

# Errata to Final San Diego Forward: The 2021 Regional Plan

These errata reflect a modification to the final 2021 Regional Plan:

- Appendix D (narrative and Tables D.1 and D.4) to correct typographical errors. The correct figures were represented in Appendix S of the final 2021 Regional Plan at the time of publishing. This modification does not alter the conclusions of either the CO<sub>2</sub> per capita reductions analysis or the final Environmental Impact Report.
- Appendix Y Part 2: 2021 San Diego and Imperial Counties Freight Gateway Study Update (narrative, Tables 3.3 and 3.4, and Figures 3.8 and 3.9) to correct inconsistencies between the labeling of tables and figures and the data contained therein. The tables and figures included freight volume data for both domestic inbound/outbound movements and movements within the San Diego region but were incorrectly labeled as only domestic inbound/outbound movements. The narrative sections referencing the tables and figures were based on the incorrect values. The tables, figures, and narrative have been updated to match the existing labels by removing the freight volumes for movements within the San Diego region. In addition, the numbering for tables and figures throughout Appendix Y was updated to correctly match in-text citations. These modifications do not alter the final Environmental Impact Report.

Modified text is shown as underlined.

### Changes to Appendix D, Table D.1

Table D.1: Summary of CO<sub>2</sub> Per Capita Reductions as Compared to 2005: On- and Off-Model Results and Adjustment Factors

Summary of CO <sub>2</sub> Per Capita Reductions as Compared to 2005: On- and Off-Model Results and Adjustment Factors	
	2035
Per Capita Reduction (On-Model Results Only)	-19.3%
Per Capita Reduction (Off-Model Results Only)	<u>-3.01%</u>
CARB Adjustment Factor for EMFAC 2007–2014	1.7%
Induced Demand Adjustment Factor	0.20%
<b>Per Capita Reductions</b>	<b>-20.4%</b>

### Changes to Appendix D, p. D-3

#### 2050 Estimated Greenhouse Gas Reduction

While the state does not set a 2050 target for GHG emissions reduction, similar methods were used to estimate per capita CO<sub>2</sub> emissions reductions from cars and light-duty trucks as a percent reduction compared to 2005 levels. It is important to note that after 2035, SANDAG is not proposing to continue the Regional Electric Vehicle (EV) Incentive Program due to Executive Order N-79-20 requiring all new cars and passenger trucks sold in California to be zero-emission vehicles. After 2035, SANDAG also assumes that free-floating carsharing programs may sunset due to the rise and popularity of on-demand ridehailing services.

These assumptions result in lower “off-model” reductions in 2050 (see Table D.4). For 2050, on-model CO<sub>2</sub> reduction is -20.3% and off-model CO<sub>2</sub> reduction is -2.61%. After applying the CARB adjustment factor of 1.6% and an induced demand adjustment factor of 0.27%, estimated CO<sub>2</sub> reductions for 2050 are -21%.

### Changes to Appendix D, Table D.4

Table D.4: Summary of Off-Model Strategies: Percent Per Capita CO<sub>2</sub> Reduction as Compared to 2005

Summary of Off-Model Strategies: Percent Per Capita CO <sub>2</sub> Reduction as Compared to 2005		
Off-Model Strategy	2035	2050
Vanpool	<u>0.31%</u>	<u>0.32%</u>
Carshare	0.17%	—
Pooled Rides	0.01%	0.01%
Regional TDM Ordinance	0.37%	0.56%
EV Programs (Vehicle Incentive and Charger Program)	2.15%	1.72%
<b>Total</b>	<b><u>3.01%</u></b>	<b><u>2.61%</u></b>

### Changes to Appendix Y, Table 3.3

Table 3.3: Inbound Domestic Freight by Mode of Transportation

Inbound Domestic Freight by Mode of Transportation		
Domestic Inbound	2017 Tons (Thousands)	Percent Share
Truck	<u>18,136</u>	<u>64%</u>
Pipeline	<u>9,015</u>	<u>32%</u>
Multiple Modes and Mail <sup>46</sup>	<u>970</u>	<u>3%</u>
Rail	<u>128</u>	<u>&lt;1%</u>
Air (including truck-air)	9	<1%
<b>Total</b>	<b><u>28,258</u></b>	<b>100%</b>

### Changes to Appendix Y, p. Y-139

Table 3.3 illustrates the dominance of truck tonnage (64%) when specifically focusing on domestic freight compared to all other modes. Total domestic inbound tonnage also has a very substantial tonnage component that is shipped through the pipeline network (32%) into San Diego from the Los Angeles Basin to the north (pipeline infrastructure is privately

<sup>46</sup> A Description of the FAF 5.1 Regional Database and how it is constructed: <https://faf.ornl.gov/faf5/>

managed). Multiple modes and mail, rail, and air constitute the remaining five percent of domestic freight.

### Changes to Appendix Y, Table 3.4

Table 3.4: Outbound Domestic Freight by Mode of Transportation

<b>Outbound Domestic Freight by Mode of Transportation</b>		
<b>Domestic Outbound</b>	<b>2017 Tons (Thousands)</b>	<b>Percent Share</b>
Truck	<u>11,948</u>	<u>97%</u>
Multiple Modes and <u>Mail</u> <sup>47</sup>	<u>371</u>	<u>3%</u>
Air (including truck-air)	8	<1%
<b>Total</b>	<b><u>12,326</u></b>	<b><u>100%</u></b>

### Changes to Appendix Y, p. Y-139

The outbound domestic freight tonnage in Table 3.4 also is dominated by truck tonnage (97%). As with the inbound direction, no one other mode comes close to matching the dominance of the truck mode; the other modes only account for three percent of the tonnage volume handled by truck, consisting primarily of multiple modes and mail.

### Changes to Appendix Y, p. Y-140

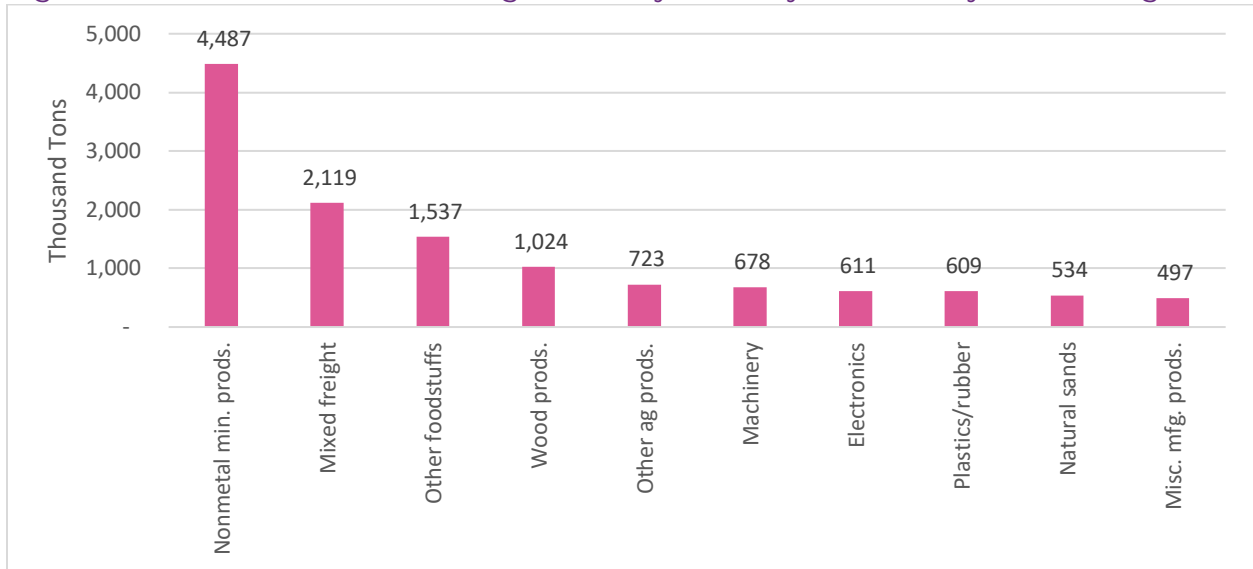
The FAF dataset also indicates that San Diego County handles 35,301 thousand tons of domestic freight flow internally, with 34,779 thousand tons (96%) carried by truck. The balance is split among rail, water, and multiple modes and mail.

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<sup>47</sup> Ibid.

## Changes to Appendix Y, Figure 3.8

Figure 3.8: Inbound Domestic Freight Tons by Truck by Commodity to San Diego



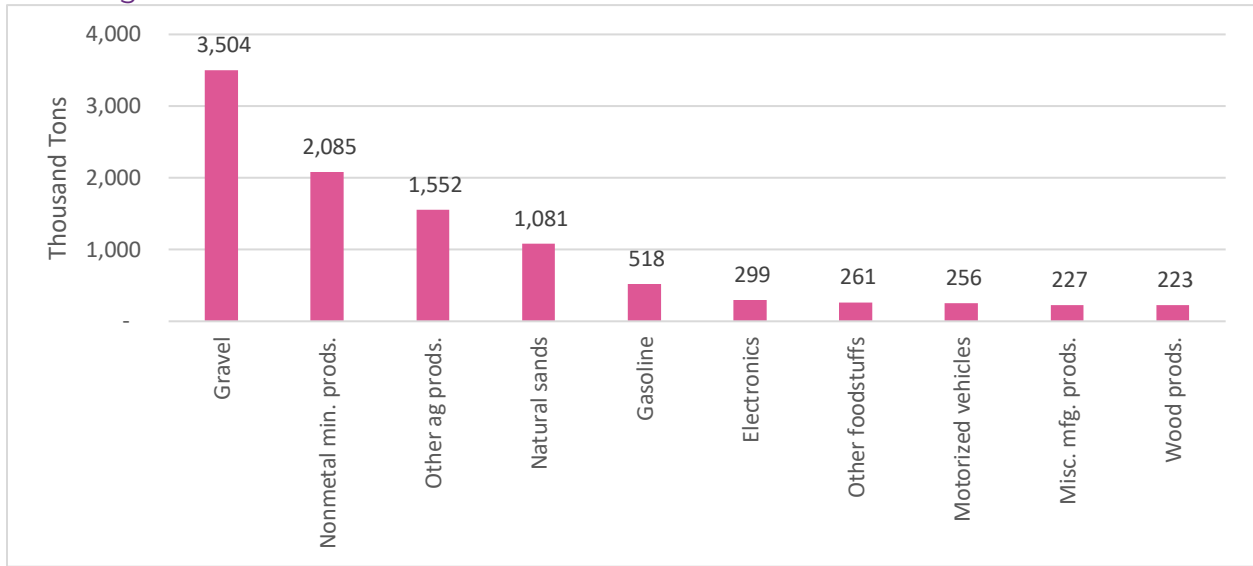
Source: FAF 5.1, 2017 Data

## Changes to Appendix Y, p. Y-140

From an inbound commodity shipment perspective, nonmetal mineral products and mixed freight are the highest tonnage domestic commodities shipping into San Diego from elsewhere in the United States. Mixed freight includes a wide variety of goods distributed to retail stores for local consumption. The other foodstuffs category includes commodities primarily for retail sale. Wood products are commonly construction materials, but given the U.S. production geography, are often shipped in from much greater distances, including from the Pacific Northwest.

### Changes to Appendix Y, Figure 3.9

Figure 3.9: Outbound Domestic Freight by Tons by Truck by Commodity from San Diego



Source: FAF 5.1, 2017 Data

### Changes to Appendix Y, p. Y-141

Figure 3.9 illustrates a mix of products, with gravel, nonmetal mineral products, other agricultural products, and natural sands most represented in outbound domestic truck shipments from San Diego County.