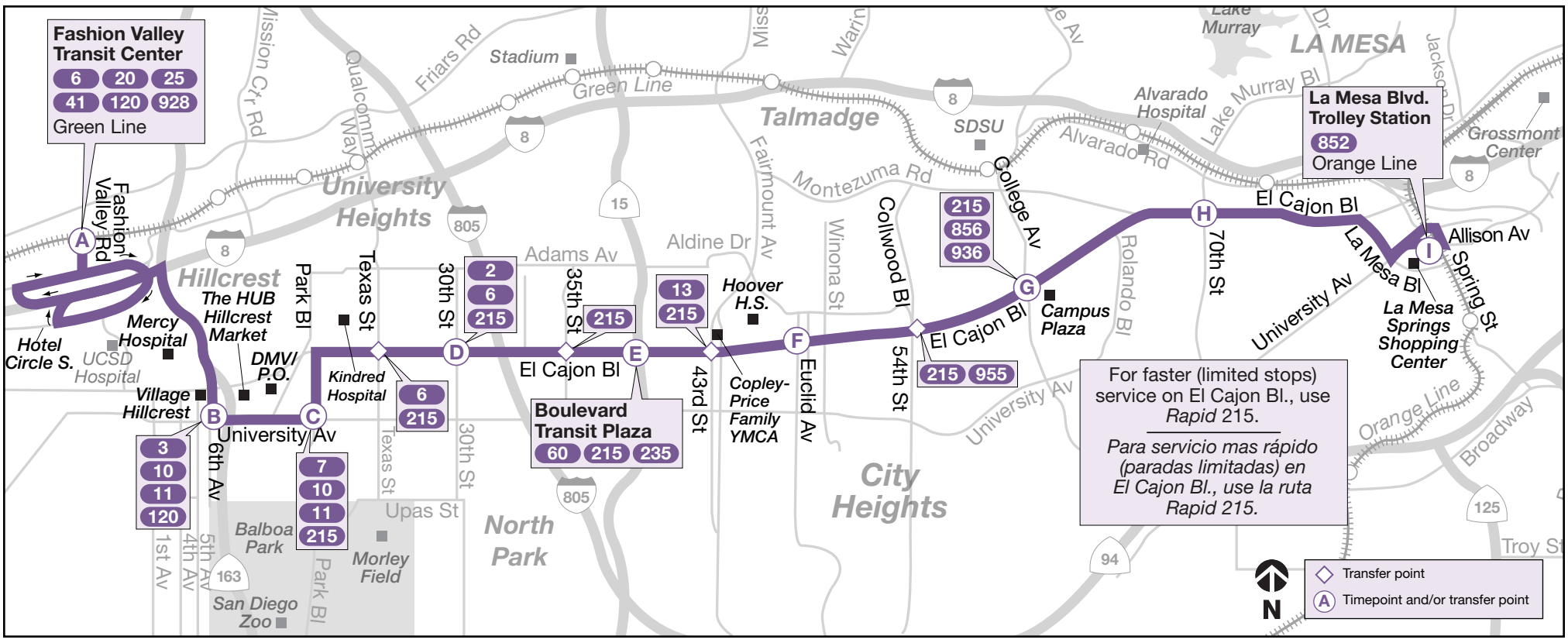
Fashion Valley Transit Center ↔ Downtown La Mesa

via El Cajon Boulevard

Destinations
- Campus Plaza
- Copley-Price Family YMCA
- Hillcrest DMV
- Hoover High School
- The HUB Hillcrest Market

Trolley Connections
- La Mesa Blvd.
- Fashion Valley

Subject to change without notice
Sujeto a cambios sin previo aviso



1 Sunday • *domingo*

Fashion Valley Transit Center → La Mesa

A	B	C	D	E	F	G	H	I
Fashion Valley Transit Center **DEPART**	University Av. & 6th Av.	Park Bl. & University Av.	El Cajon Bl. & 30th St.	El Cajon Bl. & I-15	El Cajon Bl. & Euclid Av.	El Cajon Bl. & College Av.	El Cajon Bl. & 70th St.	La Mesa Bl. Trolley Station **ARRIVE**
6:18a	6:23a	6:28a	6:33a	6:40a	6:45a	6:52a	6:56a	7:04a
7:10	7:16	7:21	7:27	7:35	7:40	7:47	7:52	8:02
8:08	8:14	8:20	8:26	8:34	8:40	8:48	8:53	9:03
8:38	8:44	8:50	8:56	9:04	9:10	9:18	9:23	9:33
9:08	9:14	9:21	9:27	9:35	9:41	9:50	9:55	10:05
9:38	9:44	9:51	9:57	10:05	10:11	10:20	10:25	10:35
10:05	10:11	10:18	10:25	10:33	10:40	10:50	10:55	11:05
10:35	10:41	10:48	10:55	11:03	11:10	11:20	11:25	11:35
11:05	11:11	11:18	11:25	11:33	11:40	11:50	11:55	**12:05p**
11:35	11:41	11:48	11:55	**12:03p**	**12:10p**	**12:20p**	**12:25p**	**12:35**
12:03p	**12:10p**	**12:17p**	**12:25p**	**12:34**	**12:41**	**12:51**	**12:57**	**1:08**
12:33	**12:40**	**12:47**	**12:55**	**1:04**	**1:11**	**1:21**	**1:27**	**1:38**
1:03	**1:10**	**1:17**	**1:25**	**1:34**	**1:41**	**1:51**	**1:57**	**2:08**
1:33	**1:40**	**1:47**	**1:55**	**2:04**	**2:11**	**2:21**	**2:27**	**2:38**
2:03	**2:10**	**2:17**	**2:25**	**2:34**	**2:41**	**2:51**	**2:57**	**3:08**
2:33	**2:40**	**2:47**	**2:55**	**3:04**	**3:11**	**3:21**	**3:27**	**3:38**
3:03	**3:10**	**3:17**	**3:25**	**3:34**	**3:41**	**3:51**	**3:57**	**4:08**
3:33	**3:40**	**3:47**	**3:55**	**4:04**	**4:11**	**4:21**	**4:27**	**4:38**
4:03	**4:10**	**4:17**	**4:25**	**4:34**	**4:41**	**4:51**	**4:57**	**5:08**
4:33	**4:40**	**4:47**	**4:55**	**5:04**	**5:11**	**5:21**	**5:27**	**5:38**
5:03	**5:10**	**5:17**	**5:25**	**5:34**	**5:41**	**5:51**	**5:57**	**6:08**
5:34	**5:41**	**5:48**	**5:56**	**6:04**	**6:11**	**6:20**	**6:25**	**6:35**
6:04	**6:11**	**6:18**	**6:26**	**6:34**	**6:41**	**6:50**	**6:55**	**7:05**
6:34	**6:41**	**6:48**	**6:56**	**7:04**	**7:11**	**7:20**	**7:25**	**7:35**
7:04	**7:11**	**7:18**	**7:26**	**7:34**	**7:41**	**7:50**	**7:55**	**8:05**
8:09	**8:15**	**8:22**	**8:30**	**8:37**	**8:43**	**8:51**	**8:56**	**9:05**

La Mesa → Fashion Valley Transit Center

I	H	G	F	E	D	C	B	A
La Mesa Bl. Trolley Station **DEPART**	El Cajon Bl. & 70th St.	El Cajon Bl. & College Av.	El Cajon Bl. & Euclid Av.	El Cajon Bl. & I-15	El Cajon Bl. & 30th St.	Park Bl. & University Av.	University Av. & 7th Av.	Fashion Valley Transit Center **ARRIVE**
5:32a	5:37a	5:44a	5:49a	5:55a	5:59a	6:05a	6:07a	6:16a
6:47	6:53	7:00	7:05	7:12	7:16	7:23	7:25	7:35
7:47	7:54	8:01	8:07	8:14	8:18	8:26	8:28	8:38
8:17	8:24	8:32	8:39	8:47	8:52	9:00	9:02	9:12
8:47	8:54	9:02	9:09	9:17	9:22	9:30	9:32	9:42
9:16	9:23	9:31	9:38	9:46	9:51	9:59	10:01	10:11
9:46	9:53	10:01	10:08	10:16	10:21	10:29	10:31	10:41
10:16	10:23	10:31	10:38	10:46	10:51	10:59	11:01	11:11
10:46	10:53	11:01	11:08	11:16	11:21	11:29	11:31	11:41
11:20	11:27	11:35	11:42	11:51	11:56	**12:05p**	**12:08p**	**12:18p**
11:50	11:57	**12:05p**	**12:12p**	**12:21p**	**12:26p**	**12:35**	**12:38**	**12:48**
12:20p	**12:27p**	**12:35**	**12:42**	**12:51**	**12:56**	**1:05**	**1:08**	**1:18**
12:50	**12:57**	**1:05**	**1:12**	**1:21**	**1:26**	**1:35**	**1:38**	**1:48**
1:20	**1:27**	**1:35**	**1:42**	**1:51**	**1:56**	**2:05**	**2:08**	**2:18**
1:50	**1:57**	**2:05**	**2:12**	**2:21**	**2:26**	**2:35**	**2:38**	**2:48**
2:20	**2:27**	**2:35**	**2:42**	**2:51**	**2:56**	**3:05**	**3:08**	**3:18**
2:50	**2:57**	**3:05**	**3:12**	**3:21**	**3:26**	**3:35**	**3:38**	**3:48**
3:20	**3:27**	**3:35**	**3:42**	**3:51**	**3:56**	**4:05**	**4:08**	**4:18**
3:50	**3:57**	**4:05**	**4:12**	**4:21**	**4:26**	**4:35**	**4:38**	**4:48**
4:20	**4:27**	**4:35**	**4:42**	**4:51**	**4:56**	**5:05**	**5:08**	**5:18**
4:50	**4:57**	**5:05**	**5:12**	**5:21**	**5:26**	**5:35**	**5:38**	**5:48**
5:20	**5:27**	**5:35**	**5:42**	**5:51**	**5:56**	**6:05**	**6:08**	**6:18**
5:47	**5:54**	**6:02**	**6:08**	**6:16**	**6:21**	**6:29**	**6:31**	**6:41**
6:17	**6:24**	**6:32**	**6:38**	**6:46**	**6:51**	**6:59**	**7:01**	**7:11**
6:47	**6:54**	**7:02**	**7:08**	**7:16**	**7:21**	**7:29**	**7:31**	**7:41**
7:47	**7:54**	**8:01**	**8:07**	**8:14**	**8:19**	**8:27**	**8:29**	**8:39**

A Saturday or Sunday schedule will be operated on the following holidays and observed holidays / *Se operará con horario de sábado o domingo durante los siguientes días festivos y feriados observados*
New Year's Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, Christmas

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1 Monday through Friday • *lunes a viernes*

Fashion Valley Transit Center → La Mesa

A Fashion Valley Transit Center **DEPART**	B University Av. & 6th Av.	C Park Bl. & University Av.	D El Cajon Bl. & 30th St.	E El Cajon Bl. & I-15	F El Cajon Bl. & Euclid Av.	G El Cajon Bl. & College Av.	H El Cajon Bl. & 70th St.	I La Mesa Bl. Trolley Station **ARRIVE**
5:05a	5:10a	5:15a	5:20a	5:26a	5:30a	5:36a	5:40a	5:48a
5:35	5:40	5:45	5:50	5:56	6:00	6:06	6:10	6:18
6:03	6:08	6:13	6:18	6:25	6:30	6:37	6:41	6:49
6:33	6:38	6:43	6:48	6:56	7:01	7:08	7:13	7:22
6:53	6:59	7:04	7:10	7:18	7:24	7:31	7:36	7:45
7:08	7:14	7:20	7:26	7:34	7:40	7:48	7:53	8:03
7:23	7:29	7:35	7:41	7:49	7:55	8:03	8:08	8:18
7:38	7:44	7:50	7:56	8:04	8:10	8:18	8:23	8:33
7:53	7:59	8:05	8:11	8:19	8:25	8:33	8:38	8:48
8:08	8:14	8:20	8:26	8:34	8:40	8:48	8:53	9:03
8:23	8:29	8:35	8:41	8:49	8:55	9:03	9:08	9:18
8:38	8:44	8:50	8:56	9:04	9:10	9:18	9:23	9:33
8:53	8:59	9:05	9:11	9:19	9:25	9:33	9:38	9:48
9:08	9:14	9:21	9:27	9:35	9:41	9:50	9:55	10:05
9:23	9:29	9:36	9:42	9:50	9:56	10:05	10:10	10:20
9:38	9:44	9:51	9:57	10:05	10:11	10:20	10:25	10:35
9:53	9:59	10:06	10:12	10:20	10:26	10:35	10:40	10:50
10:05	10:11	10:18	10:25	10:33	10:40	10:50	10:55	11:05
10:20	10:26	10:33	10:40	10:48	10:55	11:05	11:10	11:20
10:35	10:41	10:48	10:55	11:03	11:10	11:20	11:25	11:35
10:50	10:56	11:03	11:10	11:18	11:25	11:35	11:40	11:50
11:05	11:11	11:18	11:25	11:33	11:40	11:50	11:55	**12:05p**
11:20	11:26	11:33	11:40	11:48	11:55	**12:05p**	**12:10p**	**12:20**
11:35	11:41	11:48	11:55	**12:03p**	**12:10p**	**12:20**	**12:25**	**12:35**
11:50	11:56	**12:03p**	**12:10p**	**12:19**	**12:26**	**12:36**	**12:41**	**12:52**
12:11p	**12:17p**	**12:24**	**12:32**	**12:41**	**12:48**	**12:58**	**1:04**	**1:15**
12:26	**12:32**	**12:39**	**12:47**	**12:56**	**1:03**	**1:13**	**1:19**	**1:30**
12:41	**12:47**	**12:54**	**1:02**	**1:11**	**1:18**	**1:28**	**1:34**	**1:45**
12:56	**1:02**	**1:09**	**1:17**	**1:26**	**1:33**	**1:43**	**1:49**	**2:00**
1:11	**1:17**	**1:24**	**1:32**	**1:41**	**1:48**	**1:58**	**2:04**	**2:15**
1:26	**1:32**	**1:39**	**1:47**	**1:56**	**2:03**	**2:13**	**2:19**	**2:30**
1:41	**1:48**	**1:56**	**2:04**	**2:13**	**2:21**	**2:31**	**2:37**	**2:48**
1:56	**2:03**	**2:11**	**2:19**	**2:28**	**2:36**	**2:46**	**2:52**	**3:03**
2:11	**2:18**	**2:26**	**2:34**	**2:43**	**2:51**	**3:01**	**3:07**	**3:18**
2:26	**2:33**	**2:41**	**2:49**	**2:58**	**3:06**	**3:16**	**3:22**	**3:33**
2:41	**2:48**	**2:56**	**3:04**	**3:13**	**3:21**	**3:31**	**3:37**	**3:48**
2:56	**3:03**	**3:11**	**3:19**	**3:28**	**3:36**	**3:46**	**3:52**	**4:03**
3:11	**3:19**	**3:27**	**3:36**	**3:45**	**3:53**	**4:03**	**4:09**	**4:20**
3:26	**3:34**	**3:42**	**3:51**	**4:00**	**4:08**	**4:18**	**4:24**	**4:35**
3:41	**3:49**	**3:57**	**4:06**	**4:15**	**4:23**	**4:33**	**4:39**	**4:50**
3:56	**4:04**	**4:12**	**4:21**	**4:30**	**4:38**	**4:48**	**4:54**	**5:05**
4:11	**4:19**	**4:27**	**4:36**	**4:45**	**4:53**	**5:03**	**5:09**	**5:20**
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4:56	**5:04**	**5:12**	**5:21**	**5:30**	**5:38**	**5:48**	**5:54**	**6:05**
5:11	**5:19**	**5:27**	**5:36**	**5:45**	**5:53**	**6:03**	**6:09**	**6:20**
5:26	**5:34**	**5:42**	**5:51**	**6:00**	**6:08**	**6:18**	**6:24**	**6:35**
5:41	**5:49**	**5:57**	**6:06**	**6:15**	**6:22**	**6:32**	**6:37**	**6:47**
5:56	**6:04**	**6:12**	**6:21**	**6:29**	**6:36**	**6:45**	**6:50**	**7:00**
6:11	**6:19**	**6:27**	**6:36**	**6:44**	**6:51**	**7:00**	**7:05**	**7:15**
6:34	**6:41**	**6:49**	**6:57**	**7:05**	**7:12**	**7:21**	**7:26**	**7:36**
6:49	**6:56**	**7:04**	**7:12**	**7:20**	**7:27**	**7:36**	**7:41**	**7:51**
7:04	**7:11**	**7:19**	**7:27**	**7:35**	**7:42**	**7:51**	**7:56**	**8:06**
7:19	**7:26**	**7:34**	**7:42**	**7:50**	**7:57**	**8:06**	**8:11**	**8:21**
7:49	**7:55**	**8:02**	**8:10**	**8:17**	**8:23**	**8:31**	**8:36**	**8:45**
8:19	**8:25**	**8:32**	**8:40**	**8:47**	**8:53**	**9:01**	**9:06**	**9:15**
8:49	**8:55**	**9:02**	**9:10**	**9:17**	**9:23**	**9:31**	**9:36**	**9:45**
9:20	**9:26**	**9:33**	**9:40**	**9:47**	**9:52**	**10:00**	**10:04**	**10:13**
9:50	**9:56**	**10:02**	**10:08**	**10:14**	**10:19**	**10:26**	**10:30**	**10:38**
10:20	**10:26**	**10:32**	**10:38**	**10:44**	**10:49**	**10:56**	**11:00**	**11:08**
10:50	**10:55**	**11:00**	**11:06**	**11:12**	**11:16**	**11:22**	**11:26**	**11:34**
11:20	**11:25**	**11:30**	**11:36**	**11:42**	**11:46**	**11:52**	**11:56**	12:04a

La Mesa → Fashion Valley Transit Center

I La Mesa Bl. Trolley Station **DEPART**	H El Cajon Bl. & 70th St.	G El Cajon Bl. & College Av.	F El Cajon Bl. & Euclid Av.	E El Cajon Bl. & I-15	D El Cajon Bl. & 30th St.	C Park Bl. & University Av.	B University Av. & 7th Av.	A Fashion Valley Transit Center **ARRIVE**
—	—	4:47a	4:52a	4:58a	5:02a	5:08a	5:10a	5:19a
5:02a	5:07a	5:14	5:20	5:27	5:31	5:38	5:40	5:49
5:32	5:37	5:44	5:50	5:57	6:01	6:08	6:10	6:19
6:02	6:08	6:15	6:21	6:29	6:34	6:42	6:44	6:54
6:17	6:23	6:30	6:36	6:44	6:49	6:57	6:59	7:09
6:32	6:39	6:46	6:52	7:01	7:06	7:14	7:16	7:26
6:47	6:54	7:01	7:07	7:16	7:21	7:29	7:31	7:41
7:02	7:09	7:16	7:22	7:31	7:36	7:44	7:46	7:56
7:17	7:24	7:31	7:37	7:46	7:51	7:59	8:01	8:11
7:32	7:40	7:48	7:55	8:04	8:09	8:17	8:19	8:29
7:47	7:55	8:03	8:10	8:19	8:24	8:32	8:34	8:44
8:02	8:10	8:18	8:25	8:34	8:39	8:47	8:49	8:59
8:17	8:25	8:33	8:40	8:49	8:54	9:02	9:04	9:14
8:32	8:40	8:48	8:55	9:04	9:09	9:17	9:19	9:29
8:47	8:55	9:03	9:10	9:19	9:24	9:32	9:34	9:44
9:01	9:08	9:16	9:23	9:31	9:36	9:44	9:46	9:56
9:16	9:23	9:31	9:38	9:46	9:51	9:59	10:01	10:11
9:31	9:38	9:46	9:53	10:01	10:06	10:14	10:16	10:26
9:46	9:53	10:01	10:08	10:16	10:21	10:29	10:31	10:41
10:01	10:08	10:16	10:23	10:31	10:36	10:44	10:46	10:56
10:16	10:23	10:31	10:38	10:46	10:51	10:59	11:01	11:11
10:31	10:38	10:46	10:53	11:01	11:06	11:14	11:16	11:26
10:46	10:53	11:01	11:08	11:16	11:21	11:29	11:31	11:41
11:02	11:09	11:17	11:24	11:32	11:37	11:46	11:49	11:59
11:17	11:24	11:32	11:39	11:47	11:52	**12:01p**	**12:04p**	**12:14p**
11:32	11:39	11:47	11:54	**12:02p**	**12:07p**	**12:16**	**12:19**	**12:29**
11:47	11:54	**12:02p**	**12:09p**	**12:17**	**12:22**	**12:31**	**12:34**	**12:44**
12:02p	**12:09p**	**12:17**	**12:24**	**12:32**	**12:37**	**12:46**	**12:49**	**12:59**
12:17	**12:24**	**12:32**	**12:39**	**12:47**	**12:52**	**1:01**	**1:04**	**1:14**
12:32	**12:39**	**12:47**	**12:54**	**1:02**	**1:07**	**1:16**	**1:19**	**1:29**
12:47	**12:54**	**1:02**	**1:09**	**1:17**	**1:22**	**1:31**	**1:34**	**1:44**
1:02	**1:09**	**1:17**	**1:24**	**1:32**	**1:37**	**1:46**	**1:49**	**1:59**
1:17	**1:24**	**1:32**	**1:39**	**1:47**	**1:52**	**2:01**	**2:04**	**2:14**
1:32	**1:39**	**1:47**	**1:54**	**2:02**	**2:07**	**2:16**	**2:19**	**2:29**
1:47	**1:54**	**2:02**	**2:09**	**2:17**	**2:22**	**2:31**	**2:34**	**2:44**
2:02	**2:10**	**2:18**	**2:25**	**2:34**	**2:40**	**2:49**	**2:52**	**3:02**
2:17	**2:25**	**2:33**	**2:40**	**2:49**	**2:55**	**3:04**	**3:07**	**3:17**
2:32	**2:40**	**2:48**	**2:55**	**3:04**	**3:10**	**3:19**	**3:22**	**3:32**
2:47	**2:55**	**3:03**	**3:10**	**3:19**	**3:25**	**3:34**	**3:37**	**3:47**
3:02	**3:10**	**3:18**	**3:25**	**3:34**	**3:40**	**3:49**	**3:52**	**4:02**
3:17	**3:25**	**3:33**	**3:40**	**3:49**	**3:55**	**4:04**	**4:07**	**4:17**
3:32	**3:40**	**3:48**	**3:55**	**4:04**	**4:10**	**4:19**	**4:22**	**4:32**
3:47	**3:55**	**4:03**	**4:10**	**4:19**	**4:25**	**4:34**	**4:37**	**4:47**
4:02	**4:10**	**4:18**	**4:25**	**4:34**	**4:40**	**4:49**	**4:52**	**5:02**
4:17	**4:25**	**4:33**	**4:40**	**4:49**	**4:55**	**5:04**	**5:07**	**5:17**
4:32	**4:40**	**4:48**	**4:55**	**5:04**	**5:10**	**5:19**	**5:22**	**5:32**
4:47	**4:55**	**5:03**	**5:10**	**5:19**	**5:25**	**5:34**	**5:37**	**5:47**
5:02	**5:09**	**5:17**	**5:23**	**5:31**	**5:37**	**5:46**	**5:48**	**5:58**
5:17	**5:24**	**5:32**	**5:38**	**5:46**	**5:52**	**6:01**	**6:03**	**6:13**
5:32	**5:39**	**5:47**	**5:53**	**6:01**	**6:07**	**6:16**	**6:18**	**6:28**
5:47	**5:54**	**6:02**	**6:08**	**6:16**	**6:22**	**6:31**	**6:33**	**6:43**
6:02	**6:09**	**6:17**	**6:23**	**6:31**	**6:37**	**6:46**	**6:48**	**6:58**
6:17	**6:24**	**6:32**	**6:38**	**6:46**	**6:52**	**7:01**	**7:03**	**7:13**
6:34	**6:41**	**6:49**	**6:55**	**7:02**	**7:07**	**7:15**	**7:17**	**7:27**
7:04	**7:11**	**7:19**	**7:25**	**7:32**	**7:37**	**7:45**	**7:47**	**7:57**
7:34	**7:41**	**7:49**	**7:55**	**8:02**	**8:07**	**8:15**	**8:17**	**8:27**
8:04	**8:10**	**8:17**	**8:22**	**8:28**	**8:33**	**8:40**	**8:42**	**8:51**
8:35	**8:41**	**8:48**	**8:53**	**8:59**	**9:04**	**9:11**	**9:13**	**9:22**
9:05	**9:11**	**9:18**	**9:23**	**9:29**	**9:34**	**9:41**	**9:43**	**9:52**
9:35	**9:41**	**9:48**	**9:53**	**9:59**	**10:04**	**10:11**	**10:13**	**10:22**
10:05	**10:11**	**10:18**	**10:23**	**10:29**	**10:33**	**10:40**	**10:42**	**10:51**
10:35	**10:40**	**10:46**	**10:51**	**10:57**	**11:01**	**11:07**	**11:09**	**11:17**
11:07	**11:12**	**11:18**	**11:23**	**11:29**	**11:33**	**11:39**	**11:41**	**11:49**
11:37	**11:42**	**11:48**	**11:53**	**11:59**	12:03a	12:09a	12:11a	—

1 Saturday • *sábado*

Fashion Valley Transit Center → La Mesa

A Fashion Valley Transit Center **DEPART**	B University Av. & 6th Av.	C Park Bl. & University Av.	D El Cajon Bl. & 30th St.	E El Cajon Bl. & I-15	F El Cajon Bl. & Euclid Av.	G El Cajon Bl. & College Av.	H El Cajon Bl. & 70th St.	I La Mesa Bl. Trolley Station **ARRIVE**
5:20a	5:25a	5:30a	5:35a	5:41a	5:45a	5:51a	5:55a	6:03a
6:03	6:08	6:13	6:18	6:25	6:30	6:37	6:41	6:49
6:40	6:46	6:51	6:56	7:04	7:09	7:16	7:20	7:29
7:10	7:16	7:21	7:27	7:35	7:40	7:47	7:52	8:02
7:40	7:46	7:51	7:57	8:05	8:10	8:17	8:22	8:32
8:08	8:14	8:20	8:26	8:34	8:40	8:48	8:53	9:03
8:38	8:44	8:50	8:56	9:04	9:10	9:18	9:23	9:33
9:08	9:14	9:21	9:27	9:35	9:41	9:50	9:55	10:05
9:38	9:44	9:51	9:57	10:05	10:11	10:20	10:25	10:35
10:05	10:11	10:18	10:25	10:33	10:40	10:50	10:55	11:05
10:35	10:41	10:48	10:55	11:03	11:10	11:20	11:25	11:35
11:05	11:11	11:18	11:25	11:33	11:40	11:50	11:55	**12:05p**
11:35	11:41	11:48	11:55	**12:03p**	**12:10p**	**12:20p**	**12:25p**	**12:35**
12:03p	**12:10p**	**12:17p**	**12:25p**	**12:34**	**12:41**	**12:51**	**12:57**	**1:08**
12:33	**12:40**	**12:47**	**12:55**	**1:04**	**1:11**	**1:21**	**1:27**	**1:38**
1:03	**1:10**	**1:17**	**1:25**	**1:34**	**1:41**	**1:51**	**1:57**	**2:08**
1:33	**1:40**	**1:47**	**1:55**	**2:04**	**2:11**	**2:21**	**2:27**	**2:38**
2:03	**2:10**	**2:17**	**2:25**	**2:34**	**2:41**	**2:51**	**2:57**	**3:08**
2:33	**2:40**	**2:47**	**2:55**	**3:04**	**3:11**	**3:21**	**3:27**	**3:38**
3:03	**3:10**	**3:17**	**3:25**	**3:34**	**3:41**	**3:51**	**3:57**	**4:08**
3:33	**3:40**	**3:47**	**3:55**	**4:04**	**4:11**	**4:21**	**4:27**	**4:38**
4:03	**4:10**	**4:17**	**4:25**	**4:34**	**4:41**	**4:51**	**4:57**	**5:08**
4:33	**4:40**	**4:47**	**4:55**	**5:04**	**5:11**	**5:21**	**5:27**	**5:38**
5:03	**5:10**	**5:17**	**5:25**	**5:34**	**5:41**	**5:51**	**5:57**	**6:08**
5:34	**5:41**	**5:48**	**5:56**	**6:04**	**6:11**	**6:20**	**6:25**	**6:35**
6:04	**6:11**	**6:18**	**6:26**	**6:34**	**6:41**	**6:50**	**6:55**	**7:05**
6:34	**6:41**	**6:48**	**6:56**	**7:04**	**7:11**	**7:20**	**7:25**	**7:35**
7:04	**7:11**	**7:18**	**7:26**	**7:34**	**7:41**	**7:50**	**7:55**	**8:05**
7:39	**7:45**	**7:52**	**8:00**	**8:07**	**8:13**	**8:21**	**8:26**	**8:35**
8:09	**8:15**	**8:22**	**8:30**	**8:37**	**8:43**	**8:51**	**8:56**	**9:05**
8:39	**8:45**	**8:52**	**9:00**	**9:07**	**9:13**	**9:21**	**9:26**	**9:35**
9:20	**9:26**	**9:33**	**9:40**	**9:47**	**9:52**	**10:00**	**10:04**	**10:13**
9:50	**9:56**	**10:02**	**10:08**	**10:14**	**10:19**	**10:26**	**10:30**	**10:38**
10:20	**10:26**	**10:32**	**10:38**	**10:44**	**10:49**	**10:56**	**11:00**	**11:08**
10:50	**10:55**	**11:00**	**11:06**	**11:12**	**11:16**	**11:22**	**11:26**	**11:34**
11:20	**11:25**	**11:30**	**11:36**	**11:42**	**11:46**	**11:52**	**11:56**	12:04a

La Mesa → Fashion Valley Transit Center

I La Mesa Bl. Trolley Station **DEPART**	H El Cajon Bl. & 70th St.	G El Cajon Bl. & College Av.	F El Cajon Bl. & Euclid Av.	E El Cajon Bl. & I-15	D El Cajon Bl. & 30th St.	C Park Bl. & University Av.	B University Av. & 7th Av.	A Fashion Valley Transit Center **ARRIVE**
5:32a	5:37a	5:44a	5:49a	5:55a	5:59a	6:05a	6:07a	6:16a
6:17	6:22	6:29	6:34	6:40	6:44	6:50	6:52	7:01
6:47	6:53	7:00	7:05	7:12	7:16	7:23	7:25	7:35
7:17	7:24	7:31	7:37	7:44	7:48	7:56	7:58	8:08
7:47	7:54	8:01	8:07	8:14	8:18	8:26	8:28	8:38
8:17	8:24	8:32	8:39	8:47	8:52	9:00	9:02	9:12
8:47	8:54	9:02	9:09	9:17	9:22	9:30	9:32	9:42
9:16	9:23	9:31	9:38	9:46	9:51	9:59	10:01	10:11
9:46	9:53	10:01	10:08	10:16	10:21	10:29	10:31	10:41
10:16	10:23	10:31	10:38	10:46	10:51	10:59	11:01	11:11
10:46	10:53	11:01	11:08	11:16	11:21	11:29	11:31	11:41
11:20	11:27	11:35	11:42	11:51	11:56	**12:05p**	**12:08p**	**12:18p**
11:50	11:57	**12:05p**	**12:12p**	**12:21p**	**12:26p**	**12:35**	**12:38**	**12:48**
12:20p	**12:27p**	**12:35**	**12:42**	**12:51**	**12:56**	**1:05**	**1:08**	**1:18**
12:50	**12:57**	**1:05**	**1:12**	**1:21**	**1:26**	**1:35**	**1:38**	**1:48**
1:20	**1:27**	**1:35**	**1:42**	**1:51**	**1:56**	**2:05**	**2:08**	**2:18**
1:50	**1:57**	**2:05**	**2:12**	**2:21**	**2:26**	**2:35**	**2:38**	**2:48**
2:20	**2:27**	**2:35**	**2:42**	**2:51**	**2:56**	**3:05**	**3:08**	**3:18**
2:50	**2:57**	**3:05**	**3:12**	**3:21**	**3:26**	**3:35**	**3:38**	**3:48**
3:20	**3:27**	**3:35**	**3:42**	**3:51**	**3:56**	**4:05**	**4:08**	**4:18**
3:50	**3:57**	**4:05**	**4:12**	**4:21**	**4:26**	**4:35**	**4:38**	**4:48**
4:20	**4:27**	**4:35**	**4:42**	**4:51**	**4:56**	**5:05**	**5:08**	**5:18**
4:50	**4:57**	**5:05**	**5:12**	**5:21**	**5:26**	**5:35**	**5:38**	**5:48**
5:20	**5:27**	**5:35**	**5:42**	**5:51**	**5:56**	**6:05**	**6:08**	**6:18**
5:47	**5:54**	**6:02**	**6:08**	**6:16**	**6:21**	**6:29**	**6:31**	**6:41**
6:17	**6:24**	**6:32**	**6:38**	**6:46**	**6:51**	**6:59**	**7:01**	**7:11**
6:47	**6:54**	**7:02**	**7:08**	**7:16**	**7:21**	**7:29**	**7:31**	**7:41**
7:17	**7:24**	**7:31**	**7:37**	**7:44**	**7:49**	**7:57**	**7:59**	**8:09**
7:47	**7:54**	**8:01**	**8:07**	**8:14**	**8:19**	**8:27**	**8:29**	**8:39**
8:17	**8:23**	**8:30**	**8:35**	**8:41**	**8:46**	**8:53**	**8:55**	**9:04**
8:47	**8:53**	**9:00**	**9:05**	**9:11**	**9:16**	**9:23**	**9:25**	**9:34**
9:17	**9:23**	**9:30**	**9:35**	**9:41**	**9:46**	**9:53**	**9:55**	**10:04**
9:50	**9:55**	**10:02**	**10:07**	**10:13**	**10:17**	**10:24**	**10:26**	**10:35**
10:20	**10:25**	**10:32**	**10:37**	**10:43**	**10:47**	**10:54**	**10:56**	**11:05**
10:50	**10:55**	**11:01**	**11:06**	**11:12**	**11:16**	**11:22**	**11:24**	**11:32**
11:37	**11:42**	**11:48**	**11:53**	**11:59**	12:03a	12:09a	12:11a	—

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Lost and Found *Objetos extraviados*	**619-233-3004**
Transit Store 12th & Imperial Transit Center M–F / *L-V* 8am–5pm	**619-234-1060**
TTY/TDD (teletype for hearing impaired) *Teletipo para sordos*	**619-234-5005** **888-722-4889**

Buses on all MTS routes are accessible via lift or ramp.
Autobuses en todas las rutas de MTS son accesibles mediante un ascensor o rampa.

Alternative formats available upon request. Call: (619) 557-4555.
Formato alternativo disponible al preguntar. Llamar: (619) 557-4555.

Effective January 28, 2024

Rapid 215

Bus Route

SDSU Transit Center ↔ Downtown San Diego

via El Cajon Boulevard

Destinations
- Balboa Park
- City College
- Copley-Price Family YMCA
- Hoover High School
- San Diego State University
- San Diego Zoo
- The Boulevard Transit Plaza

Trolley Connections
- SDSU
- City College
- America Plaza
- Santa Fe Depot

Subject to change without notice
Sujeto a cambios sin previo aviso

MTS

215 Monday through Friday • *lunes a viernes*

SDSU Transit Center → Downtown San Diego

A SDSU Transit Center **DEPART**	B El Cajon Bl. & College Av.	C El Cajon Bl. & I-15	D El Cajon Bl. & 30th St.	E Park Bl. & University Av.	F City College Transit Center (Park Bl.)	G America Plaza Trolley Station **ARRIVE**
—	—	4:26a	4:30a	4:35a	4:46a	4:53a
4:33a	4:36a	4:44	4:48	4:53	5:04	5:11
4:48	4:51	4:59	5:03	5:08	5:19	5:26
5:04	5:07	5:15	5:19	5:24	5:35	5:42
5:19	5:22	5:30	5:34	5:39	5:50	5:57
5:34	5:37	5:46	5:50	5:56	6:07	6:14
5:49	5:52	6:01	6:05	6:11	6:22	6:29
6:06	6:09	6:18	6:22	6:28	6:39	6:46
6:18	6:21	6:30	6:35	6:42	6:53	7:00
6:30	6:33	6:43	6:48	6:55	7:06	7:14
6:42	6:45	6:55	7:00	7:07	7:18	7:26
6:54	6:58	7:09	7:14	7:21	7:33	7:42
7:06	7:10	7:23	7:28	7:35	7:48	7:57
7:17	7:21	7:34	7:39	7:46	7:59	8:08
7:28	7:32	7:45	7:50	7:57	8:10	8:19
7:40	7:44	7:57	8:02	8:09	8:22	8:31
7:52	7:56	8:09	8:14	8:21	8:34	8:43
8:04	8:08	8:21	8:26	8:33	8:46	8:55
8:16	8:20	8:33	8:38	8:45	8:58	9:07
8:28	8:32	8:45	8:50	8:57	9:10	9:19
8:40	8:44	8:56	9:01	9:08	9:21	9:30
8:52	8:56	9:08	9:13	9:20	9:33	9:42
9:04	9:08	9:19	9:24	9:31	9:44	9:53
9:16	9:20	9:31	9:36	9:43	9:56	10:05
9:28	9:32	9:43	9:48	9:55	10:08	10:17
9:40	9:44	9:55	10:00	10:07	10:20	10:29
9:52	9:56	10:07	10:12	10:19	10:32	10:41
10:04	10:08	10:19	10:24	10:31	10:44	10:53
10:16	10:20	10:31	10:36	10:43	10:56	11:05
10:28	10:32	10:43	10:48	10:55	11:08	11:17
10:40	10:44	10:55	11:00	11:07	11:20	11:29
10:52	10:56	11:07	11:12	11:19	11:32	11:41
11:04	11:08	11:19	11:24	11:31	11:44	11:53
11:16	11:20	11:31	11:36	11:43	11:56	**12:05p**
11:28	11:32	11:43	11:48	11:55	**12:08p**	**12:17**
11:40	11:44	11:55	**12:00p**	**12:07p**	**12:20**	**12:29**
11:52	11:56	**12:07p**	**12:12**	**12:19**	**12:32**	**12:41**
12:04p	**12:08p**	**12:19**	**12:24**	**12:31**	**12:44**	**12:53**
12:16	**12:20**	**12:31**	**12:36**	**12:43**	**12:56**	**1:05**
12:28	**12:32**	**12:43**	**12:48**	**12:55**	**1:08**	**1:17**
12:40	**12:44**	**12:55**	**1:00**	**1:07**	**1:20**	**1:29**
12:52	**12:56**	**1:07**	**1:12**	**1:19**	**1:32**	**1:41**
1:04	**1:08**	**1:19**	**1:24**	**1:31**	**1:44**	**1:53**
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1:28	**1:32**	**1:43**	**1:48**	**1:55**	**2:08**	**2:17**
1:40	**1:44**	**1:55**	**2:00**	**2:07**	**2:20**	**2:29**
1:53	**1:57**	**2:08**	**2:13**	**2:20**	**2:33**	**2:42**
2:05	**2:09**	**2:20**	**2:25**	**2:32**	**2:45**	**2:54**
2:16	**2:20**	**2:32**	**2:38**	**2:45**	**2:59**	**3:08**
2:28	**2:32**	**2:44**	**2:50**	**2:57**	**3:11**	**3:20**
2:40	**2:44**	**2:56**	**3:02**	**3:09**	**3:23**	**3:32**
2:52	**2:56**	**3:08**	**3:14**	**3:21**	**3:35**	**3:44**
3:04	**3:08**	**3:20**	**3:26**	**3:33**	**3:47**	**3:56**
3:16	**3:21**	**3:33**	**3:39**	**3:47**	**4:01**	**4:10**
3:28	**3:33**	**3:45**	**3:51**	**3:59**	**4:13**	**4:22**
3:40	**3:45**	**3:57**	**4:03**	**4:11**	**4:25**	**4:34**
3:52	**3:57**	**4:09**	**4:15**	**4:23**	**4:37**	**4:46**
4:04	**4:09**	**4:21**	**4:27**	**4:35**	**4:49**	**4:58**
4:16	**4:21**	**4:33**	**4:39**	**4:47**	**5:01**	**5:10**
4:28	**4:33**	**4:45**	**4:51**	**4:59**	**5:13**	**5:22**
4:42	**4:47**	**4:59**	**5:05**	**5:13**	**5:27**	**5:36**
4:54	**4:59**	**5:11**	**5:17**	**5:25**	**5:39**	**5:48**
5:06	**5:11**	**5:23**	**5:29**	**5:37**	**5:51**	**6:00**
5:17	**5:22**	**5:33**	**5:39**	**5:47**	**6:01**	**6:10**
5:29	**5:34**	**5:45**	**5:51**	**5:59**	**6:13**	**6:22**
5:41	**5:46**	**5:57**	**6:03**	**6:11**	**6:25**	**6:33**
5:53	**5:58**	**6:09**	**6:15**	**6:23**	**6:37**	**6:45**
6:05	**6:09**	**6:20**	**6:26**	**6:33**	**6:46**	**6:54**
6:18	**6:22**	**6:33**	**6:39**	**6:46**	**6:59**	**7:07**
6:29	**6:33**	**6:44**	**6:50**	**6:57**	**7:10**	**7:18**
6:40	**6:44**	**6:55**	**7:00**	**7:07**	**7:20**	**7:28**
6:51	**6:55**	**7:06**	**7:11**	**7:18**	**7:31**	**7:39**
7:06	**7:10**	**7:20**	**7:25**	**7:32**	**7:44**	**7:52**
7:21	**7:25**	**7:35**	**7:40**	**7:47**	**7:59**	**8:07**
7:38	**7:42**	**7:52**	**7:57**	**8:04**	**8:16**	**8:24**
7:55	**7:59**	**8:09**	**8:14**	**8:21**	**8:33**	**8:41**
8:10	**8:14**	**8:24**	**8:29**	**8:36**	**8:48**	**8:56**
8:25	**8:29**	**8:39**	**8:44**	**8:51**	**9:03**	**9:11**
8:40	**8:44**	**8:54**	**8:59**	**9:06**	**9:18**	**9:26**
8:55	**8:59**	**9:09**	**9:14**	**9:21**	**9:33**	**9:40**
9:19	**9:23**	**9:33**	**9:38**	**9:45**	**9:57**	**10:04**
9:50	**9:54**	**10:03**	**10:08**	**10:15**	**10:27**	**10:34**
10:20	**10:23**	**10:32**	**10:37**	**10:42**	**10:54**	**11:01**
10:50	**10:53**	**11:02**	**11:07**	**11:12**	**11:24**	**11:31**
11:20	**11:23**	**11:32**	**11:37**	**11:42**	**11:54**	12:01a
11:50	**11:53**	12:02a	12:07a	12:12a	12:24a	12:31
12:20a	12:23a	12:32	12:37	12:42	12:54	1:01
12:45	12:48	12:57	1:02	1:07	1:19	1:26

Downtown San Diego → SDSU Transit Center

G Santa Fe Depot Transit Center **DEPART**	F City College Transit Center (11th Av.)	E Park Bl. & University Av.	D El Cajon Bl. & 30th St.	C El Cajon Bl. & I-15	B El Cajon Bl. & College Av.	A SDSU Transit Center **ARRIVE**
4:32a	4:39a	4:47a	4:53a	4:57a	5:06a	5:11a
5:03	5:10	5:18	5:24	5:28	5:37	5:42
5:18	5:25	5:33	5:39	5:43	5:52	5:57
5:32	5:39	5:47	5:53	5:57	6:06	6:11
5:47	5:54	6:02	6:08	6:12	6:21	6:26
6:00	6:07	6:16	6:22	6:27	6:37	6:42
6:13	6:20	6:29	6:36	6:41	6:51	6:56
6:25	6:32	6:41	6:48	6:53	7:03	7:08
6:36	6:44	6:53	7:00	7:05	7:16	7:22
6:48	6:56	7:05	7:12	7:17	7:28	7:34
7:00	7:08	7:18	7:25	7:30	7:42	7:48
7:12	7:20	7:30	7:37	7:43	7:56	8:02
7:24	7:32	7:42	7:49	7:55	8:08	8:14
7:36	7:44	7:54	8:01	8:07	8:20	8:26
7:48	7:56	8:06	8:13	8:19	8:32	8:38
8:00	8:08	8:18	8:25	8:31	8:44	8:50
8:13	8:21	8:31	8:38	8:44	8:57	9:03
8:25	8:33	8:43	8:50	8:56	9:09	9:15
8:37	8:45	8:55	9:02	9:08	9:21	9:27
8:49	8:57	9:07	9:14	9:20	9:33	9:39
9:01	9:09	9:19	9:26	9:32	9:45	9:51
9:13	9:21	9:31	9:38	9:44	9:57	10:03
9:25	9:33	9:43	9:50	9:56	10:09	10:15
9:36	9:44	9:54	10:01	10:07	10:20	10:26
9:48	9:56	10:06	10:13	10:19	10:32	10:38
10:00	10:08	10:18	10:25	10:31	10:44	10:50
10:12	10:20	10:30	10:37	10:43	10:56	11:02
10:24	10:32	10:42	10:49	10:55	11:08	11:14
10:36	10:44	10:54	11:01	11:07	11:20	11:26
10:48	10:56	11:06	11:13	11:19	11:32	11:38
11:00	11:08	11:18	11:25	11:31	11:44	11:50
11:12	11:20	11:30	11:37	11:43	11:56	**12:02p**
11:24	11:32	11:42	11:49	11:55	**12:08p**	**12:14**
11:36	11:44	11:54	**12:01p**	**12:07p**	**12:20**	**12:26**
11:47	11:56	**12:06p**	**12:13**	**12:19**	**12:32**	**12:38**
11:59	**12:08p**	**12:18**	**12:25**	**12:31**	**12:44**	**12:50**
12:11p	**12:20**	**12:30**	**12:38**	**12:44**	**12:57**	**1:03**
12:23	**12:32**	**12:42**	**12:50**	**12:56**	**1:09**	**1:15**
12:35	**12:44**	**12:54**	**1:02**	**1:08**	**1:21**	**1:27**
12:47	**12:56**	**1:06**	**1:14**	**1:20**	**1:33**	**1:39**
12:59	**1:08**	**1:18**	**1:26**	**1:32**	**1:45**	**1:51**
1:11	**1:20**	**1:30**	**1:38**	**1:44**	**1:57**	**2:03**
1:23	**1:32**	**1:42**	**1:50**	**1:56**	**2:09**	**2:15**
1:35	**1:44**	**1:54**	**2:02**	**2:08**	**2:21**	**2:27**
1:47	**1:56**	**2:06**	**2:14**	**2:20**	**2:33**	**2:39**
1:59	**2:08**	**2:18**	**2:26**	**2:32**	**2:45**	**2:51**
2:11	**2:20**	**2:30**	**2:38**	**2:44**	**2:57**	**3:03**
2:23	**2:32**	**2:42**	**2:50**	**2:56**	**3:09**	**3:15**
2:35	**2:44**	**2:54**	**3:02**	**3:08**	**3:21**	**3:27**
2:47	**2:56**	**3:06**	**3:14**	**3:20**	**3:33**	**3:39**
2:59	**3:08**	**3:18**	**3:26**	**3:32**	**3:45**	**3:51**
3:11	**3:20**	**3:30**	**3:38**	**3:44**	**3:57**	**4:03**
3:24	**3:34**	**3:44**	**3:52**	**3:58**	**4:11**	**4:17**
3:36	**3:46**	**3:56**	**4:04**	**4:10**	**4:23**	**4:29**
3:48	**3:58**	**4:08**	**4:16**	**4:22**	**4:35**	**4:41**
4:00	**4:10**	**4:20**	**4:28**	**4:34**	**4:47**	**4:53**
4:12	**4:22**	**4:32**	**4:40**	**4:46**	**4:59**	**5:05**
4:24	**4:34**	**4:44**	**4:52**	**4:58**	**5:11**	**5:17**
4:36	**4:46**	**4:56**	**5:04**	**5:10**	**5:23**	**5:29**
4:48	**4:58**	**5:08**	**5:16**	**5:22**	**5:35**	**5:41**
5:00	**5:10**	**5:20**	**5:28**	**5:34**	**5:47**	**5:53**
5:12	**5:22**	**5:32**	**5:40**	**5:46**	**5:59**	**6:05**
5:25	**5:34**	**5:44**	**5:52**	**5:58**	**6:11**	**6:17**
5:37	**5:46**	**5:56**	**6:04**	**6:10**	**6:23**	**6:29**
5:50	**5:59**	**6:09**	**6:17**	**6:23**	**6:36**	**6:42**
6:08	**6:16**	**6:25**	**6:32**	**6:37**	**6:50**	**6:56**
6:24	**6:32**	**6:41**	**6:48**	**6:53**	**7:06**	**7:12**
6:39	**6:47**	**6:56**	**7:03**	**7:08**	**7:20**	**7:26**
6:53	**7:01**	**7:10**	**7:17**	**7:22**	**7:34**	**7:40**
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7:23	**7:31**	**7:40**	**7:47**	**7:52**	**8:04**	**8:10**
7:38	**7:46**	**7:55**	**8:02**	**8:07**	**8:19**	**8:25**
7:53	**8:01**	**8:10**	**8:17**	**8:22**	**8:34**	**8:40**
8:08	**8:16**	**8:25**	**8:32**	**8:37**	**8:49**	**8:55**
8:23	**8:31**	**8:40**	**8:47**	**8:52**	**9:04**	**9:10**
8:38	**8:46**	**8:55**	**9:02**	**9:07**	**9:19**	**9:25**
8:55	**9:02**	**9:11**	**9:18**	**9:23**	**9:34**	**9:40**
9:18	**9:25**	**9:34**	**9:41**	**9:46**	**9:57**	**10:03**
9:40	**9:47**	**9:56**	**10:03**	**10:08**	**10:19**	**10:25**
10:10	**10:17**	**10:26**	**10:33**	**10:38**	**10:49**	**10:54**
10:43	**10:50**	**10:58**	**11:05**	**11:09**	**11:19**	**11:24**
11:13	**11:20**	**11:28**	**11:35**	**11:39**	**11:49**	**11:54**
11:43	**11:50**	**11:58**	12:05a	12:09a	12:19a	12:24a
12:13a	12:20a	12:28a	12:35	12:39	12:49	12:54
12:43	12:50	12:58	1:05	1:09	1:19	1:24
1:13	1:20	1:28	1:35	1:39	1:49	1:54

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215 Saturday and Sunday • *sábado y domingo*

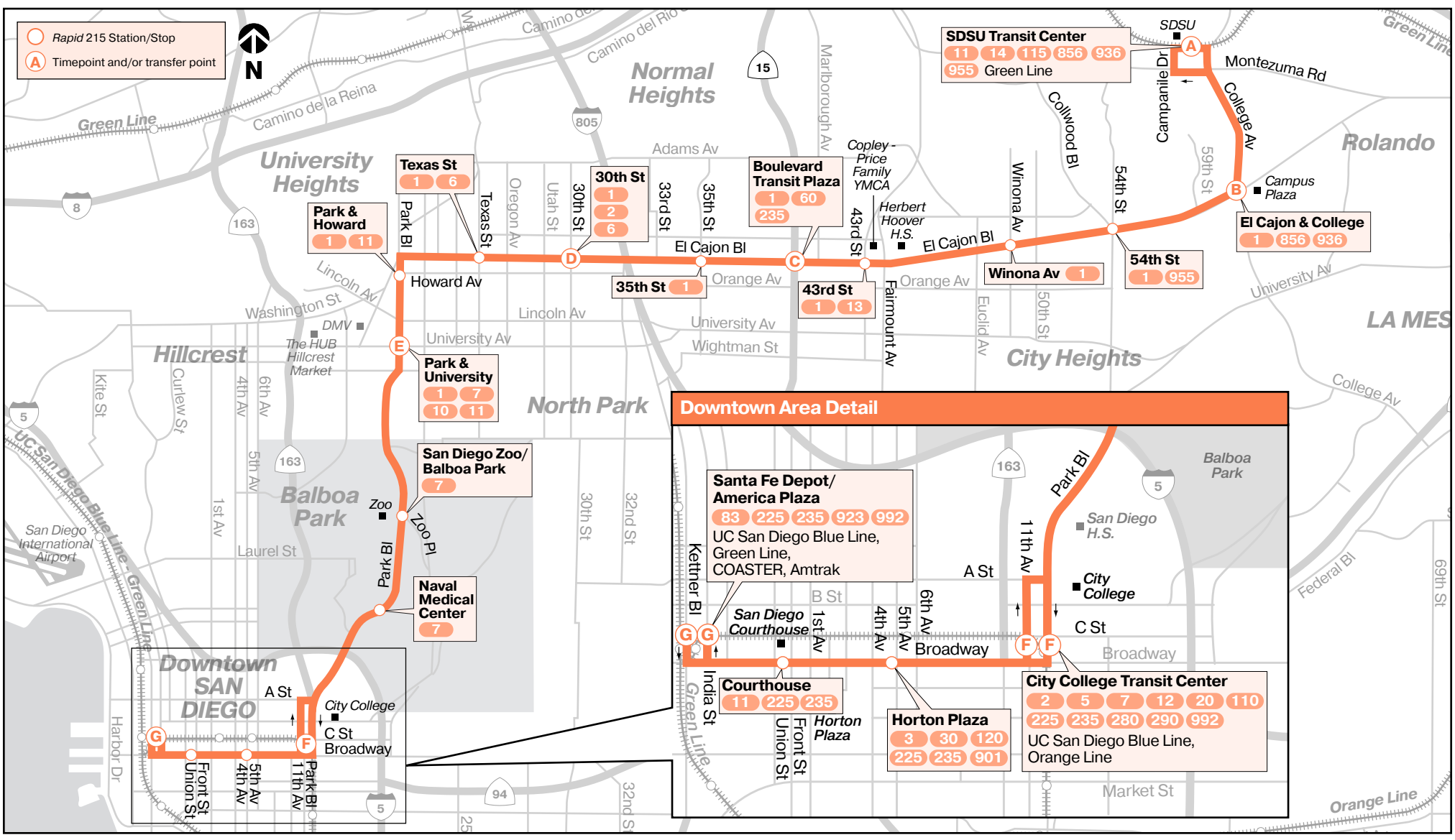
SDSU Transit Center → Downtown San Diego

A SDSU Transit Center **DEPART**	B El Cajon Bl. & College Av.	C El Cajon Bl. & I-15	D El Cajon Bl. & 30th St.	E Park Bl. & University Av.	F City College Transit Center (Park Bl.)	G America Plaza Trolley Station **ARRIVE**
4:48a	4:51a	4:59a	5:03a	5:08a	5:19a	5:26a
5:22	5:25	5:33	5:37	5:42	5:53	6:00
5:52	5:55	6:04	6:08	6:14	6:25	6:32
6:06	6:09	6:18	6:22	6:28	6:39	6:46
6:21	6:24	6:34	6:39	6:45	6:56	7:03
6:35	6:38	6:48	6:53	6:59	7:10	7:18
6:50	6:53	7:03	7:08	7:14	7:26	7:34
7:05	7:08	7:18	7:23	7:30	7:43	7:51
7:20	7:23	7:33	7:38	7:45	7:58	8:06
7:34	7:37	7:48	7:53	8:00	8:13	8:21
7:49	7:52	8:03	8:08	8:15	8:28	8:36
8:04	8:07	8:18	8:23	8:30	8:43	8:51
8:19	8:22	8:33	8:38	8:45	8:58	9:06
8:34	8:37	8:48	8:53	9:00	9:13	9:21
8:49	8:52	9:03	9:08	9:15	9:28	9:36
9:04	9:08	9:19	9:24	9:31	9:44	9:52
9:19	9:23	9:34	9:39	9:46	9:59	10:07
9:34	9:38	9:49	9:54	10:01	10:14	10:22
9:49	9:53	10:04	10:09	10:16	10:29	10:37
10:04	10:08	10:19	10:24	10:31	10:44	10:52
10:19	10:23	10:34	10:39	10:46	10:59	11:07
10:34	10:38	10:49	10:54	11:01	11:14	11:22
10:49	10:53	11:04	11:09	11:16	11:29	11:37
11:04	11:08	11:19	11:24	11:31	11:44	11:52
11:19	11:23	11:34	11:39	11:46	11:59	**12:07p**
11:34	11:38	11:49	11:54	**12:01p**	**12:14p**	**12:22**
11:49	11:53	**12:04p**	**12:09p**	**12:16**	**12:29**	**12:37**
12:04p	**12:08p**	**12:19**	**12:24**	**12:31**	**12:44**	**12:52**
12:19	**12:23**	**12:34**	**12:39**	**12:46**	**12:59**	**1:07**
12:34	**12:38**	**12:49**	**12:54**	**1:01**	**1:14**	**1:22**
12:49	**12:53**	**1:04**	**1:09**	**1:16**	**1:29**	**1:37**
1:04	**1:08**	**1:19**	**1:24**	**1:31**	**1:44**	**1:52**
1:19	**1:23**	**1:34**	**1:39**	**1:46**	**1:59**	**2:07**
1:34	**1:38**	**1:49**	**1:54**	**2:01**	**2:14**	**2:22**
1:49	**1:53**	**2:04**	**2:09**	**2:16**	**2:29**	**2:37**
2:04	**2:08**	**2:19**	**2:24**	**2:31**	**2:44**	**2:52**
2:21	**2:25**	**2:36**	**2:42**	**2:49**	**3:03**	**3:11**
2:37	**2:41**	**2:52**	**2:58**	**3:05**	**3:19**	**3:27**
2:52	**2:56**	**3:07**	**3:13**	**3:20**	**3:34**	**3:42**
3:07	**3:11**	**3:22**	**3:28**	**3:35**	**3:49**	**3:57**
3:21	**3:25**	**3:36**	**3:42**	**3:50**	**4:04**	**4:12**
3:36	**3:40**	**3:51**	**3:57**	**4:05**	**4:19**	**4:27**
3:51	**3:55**	**4:06**	**4:12**	**4:20**	**4:34**	**4:42**
4:06	**4:10**	**4:21**	**4:27**	**4:35**	**4:49**	**4:57**
4:21	**4:25**	**4:36**	**4:42**	**4:50**	**5:04**	**5:12**
4:36	**4:40**	**4:51**	**4:57**	**5:05**	**5:19**	**5:27**
4:51	**4:55**	**5:06**	**5:12**	**5:20**	**5:34**	**5:42**
5:06	**5:10**	**5:21**	**5:27**	**5:35**	**5:49**	**5:57**
5:21	**5:25**	**5:36**	**5:42**	**5:50**	**6:04**	**6:12**
5:36	**5:40**	**5:51**	**5:57**	**6:05**	**6:19**	**6:27**
5:50	**5:54**	**6:05**	**6:11**	**6:19**	**6:33**	**6:41**
6:04	**6:08**	**6:18**	**6:24**	**6:31**	**6:44**	**6:52**
6:19	**6:23**	**6:33**	**6:39**	**6:46**	**6:59**	**7:07**
6:34	**6:38**	**6:48**	**6:53**	**7:00**	**7:13**	**7:21**
6:49	**6:53**	**7:03**	**7:08**	**7:15**	**7:28**	**7:36**
7:04	**7:08**	**7:18**	**7:23**	**7:30**	**7:42**	**7:50**
7:19	**7:23**	**7:33**	**7:38**	**7:45**	**7:57**	**8:05**
7:34	**7:38**	**7:48**	**7:53**	**8:00**	**8:12**	**8:20**
7:49	**7:53**	**8:03**	**8:08**	**8:15**	**8:27**	**8:35**
8:19	**8:23**	**8:33**	**8:38**	**8:45**	**8:57**	**9:05**
8:49	**8:53**	**9:03**	**9:08**	**9:15**	**9:27**	**9:34**
9:19	**9:23**	**9:33**	**9:38**	**9:45**	**9:57**	**10:04**
9:50	**9:54**	**10:03**	**10:08**	**10:15**	**10:27**	**10:34**
10:20	**10:23**	**10:32**	**10:37**	**10:42**	**10:54**	**11:01**
10:50	**10:53**	**11:02**	**11:07**	**11:12**	**11:24**	**11:31**
11:20	**11:23**	**11:32**	**11:37**	**11:42**	**11:54**	12:01a
11:50	**11:53**	12:02a	12:07a	12:12a	12:24a	12:31
12:20a	12:23a	12:32	12:37	12:42	12:54	1:01

Downtown San Diego → SDSU Transit Center

G Santa Fe Depot Transit Center **DEPART**	F City College Transit Center (11th Av.)	E Park Bl. & University Av.	D El Cajon Bl. & 30th St.	C El Cajon Bl. & I-15	B El Cajon Bl. & College Av.	A SDSU Transit Center **ARRIVE**
4:55a	5:02a	5:10a	5:16a	5:20a	5:29a	5:34a
5:25	5:32	5:40	5:46	5:50	5:59	6:04
5:54	6:01	6:09	6:15	6:19	6:29	6:34
6:24	6:31	6:39	6:45	6:49	6:59	7:04
6:39	6:46	6:54	7:00	7:04	7:14	7:19
6:53	7:01	7:09	7:15	7:19	7:30	7:35
7:08	7:16	7:25	7:31	7:35	7:46	7:51
7:23	7:31	7:40	7:46	7:50	8:01	8:06
7:38	7:46	7:55	8:01	8:05	8:16	8:21
7:53	8:01	8:10	8:16	8:20	8:31	8:36
8:08	8:16	8:25	8:32	8:37	8:49	8:55
8:22	8:30	8:39	8:46	8:51	9:03	9:09
8:37	8:45	8:54	9:01	9:06	9:18	9:24
8:52	9:00	9:09	9:16	9:21	9:33	9:39
9:08	9:16	9:26	9:33	9:38	9:50	9:56
9:23	9:31	9:41	9:48	9:53	10:05	10:11
9:40	9:48	9:58	10:05	10:10	10:22	10:28
9:57	10:05	10:15	10:22	10:27	10:39	10:45
10:14	10:22	10:32	10:39	10:44	10:56	11:02
10:31	10:39	10:49	10:56	11:01	11:13	11:19
10:48	10:56	11:06	11:13	11:19	11:31	11:37
11:03	11:11	11:21	11:28	11:34	11:46	11:52
11:18	11:26	11:36	11:43	11:49	**12:01p**	**12:07p**
11:33	11:41	11:51	11:58	**12:04p**	**12:16**	**12:22**
11:48	11:56	**12:06p**	**12:13p**	**12:19**	**12:31**	**12:37**
12:03p	**12:11p**	**12:21**	**12:29**	**12:35**	**12:47**	**12:53**
12:17	**12:25**	**12:35**	**12:43**	**12:49**	**1:01**	**1:07**
12:32	**12:40**	**12:50**	**12:58**	**1:04**	**1:16**	**1:22**
12:47	**12:55**	**1:05**	**1:13**	**1:19**	**1:31**	**1:37**
1:02	**1:10**	**1:20**	**1:28**	**1:34**	**1:46**	**1:52**
1:17	**1:25**	**1:35**	**1:43**	**1:49**	**2:01**	**2:07**
1:32	**1:40**	**1:50**	**1:58**	**2:04**	**2:16**	**2:22**
1:47	**1:55**	**2:05**	**2:13**	**2:19**	**2:31**	**2:37**
2:02	**2:10**	**2:20**	**2:28**	**2:34**	**2:46**	**2:52**
2:17	**2:25**	**2:35**	**2:43**	**2:49**	**3:01**	**3:07**
2:32	**2:40**	**2:50**	**2:58**	**3:04**	**3:16**	**3:22**
2:47	**2:55**	**3:05**	**3:13**	**3:19**	**3:31**	**3:37**
3:02	**3:11**	**3:21**	**3:29**	**3:35**	**3:47**	**3:53**
3:17	**3:26**	**3:36**	**3:44**	**3:50**	**4:02**	**4:08**
3:32	**3:41**	**3:51**	**3:59**	**4:05**	**4:17**	**4:23**
3:47	**3:56**	**4:06**	**4:14**	**4:20**	**4:32**	**4:38**
4:02	**4:11**	**4:21**	**4:29**	**4:35**	**4:47**	**4:53**
4:17	**4:26**	**4:36**	**4:44**	**4:50**	**5:02**	**5:08**
4:32	**4:41**	**4:51**	**4:59**	**5:05**	**5:17**	**5:23**
4:47	**4:56**	**5:06**	**5:14**	**5:20**	**5:32**	**5:38**
5:02	**5:11**	**5:21**	**5:29**	**5:35**	**5:47**	**5:53**
5:17	**5:26**	**5:36**	**5:44**	**5:50**	**6:02**	**6:08**
5:32	**5:41**	**5:51**	**5:59**	**6:05**	**6:17**	**6:23**
5:47	**5:56**	**6:06**	**6:14**	**6:20**	**6:32**	**6:38**
6:08	**6:16**	**6:25**	**6:32**	**6:37**	**6:49**	**6:55**
6:23	**6:31**	**6:40**	**6:47**	**6:52**	**7:04**	**7:10**
6:38	**6:46**	**6:55**	**7:02**	**7:07**	**7:19**	**7:25**
6:53	**7:01**	**7:10**	**7:17**	**7:22**	**7:34**	**7:40**
7:08	**7:16**	**7:25**	**7:32**	**7:37**	**7:49**	**7:55**
7:23	**7:31**	**7:40**	**7:47**	**7:52**	**8:04**	**8:10**
7:38	**7:46**	**7:55**	**8:02**	**8:07**	**8:19**	**8:25**
7:53	**8:01**	**8:10**	**8:17**	**8:22**	**8:34**	**8:40**
8:08	**8:16**	**8:25**	**8:32**	**8:37**	**8:49**	**8:55**
8:39	**8:46**	**8:55**	**9:02**	**9:07**	**9:19**	**9:25**
9:09	**9:16**	**9:25**	**9:32**	**9:37**	**9:48**	**9:54**
9:40	**9:47**	**9:56**	**10:03**	**10:08**	**10:19**	**10:25**
10:10	**10:17**	**10:26**	**10:33**	**10:38**	**10:49**	**10:54**
10:43	**10:50**	**10:58**	**11:05**	**11:09**	**11:19**	**11:24**
11:13	**11:20**	**11:28**	**11:35**	**11:39**	**11:49**	**11:54**
11:43	**11:50**	**11:58**	12:05a	12:09a	12:19a	12:24a
12:13a	12:20a	12:28a	12:35	12:39	12:49	12:54
1:13	1:20	1:28	1:35	1:39	1:49	1:54

A Saturday or Sunday schedule will be operated on the following holidays and observed holidays / *Se operará con horario de sábado o domingo durante los siguientes días festivos y feriados observados*
New Year's Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, Christmas

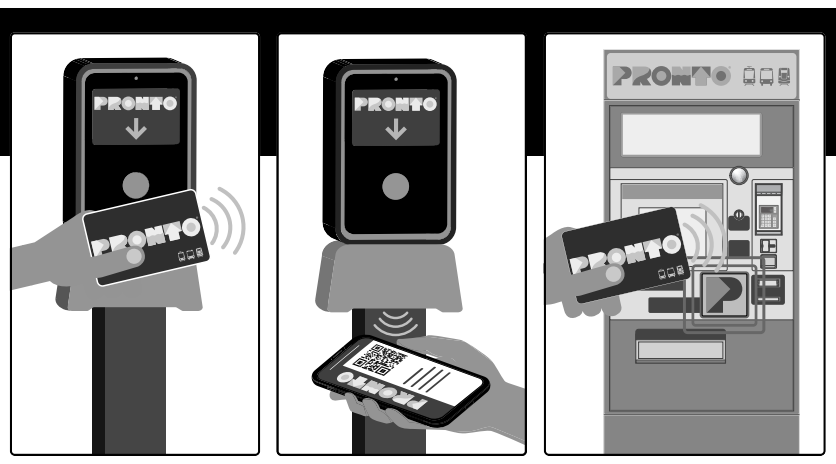


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Customer Service / Suggestions *Servicio al cliente / Sugerencias*	**619-557-4555**
Lost and Found *Objetos extraviados*	**619-233-3004**
Transit Store 12th & Imperial Transit Center M–F / *L-V* 8am–5pm	**619-234-1060**
TTY/TDD (teletype for hearing impaired) *Teletipo para sordos*	**619-234-5005** **888-722-4889**

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Formato alternativo disponible al preguntar. Llamar: (619) 557-4555.

Effective January 28, 2024

955

Bus Route

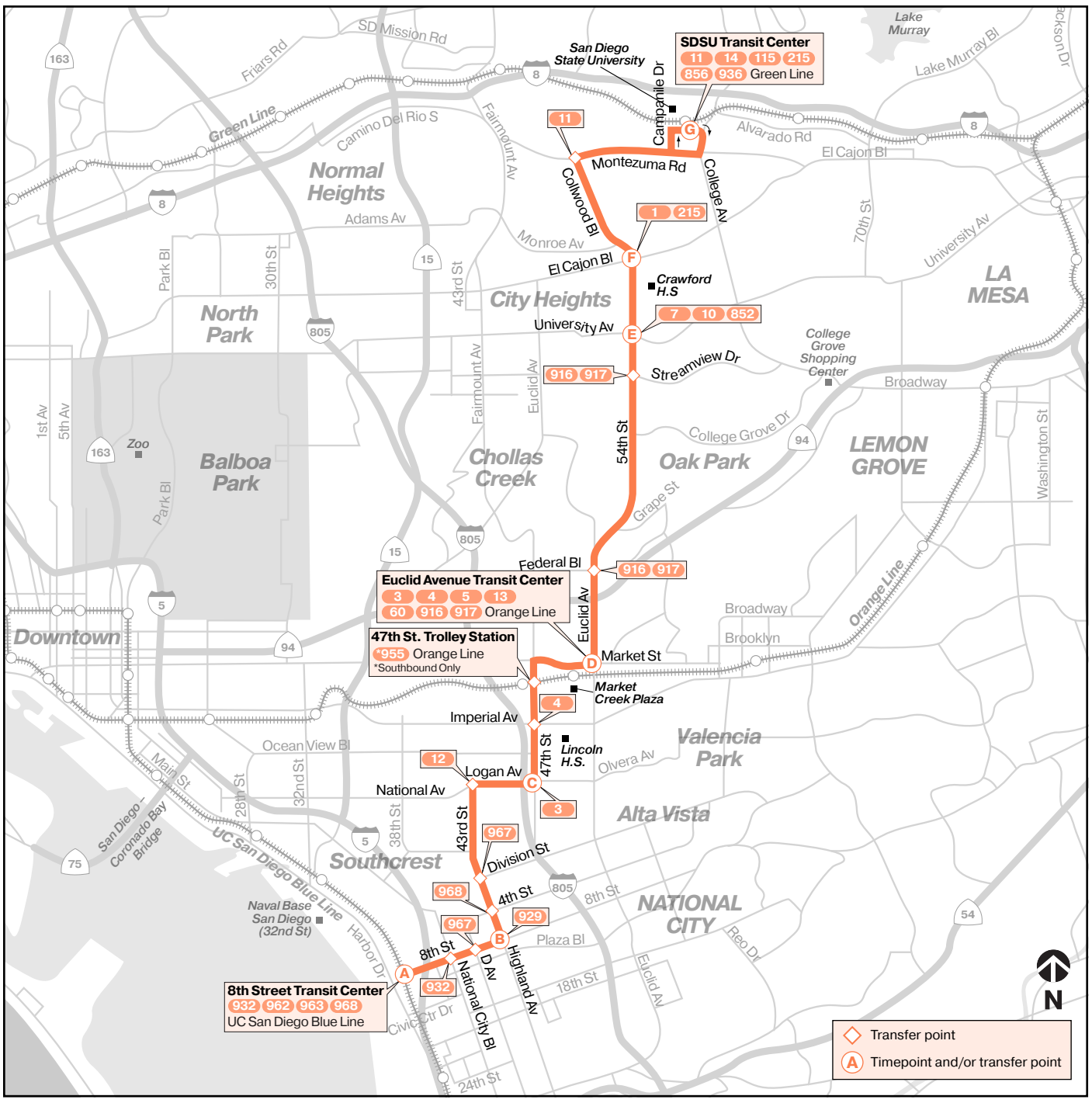
8th St. Transit Center ↔ SDSU Transit Center

via 43rd St. / Euclid Avenue Transit Center / 54th St.

Destinations
- 54th Street
- Crawford High School
- Euclid Av. Transit Center
- Lincoln High School
- Market Creek Plaza
- San Diego State University
- South 43rd Street

Trolley Connections
- 8th St.
- Euclid Avenue
- SDSU

Subject to change without notice
Sujeto a cambios sin previo aviso



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955 Sunday • *domingo*

8th St. Transit Center → SDSU Transit Center

A 8th St. Transit Center **DEPART**	B Highland Av. & 8th St.	C 47th St. & Logan Av.	D Euclid Av. Transit Center	E 54th St. & University Av.	F 54th St. & El Cajon Bl.	G SDSU Transit Center **ARRIVE**
—	—	—	5:59a	6:09a	6:12a	6:20a
6:39a	6:45a	6:53a	6:59	7:10	7:13	7:21
7:38	7:45	7:53	8:00	8:12	8:16	8:24
8:26	8:33	8:42	8:49	9:02	9:06	9:15
9:22	9:29	9:38	9:45	9:58	10:02	10:11
9:52	9:59	10:08	10:15	10:28	10:32	10:41
10:22	10:29	10:38	10:45	10:58	11:02	11:11
10:52	10:59	11:08	11:15	11:28	11:32	11:41
11:22	11:29	11:38	11:45	11:58	**12:02p**	**12:11p**
11:52	11:59	**12:08p**	**12:15p**	**12:28p**	**12:32**	**12:41**
12:21p	**12:28p**	**12:38**	**12:45**	**12:58**	**1:02**	**1:11**
12:51	**12:58**	**1:08**	**1:15**	**1:28**	**1:32**	**1:41**
1:21	**1:28**	**1:38**	**1:45**	**1:58**	**2:02**	**2:11**
1:51	**1:58**	**2:08**	**2:15**	**2:28**	**2:32**	**2:41**
2:21	**2:28**	**2:38**	**2:45**	**2:58**	**3:02**	**3:11**
2:51	**2:58**	**3:08**	**3:15**	**3:28**	**3:32**	**3:41**
3:21	**3:28**	**3:38**	**3:45**	**3:58**	**4:02**	**4:11**
3:51	**3:58**	**4:08**	**4:15**	**4:28**	**4:32**	**4:41**
4:22	**4:29**	**4:39**	**4:46**	**4:58**	**5:02**	**5:11**
4:52	**4:59**	**5:09**	**5:16**	**5:28**	**5:32**	**5:41**
5:22	**5:29**	**5:39**	**5:46**	**5:58**	**6:02**	**6:11**
5:52	**5:59**	**6:09**	**6:16**	**6:28**	**6:32**	**6:41**
6:55	**7:01**	**7:10**	**7:17**	**7:28**	**7:31**	**7:40**
7:55	**8:01**	**8:09**	**8:15**	**8:26**	**8:29**	**8:38**
8:55	**9:01**	**9:09**	**9:15**	**9:26**	**9:29**	**9:38**

SDSU Transit Center → 8th St. Transit Center

G SDSU Transit Center **DEPART**	F 54th St. & El Cajon Bl.	E 54th St. & University Av.	D Euclid Av. Transit Center	C Logan Av. & 47th St.	B 8th St. & Highland Av.	A 8th St. Transit Center **ARRIVE**
—	—	—	5:57a	6:03a	6:11a	6:18a
6:37a	6:43a	6:46a	6:58	7:04	7:12	7:20
7:33	7:40	7:43	7:56	8:02	8:11	8:19
8:22	8:30	8:33	8:47	8:53	9:02	9:10
8:52	9:00	9:03	9:17	9:23	9:32	9:40
9:21	9:30	9:33	9:47	9:53	10:02	10:10
9:51	10:00	10:03	10:17	10:23	10:32	10:40
10:21	10:30	10:33	10:47	10:53	11:02	11:10
10:51	11:00	11:03	11:17	11:23	11:32	11:40
11:21	11:30	11:33	11:47	11:53	**12:02p**	**12:10p**
11:51	**12:00p**	**12:03p**	**12:17p**	**12:23p**	**12:32**	**12:40**
12:20p	**12:29**	**12:32**	**12:46**	**12:52**	**1:03**	**1:11**
12:50	**12:59**	**1:02**	**1:16**	**1:22**	**1:33**	**1:41**
1:20	**1:29**	**1:32**	**1:46**	**1:52**	**2:03**	**2:11**
1:50	**1:59**	**2:02**	**2:16**	**2:22**	**2:33**	**2:41**
2:20	**2:29**	**2:32**	**2:46**	**2:52**	**3:03**	**3:11**
2:50	**2:59**	**3:02**	**3:16**	**3:22**	**3:33**	**3:41**
3:20	**3:29**	**3:32**	**3:46**	**3:52**	**4:03**	**4:11**
3:50	**3:59**	**4:02**	**4:16**	**4:22**	**4:33**	**4:41**
4:20	**4:29**	**4:32**	**4:46**	**4:52**	**5:03**	**5:11**
4:50	**4:59**	**5:02**	**5:16**	**5:22**	**5:33**	**5:41**
5:21	**5:30**	**5:33**	**5:46**	**5:52**	**6:02**	**6:10**
5:51	**6:00**	**6:03**	**6:16**	**6:22**	**6:32**	**6:40**
6:52	**7:01**	**7:04**	**7:17**	**7:23**	**7:33**	**7:40**
7:55	**8:04**	**8:07**	**8:19**	**8:25**	**8:34**	**8:40**
8:55	**9:04**	**9:07**	**9:18**	**9:24**	**9:32**	**9:38**

955 Monday through Friday • *lunes a viernes*

8th St. Transit Center → SDSU Transit Center

A 8th St. Transit Center **DEPART**	B Highland Av. & 8th St.	C 47th St. & Logan Av.	D Euclid Av. Transit Center	E 54th St. & University Av.	F 54th St. & El Cajon Bl.	G SDSU Transit Center **ARRIVE**
4:43a	4:49a	4:56a	5:03a	5:13a	5:16a	5:24a
5:01	5:07	5:14	5:21	5:31	5:34	5:42
5:21	5:27	5:34	5:42	5:52	5:55	6:03
5:41	5:47	5:55	6:03	6:14	6:17	6:26
5:57	6:03	6:12	6:21	6:33	6:37	6:47
6:12	6:18	6:27	6:36	6:48	6:52	7:02
6:26	6:32	6:41	6:50	7:02	7:07	7:17
6:40	6:46	6:55	7:04	7:17	7:22	7:32
6:54	7:00	7:09	7:18	7:32	7:37	7:48
7:08	7:15	7:25	7:35	7:49	7:54	8:05
7:23	7:30	7:41	7:52	8:06	8:11	8:23
7:38	7:45	7:56	8:07	8:21	8:26	8:38
7:53	8:00	8:11	8:22	8:36	8:41	8:53
8:08	8:15	8:26	8:37	8:51	8:56	9:07
8:24	8:31	8:41	8:51	9:05	9:09	9:20
8:40	8:47	8:57	9:06	9:19	9:23	9:33
8:55	9:02	9:12	9:20	9:33	9:37	9:47
9:10	9:17	9:27	9:35	9:48	9:52	10:02
9:25	9:32	9:42	9:50	10:03	10:07	10:17
9:40	9:47	9:57	10:05	10:18	10:22	10:32
9:55	10:02	10:12	10:20	10:33	10:37	10:47
10:10	10:17	10:27	10:35	10:48	10:52	11:02
10:25	10:32	10:42	10:50	11:03	11:07	11:17
10:40	10:47	10:57	11:05	11:18	11:22	11:32
10:55	11:02	11:12	11:20	11:33	11:37	11:47
11:10	11:17	11:27	11:35	11:48	11:52	**12:02p**
11:25	11:32	11:42	11:50	**12:03p**	**12:07p**	**12:17**
11:40	11:47	11:57	**12:05p**	**12:18**	**12:22**	**12:32**
11:55	**12:02p**	**12:12p**	**12:20**	**12:33**	**12:37**	**12:47**
12:10p	**12:17**	**12:27**	**12:35**	**12:48**	**12:52**	**1:02**
12:25	**12:32**	**12:42**	**12:50**	**1:04**	**1:08**	**1:19**
12:40	**12:48**	**12:59**	**1:07**	**1:21**	**1:25**	**1:36**
12:55	**1:03**	**1:14**	**1:22**	**1:36**	**1:40**	**1:51**
1:09	**1:17**	**1:28**	**1:37**	**1:51**	**1:55**	**2:06**
1:24	**1:32**	**1:43**	**1:52**	**2:06**	**2:10**	**2:21**
1:39	**1:47**	**1:58**	**2:07**	**2:21**	**2:25**	**2:36**
1:54	**2:02**	**2:13**	**2:22**	**2:36**	**2:40**	**2:51**
2:12	**2:20**	**2:31**	**2:40**	**2:54**	**2:58**	**3:09**
2:28	**2:36**	**2:47**	**2:56**	**3:10**	**3:14**	**3:25**
2:43	**2:51**	**3:02**	**3:11**	**3:25**	**3:29**	**3:40**
2:58	**3:06**	**3:17**	**3:26**	**3:40**	**3:44**	**3:55**
3:11	**3:19**	**3:30**	**3:40**	**3:55**	**4:00**	**4:11**
3:26	**3:34**	**3:45**	**3:55**	**4:10**	**4:15**	**4:26**
3:42	**3:50**	**4:01**	**4:11**	**4:26**	**4:31**	**4:42**
3:58	**4:06**	**4:17**	**4:26**	**4:40**	**4:45**	**4:56**
4:13	**4:21**	**4:32**	**4:41**	**4:55**	**5:00**	**5:11**
4:29	**4:37**	**4:48**	**4:56**	**5:09**	**5:14**	**5:25**
4:44	**4:52**	**5:03**	**5:11**	**5:24**	**5:29**	**5:40**
4:59	**5:07**	**5:18**	**5:26**	**5:39**	**5:44**	**5:55**
5:14	**5:22**	**5:33**	**5:41**	**5:54**	**5:59**	**6:10**
5:29	**5:37**	**5:48**	**5:56**	**6:09**	**6:14**	**6:25**
5:44	**5:52**	**6:03**	**6:11**	**6:24**	**6:29**	**6:40**
6:04	**6:11**	**6:22**	**6:30**	**6:42**	**6:46**	**6:57**
6:24	**6:31**	**6:41**	**6:49**	**7:01**	**7:05**	**7:15**
6:44	**6:51**	**7:01**	**7:09**	**7:21**	**7:25**	**7:35**
7:04	**7:11**	**7:21**	**7:29**	**7:41**	**7:45**	**7:55**
7:26	**7:33**	**7:43**	**7:51**	**8:03**	**8:07**	**8:17**
7:52	**7:59**	**8:08**	**8:16**	**8:27**	**8:30**	**8:40**
8:24	**8:30**	**8:39**	**8:46**	**8:57**	**9:00**	**9:09**
8:54	**9:00**	**9:09**	**9:16**	**9:27**	**9:30**	**9:39**
9:24	**9:30**	**9:39**	**9:46**	**9:57**	**10:00**	**10:09**
9:56	**10:02**	**10:09**	**10:16**	**10:27**	**10:30**	**10:39**
10:26	**10:32**	**10:39**	**10:46**	**10:56**	**10:59**	**11:07**

SDSU Transit Center → 8th St. Transit Center

G SDSU Transit Center **DEPART**	F 54th St. & El Cajon Bl.	E 54th St. & University Av.	D Euclid Av. Transit Center	C Logan Av. & 47th St.	B 8th St. & Highland Av.	A 8th St. Transit Center **ARRIVE**
—	5:04a	5:07a	5:18a	5:24a	5:33a	5:41a
5:26a	5:33	5:36	5:47	5:53	6:02	6:11
5:47	5:54	5:57	6:09	6:15	6:24	6:34
6:07	6:14	6:17	6:30	6:37	6:47	6:57
6:22	6:29	6:32	6:45	6:52	7:02	7:12
6:36	6:43	6:46	7:00	7:07	7:18	7:28
6:49	6:57	7:00	7:15	7:22	7:33	7:43
7:04	7:12	7:15	7:30	7:37	7:48	7:58
7:19	7:27	7:30	7:45	7:53	8:04	8:14
7:34	7:43	7:46	8:01	8:09	8:20	8:30
7:49	7:58	8:01	8:16	8:24	8:35	8:45
8:04	8:13	8:16	8:30	8:38	8:48	8:58
8:20	8:29	8:32	8:46	8:53	9:02	9:11
8:36	8:45	8:48	9:02	9:09	9:18	9:27
8:52	9:01	9:04	9:18	9:25	9:34	9:43
9:07	9:16	9:19	9:33	9:40	9:49	9:58
9:22	9:31	9:34	9:48	9:55	10:04	10:13
9:37	9:46	9:49	10:03	10:10	10:19	10:28
9:52	10:01	10:04	10:18	10:25	10:34	10:43
10:07	10:16	10:19	10:33	10:40	10:49	10:58
10:22	10:31	10:34	10:48	10:55	11:04	11:13
10:37	10:46	10:49	11:03	11:10	11:19	11:28
10:52	11:01	11:04	11:18	11:25	11:34	11:43
11:07	11:16	11:19	11:33	11:40	11:49	11:58
11:22	11:31	11:34	11:48	11:55	**12:04p**	**12:13p**
11:37	11:46	11:49	**12:03p**	**12:10p**	**12:19**	**12:28**
11:51	**12:00p**	**12:03p**	**12:18**	**12:25**	**12:35**	**12:44**
12:04p	**12:14**	**12:17**	**12:32**	**12:39**	**12:50**	**12:59**
12:19	**12:29**	**12:32**	**12:47**	**12:54**	**1:05**	**1:14**
12:34	**12:44**	**12:47**	**1:02**	**1:09**	**1:20**	**1:29**
12:49	**12:59**	**1:02**	**1:17**	**1:24**	**1:35**	**1:44**
1:04	**1:15**	**1:18**	**1:33**	**1:41**	**1:52**	**2:01**
1:19	**1:30**	**1:33**	**1:48**	**1:56**	**2:07**	**2:16**
1:34	**1:45**	**1:48**	**2:03**	**2:11**	**2:22**	**2:31**
1:49	**2:00**	**2:03**	**2:18**	**2:26**	**2:37**	**2:46**
2:03	**2:14**	**2:17**	**2:32**	**2:40**	**2:51**	**3:00**
2:18	**2:29**	**2:32**	**2:47**	**2:55**	**3:07**	**3:16**
2:33	**2:44**	**2:47**	**3:02**	**3:10**	**3:22**	**3:31**
2:48	**2:59**	**3:02**	**3:17**	**3:25**	**3:37**	**3:46**
3:03	**3:14**	**3:17**	**3:33**	**3:42**	**3:54**	**4:03**
3:19	**3:30**	**3:33**	**3:49**	**3:58**	**4:10**	**4:19**
3:35	**3:46**	**3:49**	**4:05**	**4:14**	**4:26**	**4:35**
3:50	**4:01**	**4:04**	**4:20**	**4:29**	**4:41**	**4:50**
4:05	**4:16**	**4:19**	**4:34**	**4:42**	**4:54**	**5:03**
4:21	**4:32**	**4:35**	**4:50**	**4:58**	**5:10**	**5:19**
4:36	**4:47**	**4:50**	**5:05**	**5:13**	**5:25**	**5:34**
4:52	**5:03**	**5:06**	**5:21**	**5:29**	**5:41**	**5:50**
5:07	**5:18**	**5:21**	**5:36**	**5:44**	**5:56**	**6:05**
5:22	**5:33**	**5:36**	**5:51**	**5:59**	**6:11**	**6:20**
5:37	**5:48**	**5:51**	**6:05**	**6:13**	**6:24**	**6:32**
5:57	**6:08**	**6:11**	**6:25**	**6:33**	**6:44**	**6:52**
6:19	**6:30**	**6:33**	**6:47**	**6:55**	**7:06**	**7:14**
6:39	**6:49**	**6:52**	**7:06**	**7:14**	**7:24**	**7:32**
7:09	**7:19**	**7:22**	**7:36**	**7:43**	**7:53**	**8:00**
7:39	**7:49**	**7:52**	**8:05**	**8:11**	**8:21**	**8:28**
8:06	**8:16**	**8:19**	**8:31**	**8:37**	**8:46**	**8:53**
8:33	**8:42**	**8:45**	**8:56**	**9:02**	**9:11**	**9:18**
9:01	**9:09**	**9:11**	**9:21**	**9:27**	**9:34**	**9:41**
9:26	**9:34**	**9:36**	**9:46**	**9:52**	**9:59**	**10:06**
9:56	**10:04**	**10:06**	**10:16**	**10:22**	**10:29**	**10:36**
10:26	**10:34**	**10:36**	**10:46**	**10:52**	**10:59**	**11:06**
10:56	**11:04**	**11:06**	**11:16**	**11:22**	**11:29**	**11:36**

955 Saturday • *sábado*

8th St. Transit Center → SDSU Transit Center

A 8th St. Transit Center **DEPART**	B Highland Av. & 8th St.	C 47th St. & Logan Av.	D Euclid Av. Transit Center	E 54th St. & University Av.	F 54th St. & El Cajon Bl.	G SDSU Transit Center **ARRIVE**
5:39a	5:45a	5:53a	5:59a	6:09a	6:12a	6:20a
6:09	6:15	6:23	6:29	6:40	6:43	6:51
6:39	6:45	6:53	6:59	7:10	7:13	7:21
7:09	7:15	7:23	7:29	7:41	7:45	7:53
7:38	7:45	7:53	8:00	8:12	8:16	8:24
8:04	8:11	8:19	8:26	8:38	8:42	8:50
8:26	8:33	8:42	8:49	9:02	9:06	9:15
8:48	8:55	9:04	9:11	9:24	9:28	9:37
9:08	9:15	9:24	9:31	9:44	9:48	9:57
9:28	9:35	9:44	9:51	10:04	10:08	10:17
9:48	9:55	10:04	10:11	10:24	10:28	10:37
10:08	10:15	10:24	10:31	10:44	10:48	10:57
10:28	10:35	10:44	10:51	11:04	11:08	11:17
10:48	10:55	11:04	11:11	11:24	11:28	11:37
11:08	11:15	11:24	11:31	11:44	11:48	11:57
11:28	11:35	11:44	11:51	**12:04p**	**12:08p**	**12:17p**
11:48	11:55	**12:04p**	**12:11p**	**12:24**	**12:28**	**12:37**
12:07p	**12:14p**	**12:24**	**12:31**	**12:44**	**12:48**	**12:57**
12:27	**12:34**	**12:44**	**12:51**	**1:04**	**1:08**	**1:17**
12:47	**12:54**	**1:04**	**1:11**	**1:24**	**1:28**	**1:37**
1:07	**1:14**	**1:24**	**1:31**	**1:44**	**1:48**	**1:57**
1:27	**1:34**	**1:44**	**1:51**	**2:04**	**2:08**	**2:17**
1:47	**1:54**	**2:04**	**2:11**	**2:24**	**2:28**	**2:37**
2:07	**2:14**	**2:24**	**2:31**	**2:44**	**2:48**	**2:57**
2:27	**2:34**	**2:44**	**2:51**	**3:04**	**3:08**	**3:17**
2:47	**2:54**	**3:04**	**3:11**	**3:24**	**3:28**	**3:37**
3:06	**3:13**	**3:23**	**3:30**	**3:43**	**3:47**	**3:56**
3:25	**3:32**	**3:42**	**3:49**	**4:02**	**4:06**	**4:15**
3:45	**3:52**	**4:02**	**4:09**	**4:22**	**4:26**	**4:35**
4:05	**4:12**	**4:22**	**4:29**	**4:42**	**4:46**	**4:55**
4:25	**4:32**	**4:42**	**4:49**	**5:01**	**5:05**	**5:14**
4:45	**4:52**	**5:02**	**5:09**	**5:21**	**5:25**	**5:34**
5:06	**5:13**	**5:23**	**5:30**	**5:42**	**5:46**	**5:55**
5:26	**5:33**	**5:43**	**5:50**	**6:02**	**6:06**	**6:15**
5:47	**5:54**	**6:04**	**6:11**	**6:23**	**6:27**	**6:36**
6:07	**6:13**	**6:23**	**6:30**	**6:42**	**6:45**	**6:54**
6:26	**6:32**	**6:41**	**6:48**	**6:59**	**7:02**	**7:11**
6:55	**7:01**	**7:10**	**7:17**	**7:28**	**7:31**	**7:40**
7:25	**7:31**	**7:40**	**7:47**	**7:58**	**8:01**	**8:10**
7:55	**8:01**	**8:09**	**8:15**	**8:26**	**8:29**	**8:38**
8:25	**8:31**	**8:39**	**8:45**	**8:56**	**8:59**	**9:08**
8:55	**9:01**	**9:09**	**9:15**	**9:26**	**9:29**	**9:38**
9:56	**10:02**	**10:09**	**10:15**	**10:25**	**10:28**	**10:36**

SDSU Transit Center → 8th St. Transit Center

G SDSU Transit Center **DEPART**	F 54th St. & El Cajon Bl.	E 54th St. & University Av.	D Euclid Av. Transit Center	C Logan Av. & 47th St.	B 8th St. & Highland Av.	A 8th St. Transit Center **ARRIVE**
5:37a	5:43a	5:46a	5:57a	6:03a	6:11a	6:18a
6:07	6:13	6:16	6:28	6:34	6:42	6:50
6:37	6:43	6:46	6:58	7:04	7:12	7:20
7:04	7:11	7:14	7:27	7:33	7:42	7:50
7:33	7:40	7:43	7:56	8:02	8:11	8:19
8:05	8:13	8:16	8:30	8:36	8:45	8:53
8:31	8:39	8:42	8:56	9:02	9:11	9:19
9:00	9:08	9:11	9:25	9:31	9:40	9:48
9:25	9:34	9:37	9:51	9:57	10:06	10:14
9:55	10:04	10:07	10:21	10:27	10:36	10:44
10:16	10:25	10:28	10:42	10:48	10:57	11:05
10:36	10:45	10:48	11:02	11:08	11:17	11:25
10:56	11:05	11:08	11:22	11:28	11:37	11:45
11:16	11:25	11:28	11:42	11:48	11:57	**12:05p**
11:36	11:45	11:48	**12:02p**	**12:08p**	**12:17p**	**12:25**
11:56	**12:05p**	**12:08p**	**12:22**	**12:28**	**12:37**	**12:45**
12:16p	**12:25**	**12:28**	**12:42**	**12:48**	**12:59**	**1:07**
12:36	**12:45**	**12:48**	**1:02**	**1:08**	**1:19**	**1:27**
12:56	**1:05**	**1:08**	**1:22**	**1:28**	**1:39**	**1:47**
1:16	**1:25**	**1:28**	**1:42**	**1:48**	**1:59**	**2:07**
1:36	**1:45**	**1:48**	**2:02**	**2:08**	**2:19**	**2:27**
1:56	**2:05**	**2:08**	**2:22**	**2:28**	**2:39**	**2:47**
2:16	**2:25**	**2:28**	**2:42**	**2:48**	**2:59**	**3:07**
2:36	**2:45**	**2:48**	**3:02**	**3:08**	**3:19**	**3:27**
2:56	**3:05**	**3:08**	**3:22**	**3:28**	**3:39**	**3:47**
3:16	**3:25**	**3:28**	**3:42**	**3:48**	**3:59**	**4:07**
3:36	**3:45**	**3:48**	**4:02**	**4:08**	**4:19**	**4:27**
3:56	**4:05**	**4:08**	**4:22**	**4:28**	**4:39**	**4:47**
4:16	**4:25**	**4:28**	**4:42**	**4:48**	**4:59**	**5:07**
4:36	**4:45**	**4:48**	**5:02**	**5:08**	**5:19**	**5:27**
4:56	**5:05**	**5:08**	**5:22**	**5:28**	**5:39**	**5:47**
5:16	**5:25**	**5:28**	**5:41**	**5:47**	**5:57**	**6:05**
5:36	**5:45**	**5:48**	**6:01**	**6:07**	**6:17**	**6:25**
5:54	**6:03**	**6:06**	**6:19**	**6:25**	**6:35**	**6:43**
6:22	**6:31**	**6:34**	**6:47**	**6:53**	**7:03**	**7:11**
6:52	**7:01**	**7:04**	**7:17**	**7:23**	**7:33**	**7:40**
7:25	**7:34**	**7:37**	**7:49**	**7:55**	**8:04**	**8:10**
7:55	**8:04**	**8:07**	**8:19**	**8:25**	**8:34**	**8:40**
8:25	**8:34**	**8:37**	**8:49**	**8:55**	**9:04**	**9:10**
8:55	**9:04**	**9:07**	**9:18**	**9:24**	**9:32**	**9:38**
9:26	**9:34**	**9:36**	**9:46**	**9:52**	**9:59**	**10:05**
9:56	**10:04**	**10:06**	**10:16**	**10:22**	**10:29**	**10:35**
10:56	**11:04**	**11:06**	**11:16**	**11:22**	**11:29**	**11:35**

A Saturday or Sunday schedule will be operated on the following holidays and observed holidays / *Se operará con horario de sábado o domingo durante los siguientes días festivos y feriados observados*
New Year's Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, Christmas

APPENDIX C

PEAK HOUR INTERSECTION ANALYSIS WORKSHEETS – EXISTING

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	449	7	11	885	21	60	66	25	5	23	10
Future Volume (veh/h)	31	449	7	11	885	21	60	66	25	5	23	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.94	1.00		0.94	0.95		0.94	0.96		0.94
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	41	591	9	12	952	23	67	73	28	7	32	14
Peak Hour Factor	0.76	0.76	0.76	0.93	0.93	0.93	0.90	0.90	0.90	0.73	0.73	0.73
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	53	2514	38	19	2422	59	132	137	46	52	201	80
Arrive On Green	0.03	0.70	0.70	0.01	0.68	0.68	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	1781	3579	54	1781	3539	86	533	777	262	120	1143	453
Grp Volume(v), veh/h	41	293	307	12	478	497	168	0	0	53	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1856	1781	1777	1848	1572	0	0	1716	0	0
Q Serve(g_s), s	3.0	7.6	7.7	0.9	15.1	15.1	9.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.0	7.6	7.7	0.9	15.1	15.1	12.5	0.0	0.0	3.3	0.0	0.0
Prop In Lane	1.00		0.03	1.00		0.05	0.40		0.17	0.13		0.26
Lane Grp Cap(c), veh/h	53	1248	1304	19	1216	1265	315	0	0	333	0	0
V/C Ratio(X)	0.78	0.23	0.24	0.62	0.39	0.39	0.53	0.00	0.00	0.16	0.00	0.00
Avail Cap(c_a), veh/h	159	1248	1304	103	1216	1265	460	0	0	489	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.97	0.97	0.97	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	62.6	6.9	6.9	64.0	8.9	8.9	49.1	0.0	0.0	45.5	0.0	0.0
Incr Delay (d2), s/veh	21.0	0.4	0.4	27.8	0.9	0.9	1.4	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	2.8	3.0	0.5	5.7	6.0	5.2	0.0	0.0	1.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	83.6	7.3	7.3	91.8	9.8	9.8	50.5	0.0	0.0	45.7	0.0	0.0
LnGrp LOS	F	A	A	F	A	A	D			D		
Approach Vol, veh/h		641			987			168			53	
Approach Delay, s/veh		12.2			10.8			50.5			45.7	
Approach LOS		B			B			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.9	96.3		27.8	8.3	94.0		27.8				
Change Period (Y+Rc), s	4.5	* 5		4.9	4.4	5.0		4.9				
Max Green Setting (Gmax), s	7.5	* 73		35.1	11.6	69.0		35.1				
Max Q Clear Time (g_c+I1), s	2.9	9.7		5.3	5.0	17.1		14.5				
Green Ext Time (p_c), s	0.0	3.9		0.3	0.0	7.5		0.9				

Intersection Summary		
HCM 7th Control Delay, s/veh	15.9	
HCM 7th LOS	B	

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	468	23	59	741	15	53	37	27	34	25	20
Future Volume (veh/h)	17	468	23	59	741	15	53	37	27	34	25	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.96	0.99		0.96	0.98		0.97	0.98		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1945	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	19	514	25	63	797	16	65	46	33	55	40	32
Peak Hour Factor	0.91	0.91	0.91	0.93	0.93	0.93	0.81	0.81	0.81	0.62	0.62	0.62
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	566	2631	128	713	2720	55	135	93	56	128	91	61
Arrive On Green	1.00	1.00	1.00	1.00	1.00	1.00	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	669	3442	167	861	3560	71	590	577	347	553	569	378
Grp Volume(v), veh/h	19	265	274	63	398	415	144	0	0	127	0	0
Grp Sat Flow(s),veh/h/ln	669	1777	1833	861	1777	1854	1514	0	0	1500	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	11.4	0.0	0.0	10.0	0.0	0.0
Prop In Lane	1.00		0.09	1.00		0.04	0.45		0.23	0.43		0.25
Lane Grp Cap(c), veh/h	566	1358	1401	713	1358	1417	283	0	0	280	0	0
V/C Ratio(X)	0.03	0.19	0.20	0.09	0.29	0.29	0.51	0.00	0.00	0.45	0.00	0.00
Avail Cap(c_a), veh/h	566	1358	1401	713	1358	1417	574	0	0	571	0	0
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.98	0.98	0.98	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	50.4	0.0	0.0	49.8	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.3	0.3	0.1	0.1	0.1	1.4	0.0	0.0	1.1	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.1	0.0	0.0	0.0	4.5	0.0	0.0	3.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.1	0.3	0.3	0.1	0.1	0.1	51.8	0.0	0.0	51.0	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	D			D		
Approach Vol, veh/h		558			876			144			127	
Approach Delay, s/veh		0.3			0.1			51.8			51.0	
Approach LOS		A			A			D			D	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	104.3	25.7	104.3	25.7
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	74.1	46.1	74.1	46.1
Max Q Clear Time (g_c+I1), s	2.0	12.0	2.0	13.4
Green Ext Time (p_c), s	3.7	0.8	6.4	0.9

Intersection Summary	
HCM 7th Control Delay, s/veh	8.3
HCM 7th LOS	A

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	406	593	2	1	3
Future Vol, veh/h	12	406	593	2	1	3
Conflicting Peds, #/hr	10	0	0	10	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	60	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	95	95	50	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	451	624	2	2	6

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	636	0	-	0	887	323
Stage 1	-	-	-	-	635	-
Stage 2	-	-	-	-	252	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	943	-	-	-	283	673
Stage 1	-	-	-	-	490	-
Stage 2	-	-	-	-	767	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	934	-	-	-	274	666
Mov Cap-2 Maneuver	-	-	-	-	274	-
Stage 1	-	-	-	-	478	-
Stage 2	-	-	-	-	759	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.26	0	12.46
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	934	-	-	-	491
HCM Lane V/C Ratio	0.014	-	-	-	0.016
HCM Control Delay (s/veh)	8.9	-	-	-	12.5
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	337	128	96	555	272	212	611	110	140	388	72
Future Volume (veh/h)	55	337	128	96	555	272	212	611	110	140	388	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.95	1.00		0.92	1.00		0.92
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	60	366	139	101	584	286	228	657	118	163	451	84
Peak Hour Factor	0.92	0.92	0.92	0.95	0.95	0.95	0.93	0.93	0.93	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	77	1509	638	125	1604	680	286	752	135	191	988	407
Arrive On Green	0.06	0.56	0.56	0.07	0.45	0.45	0.08	0.25	0.25	0.11	0.28	0.28
Sat Flow, veh/h	1781	3554	1502	1781	3554	1506	3456	2964	531	1781	3554	1464
Grp Volume(v), veh/h	60	366	139	101	584	286	228	393	382	163	451	84
Grp Sat Flow(s),veh/h/ln	1781	1777	1502	1781	1777	1506	1728	1777	1718	1781	1777	1464
Q Serve(g_s), s	4.3	6.8	6.0	7.3	14.0	16.7	8.4	27.6	27.7	11.7	13.6	5.7
Cycle Q Clear(g_c), s	4.3	6.8	6.0	7.3	14.0	16.7	8.4	27.6	27.7	11.7	13.6	5.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.31	1.00		1.00
Lane Grp Cap(c), veh/h	77	1509	638	125	1604	680	286	451	436	191	988	407
V/C Ratio(X)	0.78	0.24	0.22	0.81	0.36	0.42	0.80	0.87	0.88	0.86	0.46	0.21
Avail Cap(c_a), veh/h	145	1509	638	214	1604	680	415	533	516	310	1260	519
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.98	0.98	0.98
Uniform Delay (d), s/veh	60.6	17.8	17.6	59.6	23.4	24.1	58.6	46.5	46.5	57.1	38.8	35.9
Incr Delay (d2), s/veh	15.4	0.4	0.8	11.5	0.6	1.9	6.8	13.1	13.8	11.9	0.3	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	2.7	2.1	3.7	6.0	6.2	3.9	13.6	13.2	5.8	5.9	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	76.0	18.1	18.4	71.1	24.0	26.1	65.4	59.6	60.4	68.9	39.1	36.2
LnGrp LOS	E	B	B	E	C	C	E	E	E	E	D	D
Approach Vol, veh/h		565			971			1003			698	
Approach Delay, s/veh		24.3			29.5			61.2			45.7	
Approach LOS		C			C			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.5	60.2	15.1	41.1	10.0	63.7	18.3	38.0
Change Period (Y+Rc), s	4.4	* 5	4.4	* 5	4.4	5.0	4.4	5.0
Max Green Setting (Gmax), s	15.6	* 34	15.6	* 46	10.6	39.0	22.6	39.0
Max Q Clear Time (g_c+I1), s	9.3	8.8	10.4	15.6	6.3	18.7	13.7	29.7
Green Ext Time (p_c), s	0.1	2.9	0.3	3.3	0.0	4.9	0.3	3.2

Intersection Summary	
HCM 7th Control Delay, s/veh	41.9
HCM 7th LOS	D

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	66	70	878	59	24	566
Future Volume (veh/h)	66	70	878	59	24	566
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		0.97	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	81	86	998	67	27	636
Peak Hour Factor	0.81	0.81	0.88	0.88	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	148	131	2234	1098	153	2762
Arrive On Green	0.08	0.08	0.63	0.63	0.09	0.78
Sat Flow, veh/h	1781	1585	3647	1538	1781	3647
Grp Volume(v), veh/h	81	86	998	67	27	636
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1538	1781	1777
Q Serve(g_s), s	3.1	3.7	10.2	0.9	1.0	3.4
Cycle Q Clear(g_c), s	3.1	3.7	10.2	0.9	1.0	3.4
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	148	131	2234	1098	153	2762
V/C Ratio(X)	0.55	0.65	0.45	0.06	0.18	0.23
Avail Cap(c_a), veh/h	458	408	2234	1098	461	2762
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.63	0.63	1.00	1.00
Uniform Delay (d), s/veh	30.8	31.1	6.7	3.0	29.7	2.1
Incr Delay (d2), s/veh	3.2	5.4	0.4	0.1	0.5	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	1.6	2.8	0.2	0.4	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	34.0	36.6	7.1	3.1	30.3	2.2
LnGrp LOS	C	D	A	A	C	A
Approach Vol, veh/h	167		1065			663
Approach Delay, s/veh	35.3		6.9			3.3
Approach LOS	D		A			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	10.4	48.9			59.3	10.7
Change Period (Y+Rc), s	4.4	* 4.9			4.9	4.9
Max Green Setting (Gmax), s	18.3	* 20			42.2	18.0
Max Q Clear Time (g_c+I1), s	13.0	12.2			5.4	5.7
Green Ext Time (p_c), s	0.0	4.1			4.5	0.4

Intersection Summary	
HCM 7th Control Delay, s/veh	8.1
HCM 7th LOS	A

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	0	74	1	1	2	44	929	0	1	531	65
Future Volume (veh/h)	49	0	74	1	1	2	44	929	0	1	531	65
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	0.96	1.04	0.96	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.97		0.98	0.99		0.97	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1945	1796	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	54	0	82	1	1	2	48	1021	0	1	584	71
Peak Hour Factor	0.90	0.90	0.90	1.00	1.00	1.00	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	140	21	136	95	86	117	62	1253	1062	3	2022	245
Arrive On Green	0.14	0.00	0.14	0.14	0.14	0.14	0.03	0.67	0.00	0.00	0.64	0.64
Sat Flow, veh/h	479	146	948	215	600	815	1781	1870	1585	1781	3176	385
Grp Volume(v), veh/h	136	0	0	4	0	0	48	1021	0	1	326	329
Grp Sat Flow(s),veh/h/ln	1573	0	0	1630	0	0	1781	1870	1585	1781	1777	1785
Q Serve(g_s), s	3.4	0.0	0.0	0.0	0.0	0.0	1.9	27.8	0.0	0.0	5.7	5.8
Cycle Q Clear(g_c), s	5.5	0.0	0.0	0.1	0.0	0.0	1.9	27.8	0.0	0.0	5.7	5.8
Prop In Lane	0.40		0.60	0.25		0.50	1.00		1.00	1.00		0.22
Lane Grp Cap(c), veh/h	297	0	0	297	0	0	62	1253	1062	3	1131	1136
V/C Ratio(X)	0.46	0.00	0.00	0.01	0.00	0.00	0.78	0.81	0.00	0.39	0.29	0.29
Avail Cap(c_a), veh/h	537	0	0	538	0	0	165	1253	1062	140	1131	1136
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.0	0.0	0.0	25.8	0.0	0.0	33.5	8.4	0.0	34.9	5.7	5.7
Incr Delay (d2), s/veh	1.1	0.0	0.0	0.0	0.0	0.0	18.5	5.9	0.0	77.1	0.6	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	0.0	0.1	0.0	0.0	1.1	8.9	0.0	0.1	1.7	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.1	0.0	0.0	25.8	0.0	0.0	52.1	14.3	0.0	112.1	6.3	6.3
LnGrp LOS	C			C			D	B		F	A	A
Approach Vol, veh/h		136			4			1069			656	
Approach Delay, s/veh		29.1			25.8			16.0			6.5	
Approach LOS		C			C			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.4	49.6		14.0	4.1	51.9		14.0				
Change Period (Y+Rc), s	4.0	5.0		4.0	4.0	5.0		4.0				
Max Green Setting (Gmax), s	6.5	29.5		21.0	5.5	30.5		21.0				
Max Q Clear Time (g_c+I1), s	3.9	7.8		2.1	2.0	29.8		7.5				
Green Ext Time (p_c), s	0.0	3.8		0.0	0.0	0.5		0.6				

Intersection Summary	
HCM 7th Control Delay, s/veh	13.6
HCM 7th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	806	54	24	680	28	34	38	28	17	55	12
Future Volume (veh/h)	16	806	54	24	680	28	34	38	28	17	55	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.94	1.00		0.94	0.94		0.92	0.94		0.92
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	16	831	56	25	716	29	42	47	35	20	65	14
Peak Hour Factor	0.97	0.97	0.97	0.95	0.95	0.95	0.81	0.81	0.81	0.84	0.84	0.84
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	24	2322	156	33	2416	98	115	124	80	75	222	43
Arrive On Green	0.01	0.69	0.69	0.02	0.70	0.70	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	1781	3363	227	1781	3471	141	432	689	441	229	1227	240
Grp Volume(v), veh/h	16	439	448	25	366	379	124	0	0	99	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1812	1781	1777	1834	1563	0	0	1696	0	0
Q Serve(g_s), s	1.2	13.2	13.2	1.8	10.3	10.3	2.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.2	13.2	13.2	1.8	10.3	10.3	8.5	0.0	0.0	6.2	0.0	0.0
Prop In Lane	1.00		0.13	1.00		0.08	0.34		0.28	0.20		0.14
Lane Grp Cap(c), veh/h	24	1227	1251	33	1237	1277	319	0	0	340	0	0
V/C Ratio(X)	0.67	0.36	0.36	0.77	0.30	0.30	0.39	0.00	0.00	0.29	0.00	0.00
Avail Cap(c_a), veh/h	132	1227	1251	144	1237	1277	453	0	0	486	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.98	0.98	0.98	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	63.8	8.3	8.3	63.5	7.6	7.6	47.0	0.0	0.0	46.2	0.0	0.0
Incr Delay (d2), s/veh	27.2	0.8	0.8	30.0	0.6	0.6	0.8	0.0	0.0	0.5	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	5.0	5.1	1.1	3.8	4.0	3.7	0.0	0.0	2.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	91.0	9.1	9.1	93.5	8.2	8.2	47.8	0.0	0.0	46.7	0.0	0.0
LnGrp LOS	F	A	A	F	A	A	D			D		
Approach Vol, veh/h		903			770			124			99	
Approach Delay, s/veh		10.5			10.9			47.8			46.7	
Approach LOS		B			B			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.9	94.8		28.4	6.2	95.5		28.4				
Change Period (Y+Rc), s	4.5	* 5		4.9	4.4	5.0		4.9				
Max Green Setting (Gmax), s	10.5	* 70		35.1	9.6	71.0		35.1				
Max Q Clear Time (g_c+I1), s	3.8	15.2		8.2	3.2	12.3		10.5				
Green Ext Time (p_c), s	0.0	6.6		0.5	0.0	5.2		0.7				

Intersection Summary		
HCM 7th Control Delay, s/veh	15.0	
HCM 7th LOS	B	

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	687	55	68	611	25	54	51	28	41	38	24
Future Volume (veh/h)	22	687	55	68	611	25	54	51	28	41	38	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.99		0.94	0.99		0.94	0.98		0.98	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1945	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	24	763	61	74	664	27	59	55	30	45	41	26
Peak Hour Factor	0.90	0.90	0.90	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	635	2587	207	568	2708	110	118	103	48	112	98	52
Arrive On Green	1.00	1.00	1.00	1.00	1.00	1.00	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	743	3316	265	658	3471	141	546	713	331	506	677	358
Grp Volume(v), veh/h	24	409	415	74	340	351	144	0	0	112	0	0
Grp Sat Flow(s),veh/h/ln	743	1777	1804	658	1777	1835	1591	0	0	1541	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	2.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	10.8	0.0	0.0	8.5	0.0	0.0
Prop In Lane	1.00		0.15	1.00		0.08	0.41		0.21	0.40		0.23
Lane Grp Cap(c), veh/h	635	1386	1407	568	1386	1432	269	0	0	261	0	0
V/C Ratio(X)	0.04	0.29	0.30	0.13	0.25	0.25	0.54	0.00	0.00	0.43	0.00	0.00
Avail Cap(c_a), veh/h	635	1386	1407	568	1386	1432	556	0	0	546	0	0
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	52.0	0.0	0.0	51.0	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.5	0.5	0.1	0.1	0.1	1.7	0.0	0.0	1.1	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.2	0.2	0.0	0.0	0.0	4.6	0.0	0.0	3.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.1	0.5	0.5	0.1	0.1	0.1	53.7	0.0	0.0	52.2	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	D			D		
Approach Vol, veh/h		848			765			144			112	
Approach Delay, s/veh		0.5			0.1			53.7			52.2	
Approach LOS		A			A			D			D	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	106.3	23.7	106.3	23.7
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	77.1	43.1	77.1	43.1
Max Q Clear Time (g_c+I1), s	2.0	10.5	2.0	12.8
Green Ext Time (p_c), s	6.3	0.7	5.6	0.9

Intersection Summary	
HCM 7th Control Delay, s/veh	7.5
HCM 7th LOS	A

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	21	774	687	3	3	11
Future Vol, veh/h	21	774	687	3	3	11
Conflicting Peds, #/hr	18	0	0	18	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	60	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	98	98	70	70
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	823	701	3	4	16

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	722	0	-	0	1177	370
Stage 1	-	-	-	-	721	-
Stage 2	-	-	-	-	456	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	876	-	-	-	184	627
Stage 1	-	-	-	-	443	-
Stage 2	-	-	-	-	605	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	861	-	-	-	173	616
Mov Cap-2 Maneuver	-	-	-	-	173	-
Stage 1	-	-	-	-	424	-
Stage 2	-	-	-	-	594	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.25	0	14.52
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	861	-	-	-	398
HCM Lane V/C Ratio	0.026	-	-	-	0.05
HCM Control Delay (s/veh)	9.3	-	-	-	14.5
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	94	496	196	136	460	192	164	337	85	225	808	89
Future Volume (veh/h)	94	496	196	136	460	192	164	337	85	225	808	89
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.94	1.00		0.95	1.00		0.93	1.00		0.94
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	104	551	218	148	500	209	184	379	96	234	842	93
Peak Hour Factor	0.90	0.90	0.90	0.92	0.92	0.92	0.89	0.89	0.89	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	128	1346	566	175	1439	607	239	640	159	263	1100	463
Arrive On Green	0.10	0.50	0.50	0.10	0.40	0.40	0.07	0.23	0.23	0.15	0.31	0.31
Sat Flow, veh/h	1781	3554	1496	1781	3554	1500	3456	2771	690	1781	3554	1497
Grp Volume(v), veh/h	104	551	218	148	500	209	184	241	234	234	842	93
Grp Sat Flow(s),veh/h/ln	1781	1777	1496	1781	1777	1500	1728	1777	1684	1781	1777	1497
Q Serve(g_s), s	7.4	12.6	11.7	10.6	12.7	12.5	6.8	15.7	16.2	16.8	27.9	5.9
Cycle Q Clear(g_c), s	7.4	12.6	11.7	10.6	12.7	12.5	6.8	15.7	16.2	16.8	27.9	5.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.41	1.00		1.00
Lane Grp Cap(c), veh/h	128	1346	566	175	1439	607	239	410	389	263	1100	463
V/C Ratio(X)	0.81	0.41	0.38	0.85	0.35	0.34	0.77	0.59	0.60	0.89	0.77	0.20
Avail Cap(c_a), veh/h	222	1346	566	260	1439	607	348	451	428	400	1345	566
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.92	0.92	0.92
Uniform Delay (d), s/veh	57.9	23.2	22.9	57.7	26.8	26.7	59.5	44.5	44.7	54.3	40.6	33.0
Incr Delay (d2), s/veh	11.6	0.9	2.0	15.2	0.7	1.5	6.2	1.7	2.0	13.8	2.0	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	5.0	4.1	5.5	5.5	4.7	3.1	7.0	6.9	8.4	12.2	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	69.6	24.1	24.9	72.8	27.5	28.3	65.6	46.1	46.7	68.1	42.6	33.2
LnGrp LOS	E	C	C	E	C	C	E	D	D	E	D	C
Approach Vol, veh/h		873			857			659			1169	
Approach Delay, s/veh		29.7			35.5			51.8			47.0	
Approach LOS		C			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.1	54.2	13.4	45.2	13.7	57.6	23.6	35.0
Change Period (Y+Rc), s	4.4	* 5	4.4	* 5	4.4	5.0	4.4	5.0
Max Green Setting (Gmax), s	19.0	* 30	13.1	* 49	16.2	32.8	29.2	33.0
Max Q Clear Time (g_c+I1), s	12.6	14.6	8.8	29.9	9.4	14.7	18.8	18.2
Green Ext Time (p_c), s	0.2	3.9	0.2	5.8	0.1	3.8	0.5	2.3

Intersection Summary	
HCM 7th Control Delay, s/veh	40.9
HCM 7th LOS	D

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	79	48	624	66	50	994
Future Volume (veh/h)	79	48	624	66	50	994
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		0.97	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	100	61	678	72	55	1092
Peak Hour Factor	0.79	0.79	0.92	0.92	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	149	133	2230	1098	153	2758
Arrive On Green	0.08	0.08	0.63	0.63	0.09	0.78
Sat Flow, veh/h	1781	1585	3647	1538	1781	3647
Grp Volume(v), veh/h	100	61	678	72	55	1092
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1538	1781	1777
Q Serve(g_s), s	3.8	2.6	6.1	1.0	2.0	7.0
Cycle Q Clear(g_c), s	3.8	2.6	6.1	1.0	2.0	7.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	149	133	2230	1098	153	2758
V/C Ratio(X)	0.67	0.46	0.30	0.07	0.36	0.40
Avail Cap(c_a), veh/h	458	408	2230	1098	461	2758
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.82	0.82	1.00	1.00
Uniform Delay (d), s/veh	31.1	30.5	6.0	3.1	30.2	2.5
Incr Delay (d2), s/veh	5.1	2.5	0.3	0.1	1.4	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	1.0	1.7	0.2	0.9	0.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	36.2	33.0	6.3	3.2	31.6	2.6
LnGrp LOS	D	C	A	A	C	A
Approach Vol, veh/h	161		750			1147
Approach Delay, s/veh	35.0		6.0			4.0
Approach LOS	C		A			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	10.4	48.8			59.2	10.8
Change Period (Y+Rc), s	4.4	* 4.9			4.9	4.9
Max Green Setting (Gmax), s	18.3	* 20			42.2	18.0
Max Q Clear Time (g_c+I1), s	4.0	8.1			9.0	5.8
Green Ext Time (p_c), s	0.1	3.6			9.0	0.3

Intersection Summary	
HCM 7th Control Delay, s/veh	7.2
HCM 7th LOS	A

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	57	0	86	0	0	1	59	592	2	0	985	108
Future Volume (veh/h)	57	0	86	0	0	1	59	592	2	0	985	108
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	0.96	1.04	0.96	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.96		0.97	1.00		0.96	1.00		0.96	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1945	1796	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	72	0	109	0	0	4	63	630	2	0	1048	115
Peak Hour Factor	0.79	0.79	0.79	0.25	0.25	0.25	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	169	26	177	0	0	286	80	1259	1028	3	1822	200
Arrive On Green	0.19	0.00	0.19	0.00	0.00	0.19	0.04	0.67	0.67	0.00	0.57	0.57
Sat Flow, veh/h	484	137	940	0	0	1518	1781	1870	1527	1781	3214	352
Grp Volume(v), veh/h	181	0	0	0	0	4	63	630	2	0	579	584
Grp Sat Flow(s),veh/h/ln	1562	0	0	0	0	1518	1781	1870	1527	1781	1777	1790
Q Serve(g_s), s	4.3	0.0	0.0	0.0	0.0	0.1	2.3	10.8	0.0	0.0	13.6	13.6
Cycle Q Clear(g_c), s	6.8	0.0	0.0	0.0	0.0	0.1	2.3	10.8	0.0	0.0	13.6	13.6
Prop In Lane	0.40		0.60	0.00		1.00	1.00		1.00	1.00		0.20
Lane Grp Cap(c), veh/h	371	0	0	0	0	286	80	1259	1028	3	1007	1015
V/C Ratio(X)	0.49	0.00	0.00	0.00	0.00	0.01	0.79	0.50	0.00	0.00	0.57	0.58
Avail Cap(c_a), veh/h	576	0	0	0	0	490	153	1259	1028	151	1007	1015
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	24.1	0.0	0.0	0.0	0.0	21.5	30.7	5.2	3.5	0.0	9.0	9.0
Incr Delay (d2), s/veh	1.0	0.0	0.0	0.0	0.0	0.0	15.7	1.4	0.0	0.0	2.4	2.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.0	0.0	0.0	0.0	0.0	1.3	2.9	0.0	0.0	4.5	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	25.1	0.0	0.0	0.0	0.0	21.5	46.4	6.7	3.5	0.0	11.4	11.4
LnGrp LOS	C					C	D	A	A		B	B
Approach Vol, veh/h		181			4			695			1163	
Approach Delay, s/veh		25.1			21.5			10.2			11.4	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.9	41.9		16.2	0.0	48.8		16.2
Change Period (Y+Rc), s	4.0	5.0		4.0	4.0	5.0		4.0
Max Green Setting (Gmax), s	5.6	25.4		21.0	5.5	25.5		21.0
Max Q Clear Time (g_c+I1), s	4.3	15.6		2.1	0.0	12.8		8.8
Green Ext Time (p_c), s	0.0	5.0		0.0	0.0	3.2		0.8

Intersection Summary	
HCM 7th Control Delay, s/veh	12.3
HCM 7th LOS	B

APPENDIX D

SITE-SPECIFIC TRIP GENERATION COUNTS COLLECTED AT WEST-CITY CAMPUS

Linscott, Law & Greenspan, Engineers

4542 Ruffner Street, Suite 100, San Diego, CA 92111

Average Daily Traffic

Location: **#A Campus Driveway north of Kenyon Street**

Date: **Tuesday, May 26, 2026** Total Daily Volume: **108** Description: **Total Volume**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
0	0	0	0	0	3	1	3	21	5	0	4	15	1	5	9	10	12	6	6	2	2	1	2
0	0	0	0	0	1	0	1	0	1	0	0	6	0	0	3	0	2	2	3	0	1	1	0
0	0	0	0	0	1	0	0	3	0	0	0	4	0	3	1	2	4	3	0	2	0	0	1
0	0	0	0	0	0	1	1	10	4	0	0	2	1	1	2	4	3	1	1	0	1	0	0
0	0	0	0	0	1	0	1	8	0	0	4	3	0	1	3	4	3	0	2	0	0	0	1

Date: **Tuesday, May 26, 2026** Total Daily Volume: **52** Description: **Northbound Volume**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
0	0	0	0	0	1	0	3	10	3	0	3	6	0	3	4	6	5	4	2	1	0	1	0
0	0	0	0	0	1	0	1	0	1	0	0	1	0	0	1	0	0	2	1	0	0	1	0
0	0	0	0	0	0	0	0	3	0	0	0	2	0	2	0	2	4	1	0	1	0	0	0
0	0	0	0	0	0	0	1	1	2	0	0	1	0	1	1	3	0	1	1	0	0	0	0
0	0	0	0	0	0	0	1	6	0	0	3	2	0	0	2	1	1	0	0	0	0	0	0

Date: **Tuesday, May 26, 2026** Total Daily Volume: **56** Description: **Southbound Volume**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
0	0	0	0	0	2	1	0	11	2	0	1	9	1	2	5	4	7	2	4	1	2	0	2
0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	2	0	2	0	2	0	1	0	0
0	0	0	0	0	1	0	0	0	0	0	0	2	0	1	1	0	0	2	0	1	0	0	1
0	0	0	0	0	0	1	0	9	2	0	0	1	1	0	1	1	3	0	0	0	1	0	0
0	0	0	0	0	1	0	0	2	0	0	1	1	0	1	1	3	2	0	2	0	0	0	1

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Linscott, Law & Greenspan, Engineers

4542 Ruffner Street, Suite 100, San Diego, CA 92111

Average Daily Traffic

Location: **#A Campus Driveway north of Kenyon Street**

Date: **Wednesday, May 27, 2026** Total Daily Volume: **118** Description: **Total Volume**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
0	0	0	0	2	0	3	4	14	9	9	1	9	8	10	8	3	4	10	10	2	5	5	2
0	0	0	0	1	0	0	0	6	5	2	0	4	3	0	3	1	0	5	3	1	0	3	0
0	0	0	0	0	0	0	1	2	1	3	0	1	5	1	0	1	1	2	3	0	1	0	0
0	0	0	0	1	0	0	1	4	2	2	1	0	0	1	0	1	0	2	4	1	2	1	2
0	0	0	0	0	0	3	2	2	1	2	0	4	0	8	5	0	3	1	0	0	2	1	0

Date: **Wednesday, May 27, 2026** Total Daily Volume: **55** Description: **Northbound Volume**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
0	0	0	0	1	0	1	2	10	4	1	1	2	6	3	5	2	3	4	5	1	1	3	0
0	0	0	0	1	0	0	0	3	3	0	0	0	3	0	1	1	0	1	2	1	0	2	0
0	0	0	0	0	0	0	0	2	1	0	0	1	3	1	0	0	1	1	2	0	0	0	0
0	0	0	0	0	0	0	1	3	0	0	1	0	0	0	0	1	0	1	1	0	1	1	0
0	0	0	0	0	0	1	1	2	0	1	0	1	0	2	4	0	2	1	0	0	0	0	0

Date: **Wednesday, May 27, 2026** Total Daily Volume: **63** Description: **Southbound Volume**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
0	0	0	0	1	0	2	2	4	5	8	0	7	2	7	3	1	1	6	5	1	4	2	2
0	0	0	0	0	0	0	0	3	2	2	0	4	0	0	2	0	0	4	1	0	0	1	0
0	0	0	0	0	0	0	1	0	0	3	0	0	2	0	0	1	0	1	1	0	1	0	0
0	0	0	0	1	0	0	0	1	2	2	0	0	0	1	0	0	0	1	3	1	1	0	2
0	0	0	0	0	0	2	1	0	1	1	0	3	0	6	1	0	1	0	0	0	2	1	0

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Linscott, Law & Greenspan, Engineers

4542 Ruffner Street, Suite 100, San Diego, CA 92111

Average Daily Traffic

Location: **#A Campus Driveway north of Kenyon Street**

Date: **Thursday, May 28, 2026** Total Daily Volume: **136** Description: **Total Volume**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
0	0	0	1	2	0	4	9	27	16	5	7	11	2	2	4	9	8	5	6	9	8	1	0
0	0	0	0	0	0	0	0	7	3	2	3	1	0	2	0	2	2	0	2	1	1	0	0
0	0	0	0	0	0	1	3	7	8	3	1	1	0	0	3	0	3	2	2	0	4	1	0
0	0	0	0	0	0	2	6	7	0	0	1	6	2	0	0	6	0	2	2	2	1	0	0
0	0	0	1	2	0	1	0	6	5	0	2	3	0	0	1	1	3	1	0	6	2	0	0

Date: **Thursday, May 28, 2026** Total Daily Volume: **73** Description: **Northbound Volume**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
0	0	0	1	0	0	2	5	20	5	4	3	6	2	0	4	5	4	3	1	5	2	1	0
0	0	0	0	0	0	0	0	4	2	2	1	1	0	0	0	0	2	0	0	0	0	0	0
0	0	0	0	0	0	1	1	5	1	2	0	1	0	0	3	0	1	1	1	0	1	1	0
0	0	0	0	0	0	1	4	6	0	0	1	2	2	0	0	4	0	2	0	1	1	0	0
0	0	0	1	0	0	0	0	5	2	0	1	2	0	0	1	1	1	0	0	4	0	0	0

Date: **Thursday, May 28, 2026** Total Daily Volume: **63** Description: **Southbound Volume**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
0	0	0	0	2	0	2	4	7	11	1	4	5	0	2	0	4	4	2	5	4	6	0	0
0	0	0	0	0	0	0	0	3	1	0	2	0	0	2	0	2	0	0	2	1	1	0	0
0	0	0	0	0	0	0	2	2	7	1	1	0	0	0	0	0	2	1	1	0	3	0	0
0	0	0	0	0	0	1	2	1	0	0	0	4	0	0	0	2	0	0	2	1	0	0	0
0	0	0	0	2	0	1	0	1	3	0	1	1	0	0	0	0	2	1	0	2	2	0	0

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4542 Ruffner Street, Suite 100, San Diego, CA 92111

Average Daily Traffic

Location: **#B Campus Driveway west of Fordham Street**

Date: **Tuesday, May 26, 2026** Total Daily Volume: **207** Description: **Total Volume**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
0	0	0	0	0	0	0	2	22	27	13	5	51	18	9	19	13	6	3	9	7	3	0	0
0	0	0	0	0	0	0	0	2	12	4	2	15	4	1	8	0	3	2	3	3	1	0	0
0	0	0	0	0	0	0	1	7	6	0	1	18	2	4	5	1	3	0	0	0	2	0	0
0	0	0	0	0	0	0	0	4	5	1	0	6	8	2	2	4	0	0	0	4	0	0	0
0	0	0	0	0	0	0	1	9	4	8	2	12	4	2	4	8	0	1	6	0	0	0	0

Date: **Tuesday, May 26, 2026** Total Daily Volume: **99** Description: **Eastbound Volume**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
0	0	0	0	0	0	0	2	17	21	8	4	21	9	2	5	3	3	1	1	1	1	0	0
0	0	0	0	0	0	0	0	2	9	4	2	4	3	0	1	0	1	1	1	1	1	0	0
0	0	0	0	0	0	0	1	5	5	0	0	11	1	0	0	0	2	0	0	0	0	0	0
0	0	0	0	0	0	0	0	3	4	0	0	3	3	1	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	1	7	3	4	2	3	2	1	4	3	0	0	0	0	0	0	0

Date: **Tuesday, May 26, 2026** Total Daily Volume: **108** Description: **Westbound Volume**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
0	0	0	0	0	0	0	0	5	6	5	1	30	9	7	14	10	3	2	8	6	2	0	0
0	0	0	0	0	0	0	0	0	3	0	0	11	1	1	7	0	2	1	2	2	0	0	0
0	0	0	0	0	0	0	0	2	1	0	1	7	1	4	5	1	1	0	0	0	2	0	0
0	0	0	0	0	0	0	0	1	1	1	0	3	5	1	2	4	0	0	0	4	0	0	0
0	0	0	0	0	0	0	0	2	1	4	0	9	2	1	0	5	0	1	6	0	0	0	0

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4542 Ruffner Street, Suite 100, San Diego, CA 92111

Average Daily Traffic

Location: **#B Campus Driveway west of Fordham Street**

Date: **Wednesday, May 27, 2026** Total Daily Volume: **196** Description: **Total Volume**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
0	0	0	0	0	0	0	2	24	22	15	8	30	9	19	15	11	10	6	15	9	1	0	0
0	0	0	0	0	0	0	0	3	10	8	1	15	0	7	9	0	4	1	5	3	1	0	0
0	0	0	0	0	0	0	1	5	2	1	3	6	1	2	0	2	4	2	3	2	0	0	0
0	0	0	0	0	0	0	1	6	2	4	1	5	5	3	5	2	2	3	7	2	0	0	0
0	0	0	0	0	0	0	0	10	8	2	3	4	3	7	1	7	0	0	0	2	0	0	0

Date: **Wednesday, May 27, 2026** Total Daily Volume: **93** Description: **Eastbound Volume**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
0	0	0	0	0	0	0	2	20	18	9	5	5	3	7	5	8	5	4	1	1	0	0	0
0	0	0	0	0	0	0	0	3	8	6	0	1	0	2	2	0	2	1	0	1	0	0	0
0	0	0	0	0	0	0	1	4	1	0	2	1	0	0	0	1	1	2	0	0	0	0	0
0	0	0	0	0	0	0	1	5	2	2	0	1	2	2	2	2	2	1	1	0	0	0	0
0	0	0	0	0	0	0	0	8	7	1	3	2	1	3	1	5	0	0	0	0	0	0	0

Date: **Wednesday, May 27, 2026** Total Daily Volume: **103** Description: **Westbound Volume**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
0	0	0	0	0	0	0	0	4	4	6	3	25	6	12	10	3	5	2	14	8	1	0	0
0	0	0	0	0	0	0	0	0	2	2	1	14	0	5	7	0	2	0	5	2	1	0	0
0	0	0	0	0	0	0	0	1	1	1	1	5	1	2	0	1	3	0	3	2	0	0	0
0	0	0	0	0	0	0	0	1	0	2	1	4	3	1	3	0	0	2	6	2	0	0	0
0	0	0	0	0	0	0	0	2	1	1	0	2	2	4	0	2	0	0	0	2	0	0	0

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Linscott, Law & Greenspan, Engineers

4542 Ruffner Street, Suite 100, San Diego, CA 92111

Average Daily Traffic

Location: **#B Campus Driveway west of Fordham Street**

Date: **Thursday, May 28, 2026** Total Daily Volume: **197** Description: **Total Volume**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
0	0	0	0	0	0	0	0	7	27	16	20	26	24	9	20	13	9	11	7	7	1	0	0
0	0	0	0	0	0	0	0	0	7	6	9	15	3	5	4	3	3	4	1	5	0	0	0
0	0	0	0	0	0	0	0	0	4	5	3	4	13	0	2	3	1	2	0	0	0	0	0
0	0	0	0	0	0	0	0	0	5	2	0	1	6	4	7	3	3	5	6	0	1	0	0
0	0	0	0	0	0	0	0	7	11	3	8	6	2	0	7	4	2	0	0	2	0	0	0

Date: **Thursday, May 28, 2026** Total Daily Volume: **85** Description: **Eastbound Volume**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
0	0	0	0	0	0	0	0	6	23	9	12	6	3	3	7	5	6	4	0	1	0	0	0
0	0	0	0	0	0	0	0	0	6	4	8	3	1	3	0	1	2	3	0	1	0	0	0
0	0	0	0	0	0	0	0	0	4	1	2	1	2	0	0	0	1	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	5	2	0	0	0	0	2	2	1	1	0	0	0	0	0
0	0	0	0	0	0	0	0	6	8	2	2	2	0	0	5	2	2	0	0	0	0	0	0

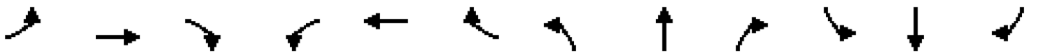
Date: **Thursday, May 28, 2026** Total Daily Volume: **112** Description: **Westbound Volume**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
0	0	0	0	0	0	0	0	1	4	7	8	20	21	6	13	8	3	7	7	6	1	0	0
0	0	0	0	0	0	0	0	0	1	2	1	12	2	2	4	2	1	1	1	4	0	0	0
0	0	0	0	0	0	0	0	0	0	4	1	3	11	0	2	3	0	2	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	1	6	4	5	1	2	4	6	0	1	0	0
0	0	0	0	0	0	0	0	1	3	1	6	4	2	0	2	2	0	0	0	2	0	0	0

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APPENDIX E

PEAK HOUR INTERSECTION ANALYSIS WORKSHEETS – EXISTING + PROJECT



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	459	7	12	889	21	60	66	26	6	23	10
Future Volume (veh/h)	31	459	7	12	889	21	60	66	26	6	23	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.94	1.00		0.94	0.95		0.94	0.96		0.94
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	41	604	9	13	956	23	67	73	29	8	32	14
Peak Hour Factor	0.76	0.76	0.76	0.93	0.93	0.93	0.90	0.90	0.90	0.73	0.73	0.73
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	53	2512	37	21	2422	58	132	136	48	57	199	78
Arrive On Green	0.03	0.70	0.70	0.01	0.68	0.68	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	1781	3580	53	1781	3540	85	529	773	270	144	1127	445
Grp Volume(v), veh/h	41	300	313	13	480	499	169	0	0	54	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1857	1781	1777	1848	1572	0	0	1717	0	0
Q Serve(g_s), s	3.0	7.9	7.9	0.9	15.2	15.2	9.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.0	7.9	7.9	0.9	15.2	15.2	12.6	0.0	0.0	3.4	0.0	0.0
Prop In Lane	1.00		0.03	1.00		0.05	0.40		0.17	0.15		0.26
Lane Grp Cap(c), veh/h	53	1247	1302	21	1216	1264	316	0	0	334	0	0
V/C Ratio(X)	0.78	0.24	0.24	0.63	0.39	0.39	0.54	0.00	0.00	0.16	0.00	0.00
Avail Cap(c_a), veh/h	159	1247	1302	103	1216	1264	459	0	0	488	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.97	0.97	0.97	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	62.6	7.0	7.0	64.0	8.9	8.9	49.1	0.0	0.0	45.5	0.0	0.0
Incr Delay (d2), s/veh	21.0	0.5	0.4	27.2	0.9	0.9	1.4	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	2.9	3.1	0.6	5.8	6.0	5.2	0.0	0.0	1.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	83.6	7.4	7.4	91.2	9.8	9.8	50.5	0.0	0.0	45.7	0.0	0.0
LnGrp LOS	F	A	A	F	A	A	D			D		
Approach Vol, veh/h		654			992			169			54	
Approach Delay, s/veh		12.2			10.9			50.5			45.7	
Approach LOS		B			B			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.0	96.2		27.8	8.3	93.9		27.8				
Change Period (Y+Rc), s	4.5	* 5		4.9	4.4	5.0		4.9				
Max Green Setting (Gmax), s	7.5	* 73		35.1	11.6	69.0		35.1				
Max Q Clear Time (g_c+I1), s	2.9	9.9		5.4	5.0	17.2		14.6				
Green Ext Time (p_c), s	0.0	4.0		0.3	0.0	7.6		0.9				

Intersection Summary	
HCM 7th Control Delay, s/veh	15.9
HCM 7th LOS	B

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	480	23	60	746	15	53	37	28	35	25	20
Future Volume (veh/h)	17	480	23	60	746	15	53	37	28	35	25	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.96	0.99		0.96	0.98		0.97	0.98		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1945	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	19	527	25	65	802	16	65	46	35	56	40	32
Peak Hour Factor	0.91	0.91	0.91	0.93	0.93	0.93	0.81	0.81	0.81	0.62	0.62	0.62
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	564	2632	125	705	2718	54	133	92	58	130	90	60
Arrive On Green	1.00	1.00	1.00	1.00	1.00	1.00	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	666	3447	163	851	3560	71	580	571	363	557	561	373
Grp Volume(v), veh/h	19	271	281	65	400	418	146	0	0	128	0	0
Grp Sat Flow(s),veh/h/ln	666	1777	1833	851	1777	1854	1514	0	0	1490	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	11.5	0.0	0.0	10.2	0.0	0.0
Prop In Lane	1.00		0.09	1.00		0.04	0.45		0.24	0.44		0.25
Lane Grp Cap(c), veh/h	564	1357	1400	705	1357	1416	284	0	0	280	0	0
V/C Ratio(X)	0.03	0.20	0.20	0.09	0.30	0.30	0.51	0.00	0.00	0.46	0.00	0.00
Avail Cap(c_a), veh/h	564	1357	1400	705	1357	1416	574	0	0	569	0	0
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.98	0.98	0.98	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	50.4	0.0	0.0	49.8	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.3	0.3	0.1	0.1	0.1	1.4	0.0	0.0	1.2	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.1	0.0	0.0	0.0	4.6	0.0	0.0	4.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.1	0.3	0.3	0.1	0.1	0.1	51.8	0.0	0.0	51.0	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	D			D		
Approach Vol, veh/h		571			883			146			128	
Approach Delay, s/veh		0.3			0.1			51.8			51.0	
Approach LOS		A			A			D			D	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	104.2	25.8	104.2	25.8
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	74.1	46.1	74.1	46.1
Max Q Clear Time (g_c+I1), s	2.0	12.2	2.0	13.5
Green Ext Time (p_c), s	3.8	0.8	6.5	0.9

Intersection Summary	
HCM 7th Control Delay, s/veh	8.3
HCM 7th LOS	A

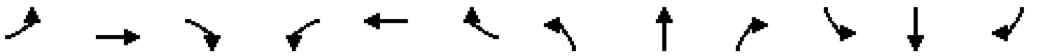
Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	26	406	593	23	9	9
Future Vol, veh/h	26	406	593	23	9	9
Conflicting Peds, #/hr	10	0	0	10	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	60	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	28	441	645	25	10	10

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	680	0	-	0	944	345
Stage 1	-	-	-	-	667	-
Stage 2	-	-	-	-	277	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	909	-	-	-	260	651
Stage 1	-	-	-	-	472	-
Stage 2	-	-	-	-	745	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	900	-	-	-	248	645
Mov Cap-2 Maneuver	-	-	-	-	248	-
Stage 1	-	-	-	-	453	-
Stage 2	-	-	-	-	738	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.55	0	15.64
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	900	-	-	-	358
HCM Lane V/C Ratio	0.031	-	-	-	0.055
HCM Control Delay (s/veh)	9.1	-	-	-	15.6
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	339	131	96	560	272	219	611	110	140	388	81
Future Volume (veh/h)	58	339	131	96	560	272	219	611	110	140	388	81
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.95	1.00		0.92	1.00		0.92
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	63	368	142	101	589	286	235	657	118	163	451	94
Peak Hour Factor	0.92	0.92	0.92	0.95	0.95	0.95	0.93	0.93	0.93	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	81	1509	638	125	1597	677	293	752	135	191	981	404
Arrive On Green	0.06	0.56	0.56	0.07	0.45	0.45	0.08	0.25	0.25	0.11	0.28	0.28
Sat Flow, veh/h	1781	3554	1502	1781	3554	1506	3456	2964	531	1781	3554	1463
Grp Volume(v), veh/h	63	368	142	101	589	286	235	393	382	163	451	94
Grp Sat Flow(s),veh/h/ln	1781	1777	1502	1781	1777	1506	1728	1777	1718	1781	1777	1463
Q Serve(g_s), s	4.5	6.8	6.1	7.3	14.2	16.8	8.7	27.6	27.7	11.7	13.7	6.5
Cycle Q Clear(g_c), s	4.5	6.8	6.1	7.3	14.2	16.8	8.7	27.6	27.7	11.7	13.7	6.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.31	1.00		1.00
Lane Grp Cap(c), veh/h	81	1509	638	125	1597	677	293	451	436	191	981	404
V/C Ratio(X)	0.78	0.24	0.22	0.81	0.37	0.42	0.80	0.87	0.88	0.86	0.46	0.23
Avail Cap(c_a), veh/h	145	1509	638	214	1597	677	415	533	516	310	1260	519
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.98	0.98	0.98
Uniform Delay (d), s/veh	60.4	17.8	17.6	59.6	23.6	24.3	58.4	46.5	46.5	57.1	39.0	36.4
Incr Delay (d2), s/veh	14.9	0.4	0.8	11.5	0.7	1.9	7.4	13.1	13.8	11.9	0.3	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	2.8	2.2	3.7	6.1	6.2	4.0	13.6	13.2	5.8	5.9	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	75.3	18.2	18.4	71.1	24.3	26.3	65.9	59.6	60.4	68.9	39.3	36.7
LnGrp LOS	E	B	B	E	C	C	E	E	E	E	D	D
Approach Vol, veh/h		573			976			1010			708	
Approach Delay, s/veh		24.5			29.7			61.3			45.8	
Approach LOS		C			C			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.5	60.2	15.4	40.9	10.3	63.4	18.3	38.0
Change Period (Y+Rc), s	4.4	* 5	4.4	* 5	4.4	5.0	4.4	5.0
Max Green Setting (Gmax), s	15.6	* 34	15.6	* 46	10.6	39.0	22.6	39.0
Max Q Clear Time (g_c+I1), s	9.3	8.8	10.7	15.7	6.5	18.8	13.7	29.7
Green Ext Time (p_c), s	0.1	2.9	0.3	3.3	0.0	4.9	0.3	3.2

Intersection Summary	
HCM 7th Control Delay, s/veh	42.1
HCM 7th LOS	D

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	67	70	881	59	24	574
Future Volume (veh/h)	67	70	881	59	24	574
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		0.97	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	83	86	1001	67	27	645
Peak Hour Factor	0.81	0.81	0.88	0.88	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	148	132	2233	1098	153	2761
Arrive On Green	0.08	0.08	0.63	0.63	0.09	0.78
Sat Flow, veh/h	1781	1585	3647	1538	1781	3647
Grp Volume(v), veh/h	83	86	1001	67	27	645
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1538	1781	1777
Q Serve(g_s), s	3.1	3.7	10.2	0.9	1.0	3.5
Cycle Q Clear(g_c), s	3.1	3.7	10.2	0.9	1.0	3.5
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	148	132	2233	1098	153	2761
V/C Ratio(X)	0.56	0.65	0.45	0.06	0.18	0.23
Avail Cap(c_a), veh/h	458	408	2233	1098	461	2761
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.62	0.62	1.00	1.00
Uniform Delay (d), s/veh	30.9	31.1	6.7	3.0	29.7	2.1
Incr Delay (d2), s/veh	3.3	5.4	0.4	0.1	0.5	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	1.6	2.8	0.2	0.4	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	34.2	36.5	7.1	3.1	30.3	2.2
LnGrp LOS	C	D	A	A	C	A
Approach Vol, veh/h	169		1068			672
Approach Delay, s/veh	35.4		6.9			3.3
Approach LOS	D		A			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	10.4	48.9			59.3	10.7
Change Period (Y+Rc), s	4.4	* 4.9			4.9	4.9
Max Green Setting (Gmax), s	18.3	* 20			42.2	18.0
Max Q Clear Time (g_c+I1), s	13.0	12.2			5.5	5.7
Green Ext Time (p_c), s	0.0	4.1			4.6	0.4

Intersection Summary	
HCM 7th Control Delay, s/veh	8.1
HCM 7th LOS	A

Notes

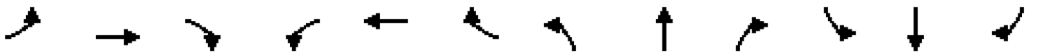
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	0	75	1	1	2	44	932	0	1	538	65
Future Volume (veh/h)	49	0	75	1	1	2	44	932	0	1	538	65
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	0.96	1.04	0.96	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.97		0.98	0.99		0.97	1.00		1.00	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1945	1796	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	54	0	83	1	1	2	48	1024	0	1	591	71
Peak Hour Factor	0.90	0.90	0.90	1.00	1.00	1.00	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	140	21	137	95	86	117	62	1252	1061	3	2023	242
Arrive On Green	0.14	0.00	0.14	0.14	0.14	0.14	0.03	0.67	0.00	0.00	0.64	0.64
Sat Flow, veh/h	475	145	953	216	600	816	1781	1870	1585	1781	3181	381
Grp Volume(v), veh/h	137	0	0	4	0	0	48	1024	0	1	329	333
Grp Sat Flow(s),veh/h/ln	1574	0	0	1631	0	0	1781	1870	1585	1781	1777	1785
Q Serve(g_s), s	3.4	0.0	0.0	0.0	0.0	0.0	1.9	28.0	0.0	0.0	5.8	5.8
Cycle Q Clear(g_c), s	5.6	0.0	0.0	0.1	0.0	0.0	1.9	28.0	0.0	0.0	5.8	5.8
Prop In Lane	0.39		0.61	0.25		0.50	1.00		1.00	1.00		0.21
Lane Grp Cap(c), veh/h	298	0	0	299	0	0	62	1252	1061	3	1130	1136
V/C Ratio(X)	0.46	0.00	0.00	0.01	0.00	0.00	0.78	0.82	0.00	0.39	0.29	0.29
Avail Cap(c_a), veh/h	537	0	0	538	0	0	165	1252	1061	140	1130	1136
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.0	0.0	0.0	25.7	0.0	0.0	33.5	8.4	0.0	34.9	5.7	5.7
Incr Delay (d2), s/veh	1.1	0.0	0.0	0.0	0.0	0.0	18.5	6.0	0.0	77.1	0.7	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	0.0	0.1	0.0	0.0	1.1	9.1	0.0	0.1	1.7	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.1	0.0	0.0	25.7	0.0	0.0	52.1	14.5	0.0	112.1	6.3	6.4
LnGrp LOS	C			C			D	B		F	A	A
Approach Vol, veh/h		137			4			1072			663	
Approach Delay, s/veh		29.1			25.7			16.1			6.5	
Approach LOS		C			C			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.4	49.5		14.1	4.1	51.9		14.1				
Change Period (Y+Rc), s	4.0	5.0		4.0	4.0	5.0		4.0				
Max Green Setting (Gmax), s	6.5	29.5		21.0	5.5	30.5		21.0				
Max Q Clear Time (g_c+I1), s	3.9	7.8		2.1	2.0	30.0		7.6				
Green Ext Time (p_c), s	0.0	3.8		0.0	0.0	0.4		0.6				

Intersection Summary	
HCM 7th Control Delay, s/veh	13.7
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	810	54	24	684	28	34	38	28	17	55	12
Future Volume (veh/h)	16	810	54	24	684	28	34	38	28	17	55	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.94	1.00		0.94	0.94		0.92	0.94		0.92
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	16	835	56	25	720	29	42	47	35	20	65	14
Peak Hour Factor	0.97	0.97	0.97	0.95	0.95	0.95	0.81	0.81	0.81	0.84	0.84	0.84
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	24	2322	156	33	2416	97	115	124	80	75	222	43
Arrive On Green	0.01	0.69	0.69	0.02	0.70	0.70	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	1781	3364	226	1781	3472	140	432	689	441	229	1227	240
Grp Volume(v), veh/h	16	441	450	25	368	381	124	0	0	99	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1813	1781	1777	1835	1563	0	0	1696	0	0
Q Serve(g_s), s	1.2	13.3	13.3	1.8	10.3	10.3	2.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.2	13.3	13.3	1.8	10.3	10.3	8.5	0.0	0.0	6.2	0.0	0.0
Prop In Lane	1.00		0.12	1.00		0.08	0.34		0.28	0.20		0.14
Lane Grp Cap(c), veh/h	24	1227	1251	33	1237	1277	319	0	0	340	0	0
V/C Ratio(X)	0.67	0.36	0.36	0.77	0.30	0.30	0.39	0.00	0.00	0.29	0.00	0.00
Avail Cap(c_a), veh/h	132	1227	1251	144	1237	1277	453	0	0	486	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.98	0.98	0.98	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	63.8	8.3	8.3	63.5	7.6	7.6	47.0	0.0	0.0	46.2	0.0	0.0
Incr Delay (d2), s/veh	27.2	0.8	0.8	30.0	0.6	0.6	0.8	0.0	0.0	0.5	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	5.0	5.1	1.1	3.9	4.0	3.7	0.0	0.0	2.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	91.0	9.1	9.1	93.5	8.2	8.2	47.8	0.0	0.0	46.7	0.0	0.0
LnGrp LOS	F	A	A	F	A	A	D			D		
Approach Vol, veh/h		907			774			124			99	
Approach Delay, s/veh		10.5			10.9			47.8			46.7	
Approach LOS		B			B			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.9	94.8		28.4	6.2	95.5		28.4				
Change Period (Y+Rc), s	4.5	* 5		4.9	4.4	5.0		4.9				
Max Green Setting (Gmax), s	10.5	* 70		35.1	9.6	71.0		35.1				
Max Q Clear Time (g_c+I1), s	3.8	15.3		8.2	3.2	12.3		10.5				
Green Ext Time (p_c), s	0.0	6.7		0.5	0.0	5.2		0.7				

Intersection Summary		
HCM 7th Control Delay, s/veh	15.0	
HCM 7th LOS	B	

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	691	55	69	615	25	54	51	29	41	38	24
Future Volume (veh/h)	22	691	55	69	615	25	54	51	29	41	38	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.99		0.94	0.99		0.94	0.98		0.98	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1945	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	24	768	61	75	668	27	59	55	32	45	41	26
Peak Hour Factor	0.90	0.90	0.90	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	632	2586	205	565	2706	109	117	102	51	112	98	52
Arrive On Green	1.00	1.00	1.00	1.00	1.00	1.00	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	740	3318	263	655	3472	140	538	704	349	504	674	356
Grp Volume(v), veh/h	24	411	418	75	342	353	146	0	0	112	0	0
Grp Sat Flow(s),veh/h/ln	740	1777	1804	655	1777	1835	1591	0	0	1535	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	2.4	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	10.9	0.0	0.0	8.5	0.0	0.0
Prop In Lane	1.00		0.15	1.00		0.08	0.40		0.22	0.40		0.23
Lane Grp Cap(c), veh/h	632	1385	1406	565	1385	1430	270	0	0	262	0	0
V/C Ratio(X)	0.04	0.30	0.30	0.13	0.25	0.25	0.54	0.00	0.00	0.43	0.00	0.00
Avail Cap(c_a), veh/h	632	1385	1406	565	1385	1430	556	0	0	545	0	0
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	52.0	0.0	0.0	51.0	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.5	0.5	0.1	0.1	0.1	1.7	0.0	0.0	1.1	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.2	0.2	0.0	0.0	0.0	4.6	0.0	0.0	3.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.1	0.5	0.5	0.1	0.1	0.1	53.7	0.0	0.0	52.1	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	D			D		
Approach Vol, veh/h		853			770			146			112	
Approach Delay, s/veh		0.5			0.1			53.7			52.1	
Approach LOS		A			A			D			D	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	106.2	23.8	106.2	23.8
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	77.1	43.1	77.1	43.1
Max Q Clear Time (g_c+I1), s	2.0	10.5	2.0	12.9
Green Ext Time (p_c), s	6.3	0.7	5.7	0.9

Intersection Summary	
HCM 7th Control Delay, s/veh	7.5
HCM 7th LOS	A

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	26	774	687	11	10	16
Future Vol, veh/h	26	774	687	11	10	16
Conflicting Peds, #/hr	18	0	0	18	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	60	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	98	98	70	70
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	28	823	701	11	14	23

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	730	0	-	0	1192	374
Stage 1	-	-	-	-	725	-
Stage 2	-	-	-	-	467	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	870	-	-	-	180	623
Stage 1	-	-	-	-	441	-
Stage 2	-	-	-	-	597	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	855	-	-	-	168	613
Mov Cap-2 Maneuver	-	-	-	-	168	-
Stage 1	-	-	-	-	419	-
Stage 2	-	-	-	-	587	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.3	0	18.49
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	855	-	-	-	304
HCM Lane V/C Ratio	0.032	-	-	-	0.122
HCM Control Delay (s/veh)	9.4	-	-	-	18.5
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	498	198	136	462	192	167	337	85	225	808	92
Future Volume (veh/h)	97	498	198	136	462	192	167	337	85	225	808	92
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.94	1.00		0.95	1.00		0.93	1.00		0.94
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	108	553	220	148	502	209	188	379	96	234	842	96
Peak Hour Factor	0.90	0.90	0.90	0.92	0.92	0.92	0.89	0.89	0.89	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	132	1346	566	175	1430	604	243	640	159	263	1096	461
Arrive On Green	0.10	0.50	0.50	0.10	0.40	0.40	0.07	0.23	0.23	0.15	0.31	0.31
Sat Flow, veh/h	1781	3554	1496	1781	3554	1500	3456	2771	690	1781	3554	1496
Grp Volume(v), veh/h	108	553	220	148	502	209	188	241	234	234	842	96
Grp Sat Flow(s),veh/h/ln	1781	1777	1496	1781	1777	1500	1728	1777	1684	1781	1777	1496
Q Serve(g_s), s	7.7	12.7	11.8	10.6	12.8	12.6	7.0	15.7	16.2	16.8	27.9	6.2
Cycle Q Clear(g_c), s	7.7	12.7	11.8	10.6	12.8	12.6	7.0	15.7	16.2	16.8	27.9	6.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.41	1.00		1.00
Lane Grp Cap(c), veh/h	132	1346	566	175	1430	604	243	410	389	263	1096	461
V/C Ratio(X)	0.82	0.41	0.39	0.85	0.35	0.35	0.77	0.59	0.60	0.89	0.77	0.21
Avail Cap(c_a), veh/h	222	1346	566	260	1430	604	348	451	428	400	1345	566
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.92	0.92	0.92
Uniform Delay (d), s/veh	57.7	23.2	23.0	57.7	27.0	27.0	59.4	44.5	44.7	54.3	40.8	33.2
Incr Delay (d2), s/veh	11.5	0.9	2.0	15.2	0.7	1.6	6.6	1.7	2.0	13.8	2.0	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	5.0	4.1	5.5	5.5	4.7	3.2	7.0	6.9	8.4	12.3	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	69.3	24.1	25.0	72.8	27.7	28.5	66.0	46.1	46.7	68.1	42.8	33.4
LnGrp LOS	E	C	C	E	C	C	E	D	D	E	D	C
Approach Vol, veh/h		881			859			663			1172	
Approach Delay, s/veh		29.9			35.7			52.0			47.1	
Approach LOS		C			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.1	54.2	13.6	45.1	14.0	57.3	23.6	35.0
Change Period (Y+Rc), s	4.4	* 5	4.4	* 5	4.4	5.0	4.4	5.0
Max Green Setting (Gmax), s	19.0	* 30	13.1	* 49	16.2	32.8	29.2	33.0
Max Q Clear Time (g_c+I1), s	12.6	14.7	9.0	29.9	9.7	14.8	18.8	18.2
Green Ext Time (p_c), s	0.2	4.0	0.2	5.8	0.1	3.8	0.5	2.3

Intersection Summary	
HCM 7th Control Delay, s/veh	41.0
HCM 7th LOS	D

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	79	48	627	66	50	997
Future Volume (veh/h)	79	48	627	66	50	997
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		0.97	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	100	61	682	72	55	1096
Peak Hour Factor	0.79	0.79	0.92	0.92	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	149	133	2230	1098	153	2758
Arrive On Green	0.08	0.08	0.63	0.63	0.09	0.78
Sat Flow, veh/h	1781	1585	3647	1538	1781	3647
Grp Volume(v), veh/h	100	61	682	72	55	1096
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1538	1781	1777
Q Serve(g_s), s	3.8	2.6	6.2	1.0	2.0	7.0
Cycle Q Clear(g_c), s	3.8	2.6	6.2	1.0	2.0	7.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	149	133	2230	1098	153	2758
V/C Ratio(X)	0.67	0.46	0.31	0.07	0.36	0.40
Avail Cap(c_a), veh/h	458	408	2230	1098	461	2758
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.82	0.82	1.00	1.00
Uniform Delay (d), s/veh	31.1	30.5	6.0	3.1	30.2	2.5
Incr Delay (d2), s/veh	5.1	2.5	0.3	0.1	1.4	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	1.0	1.7	0.2	0.9	0.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	36.2	33.0	6.3	3.2	31.6	2.6
LnGrp LOS	D	C	A	A	C	A
Approach Vol, veh/h	161		754			1151
Approach Delay, s/veh	35.0		6.0			4.0
Approach LOS	C		A			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	10.4	48.8			59.2	10.8
Change Period (Y+Rc), s	4.4	* 4.9			4.9	4.9
Max Green Setting (Gmax), s	18.3	* 20			42.2	18.0
Max Q Clear Time (g_c+I1), s	4.0	8.2			9.0	5.8
Green Ext Time (p_c), s	0.1	3.6			9.0	0.3

Intersection Summary	
HCM 7th Control Delay, s/veh	7.2
HCM 7th LOS	A

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	57	0	86	0	0	1	59	595	2	0	988	108
Future Volume (veh/h)	57	0	86	0	0	1	59	595	2	0	988	108
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	0.96	1.04	0.96	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.96		0.97	1.00		0.96	1.00		0.96	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1945	1796	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	72	0	109	0	0	4	63	633	2	0	1051	115
Peak Hour Factor	0.79	0.79	0.79	0.25	0.25	0.25	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	169	26	177	0	0	286	80	1259	1028	3	1823	199
Arrive On Green	0.19	0.00	0.19	0.00	0.00	0.19	0.04	0.67	0.67	0.00	0.57	0.57
Sat Flow, veh/h	484	137	940	0	0	1518	1781	1870	1527	1781	3215	352
Grp Volume(v), veh/h	181	0	0	0	0	4	63	633	2	0	580	586
Grp Sat Flow(s),veh/h/ln	1562	0	0	0	0	1518	1781	1870	1527	1781	1777	1790
Q Serve(g_s), s	4.3	0.0	0.0	0.0	0.0	0.1	2.3	10.9	0.0	0.0	13.7	13.7
Cycle Q Clear(g_c), s	6.8	0.0	0.0	0.0	0.0	0.1	2.3	10.9	0.0	0.0	13.7	13.7
Prop In Lane	0.40		0.60	0.00		1.00	1.00		1.00	1.00		0.20
Lane Grp Cap(c), veh/h	371	0	0	0	0	286	80	1259	1028	3	1007	1015
V/C Ratio(X)	0.49	0.00	0.00	0.00	0.00	0.01	0.79	0.50	0.00	0.00	0.58	0.58
Avail Cap(c_a), veh/h	576	0	0	0	0	490	153	1259	1028	151	1007	1015
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	24.1	0.0	0.0	0.0	0.0	21.5	30.7	5.2	3.5	0.0	9.1	9.1
Incr Delay (d2), s/veh	1.0	0.0	0.0	0.0	0.0	0.0	15.7	1.4	0.0	0.0	2.4	2.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.0	0.0	0.0	0.0	0.0	1.3	2.9	0.0	0.0	4.5	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	25.1	0.0	0.0	0.0	0.0	21.5	46.4	6.7	3.5	0.0	11.4	11.4
LnGrp LOS	C					C	D	A	A		B	B
Approach Vol, veh/h		181			4			698			1166	
Approach Delay, s/veh		25.1			21.5			10.3			11.4	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.9	41.9		16.2	0.0	48.8		16.2				
Change Period (Y+Rc), s	4.0	5.0		4.0	4.0	5.0		4.0				
Max Green Setting (Gmax), s	5.6	25.4		21.0	5.5	25.5		21.0				
Max Q Clear Time (g_c+I1), s	4.3	15.7		2.1	0.0	12.9		8.8				
Green Ext Time (p_c), s	0.0	5.0		0.0	0.0	3.2		0.8				

Intersection Summary	
HCM 7th Control Delay, s/veh	12.3
HCM 7th LOS	B

END OF APPENDICES