4.9 HAZARDS AND HAZARDOUS MATERIALS

This section evaluates the hazards and hazardous materials impacts of the proposed Plan. Refer to Section 4.19, "Wildfire," for impacts related to wildfire hazards.

4.9.1 Existing Conditions

HAZARDOUS MATERIALS AND WASTES

Hazardous materials and wastes are defined and regulated in the United States by federal, state, and local agencies, including those administered by the US Environmental Protection Agency (EPA), the California Environmental Protection Agency (CalEPA), the US Occupational Safety and Health Administration (OSHA), the US Department of Transportation (USDOT), the US Nuclear Regulatory Commission, and others. Health and Safety Code (HSC) Section 25501(n) defines hazardous material as follows:

> (1) "Hazardous material" means a material listed in paragraph (2) that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment, or a material specified in an ordinance adopted pursuant to paragraph (3).
>
> (2) Hazardous materials include all of the following:
>
> > (A) A substance or product for which the manufacturer or producer is required to prepare a material safety data sheet pursuant to the Hazardous Substances Information and Training Act (Chapter 2.5 (commencing with Section 6360) of Part 1 of Division 5 of the Labor Code) or pursuant to any applicable federal law or regulation.
> >
> > (B) A substance listed as a radioactive material in Appendix B of Part 30 (commencing with Section 30.1) of Title 10 of the Code of Federal Regulations, as maintained and updated by the Nuclear Regulatory Commission.
> >
> > (C) A substance listed pursuant to Title 49 of the Code of Federal Regulations.
> >
> > (D) A substance listed in Section 339 of Title 8 of the California Code of Regulations.
> >
> > (E) A material listed as a hazardous waste, as defined by [HSC] Sections 25115, 25117, and 25316.
>
> (3) The governing body of a unified program agency may adopt an ordinance that provides that, within the jurisdiction of the unified program agency, a material not listed in paragraph (2) is a hazardous material for purposes of this article if a handler has a reasonable basis for believing that the material would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or the environment, and requests the governing body of the unified program agency to adopt that ordinance, or if the governing body of the unified program agency has a reasonable basis for believing that the material would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or the environment. The handler or the unified program agency shall notify the secretary no later than 30 days after the date an ordinance is adopted pursuant to this paragraph.

"Hazardous wastes" can be liquids, solids, or contained gases. They can be the by-products of manufacturing processes, discarded used materials, or discarded unused commercial products, such as cleaning fluids (solvents) or pesticides.

Generation, Use, Transport, and Disposal of Hazardous Materials

Businesses that use, store, handle, or generate hazardous materials within the San Diego region are monitored by EPA, the California Department of Toxic Substances Control (DTSC), the San Diego Regional Water Quality Control

Board (RWQCB), the County of San Diego Department of Environmental Health and Quality (DEHQ) Hazardous Materials Division (HMD), County of San Diego Local Enforcement Agency (LEA) programs, and the County of San Diego Air Pollution Control District (SDAPCD). Several federal laws, regulations, plans, and policies control the storage, use, handling, disposal, and transport of hazardous materials and waste in order to protect public health and the environment. Federal regulations are also in place to protect workers and to facilitate emergency and evacuation procedures. Select regulations applicable to the proposed Plan are discussed in this section.

A hazardous waste generator is any person or facility that produces a hazardous waste that is listed or characterized in the Code of Federal Regulations (CFR), Title 40, Section 261 (EPA 2024a). Registered generators of hazardous waste fall into three categories: large-quantity generators (LQGs), small-quantity generators (SQGs), and very small-quantity generators (VSQGs). An LQG is defined as a person or facility that generates more than 1,000 kilograms of hazardous waste per month. An SQG is defined as a person or facility that generates greater than 100 kilograms and less than 1,000 kilograms of hazardous waste per month. A VSQG is defined as a person or facility that generates 100 kilograms or less of hazardous waste per month (EPA 2024a).

LQGs must comply with the full set of federal hazardous waste generator regulations, which are found in 40 CFR 262. Specifically, LQGs must identify all hazardous waste generated, determine the generator category, obtain an EPA identification number for each site that generates hazardous waste, manage hazardous waste on-site, prepare hazardous waste for shipment off-site, track hazardous waste shipments using a Uniform Hazardous Waste Manifest, comply with reporting and recordkeeping requirements, adhere to land disposal restrictions, and comply with export and import requirements (EPA 2020a). The regulatory requirements for SQGs are less stringent than the requirements for LQGs. However, SQGs are still required to obtain an EPA identification number to monitor and track hazardous waste activities (EPA 2019). VSQGs are required to comply with the following basic waste management requirements: (1) identify all hazardous waste generated, (2) store less than 1,000 kilograms of hazardous waste or 1 kilogram of acute hazardous waste on site at any time, and (3) ensure that delivery of hazardous waste to an off-site treatment or disposal facility meets specified requirements (EPA 2020b).

According to 40 CFR 262, all such generators must register with EPA for record keeping and recording. The EPA Unified Hazardous Waste and Hazardous Materials Program consolidates, coordinates, and makes consistent the administrative requirements, permits, inspections, and enforcement activities of six environmental and emergency response programs related to hazardous materials and hazardous waste. The state agencies responsible for these programs set the standards for their program while local governments implement the standards. CalEPA oversees the implementation of the program as a whole.

Historical and present-day activities in the San Diego region have involved the generation, use, transport, and disposal of hazardous materials and wastes. Hazardous materials are commonly used in commercial, industrial, agricultural, and (less frequently) residential activities. Documented existing and past generators of hazardous materials throughout the region include commercial uses, such as painters, dry cleaners, and printers, and industrial uses, such as automotive service stations, automotive mechanics, sheet metal works, metal scrap yards, truck yards, cement warehouses, battery manufacturers, aircraft manufacturers, and electrical substations (SWRCB 2025). Structures built prior to 1973 were commonly manufactured using asbestos-containing materials (ACM) and prior to 1987, lead-based paint (LBP). Land throughout the region has historically been used for agricultural purposes, and pesticides were commonly used. In addition, multiple closed and active landfills and former and active military sites are located in the San Diego region. Multiple facilities are permitted to generate, handle, transport, or dispose of hazardous materials and wastes.

The following common types of chemicals (among others) are present in the San Diego region:

- total petroleum hydrocarbons,
- chlorinated volatile organic compounds,
- pesticides,
- lead and other metals, and
- asbestos.

Although not listed above and not studied historically, contaminants of emerging concern (CECs) may be important in the future because their risk to human health and the environment is not yet fully understood. Recent studies have shown that some CECs can act as endocrine disruptors, which are compounds that alter the normal functions of hormones, resulting in a variety of health effects (EPA 2024b). CECs that are being analyzed with more frequency in the San Diego region include bis-phenol-A, phthalates, arsenic, perchlorate, nonylphenols, synthetic musks and other personal care product ingredients, nitrosodimethylamine, brominated flame retardants, nanoparticles, pharmaceutical wastes, and industrial chemical additives, stabilizers, and adjuvants. A description of CECs and their associated effects on health and the environment can be found on the EPA website (EPA 2025a).

Transportation of hazardous materials and wastes in the San Diego region occurs through a variety of modes: truck, rail, air, and pipeline. Several gas transmission pipelines and hazardous liquid pipelines are located in the western portion of the San Diego region and traverse from the United States–Mexico border to as far north as Orange and Riverside Counties and as far east as the community of Alpine. Two types of lines are owned by San Diego Gas and Electric: gas transmission pipelines, which are generally large-diameter pipelines that operate at pressures above 200 pounds per square inch (psi) and transport gas from supply points to the gas distribution system, and high-pressure distribution mains, which operate at pressures above 60 psi and deliver gas in smaller volumes to the medium-pressure distribution system (PHMSA 2025; SDGE n.d.).

According to the USDOT Pipeline and Hazardous Materials Safety Administration's Office of Hazardous Materials Safety 2019-2020 Biennial Report, highway transportation accounts for the largest share of incidents, deaths, and injuries associated with hazardous materials transportation in the United States. Air transportation accounts for the next largest portion, followed by rail and water modes of transport (PHMSA 2023).

As of January 2025, 46 active hazardous waste transporters were registered in San Diego County (DTSC 2025a). Shipments of hazardous materials and wastes include a wide variety of chemicals, such as petroleum products, medical waste, and radioactive materials. Aside from rail and pipeline, hazardous materials are transported within the San Diego region along the same freeways, arterials, and local streets as other traffic.

Identification of Contaminated Sites and Hazardous Materials Release Sites

The Hazardous Waste and Substances Sites List, also known as the Cortese List, is a planning document used by the State, local agencies, and developers to comply with CEQA requirements in providing information about the location of hazardous materials release sites. Government Code section 65962.5 requires CalEPA to compile and update this list as appropriate, but at least annually. DTSC is responsible for a portion of the information contained in the Cortese List. Other state and local government agencies are required to provide additional hazardous material release information. The following data resources provide information regarding facilities or sites identified as meeting Government Code section 65962.5 requirements (CalEPA 2025a):

- DTSC's list of hazardous waste and substances sites from the EnviroStor database
- State Water Resource Control Board's (SWRCB's) list of leaking underground storage tank (LUST) sites from the GeoTracker database,
- SWRCB's list of solid waste disposal sites that have waste constituents above hazardous waste levels outside the waste management unit,
- SWRCB's list of Active Cease and Desist Orders (CDOs) and Cleanup and Abatement Orders (CAOs), and
- DTSC's list of hazardous waste facilities subject to corrective action pursuant to HSC Section 25187.5.

Other data resources that identify sites where hazardous substances may have been released include the following:

- The California Department of Resources Recycling and Recovery (CalRecycle's) Solid Waste Inventory System (SWIS) database, which consists of active and closed solid waste sites;
- EPA's Resource Conservation and Recovery Information System (RCRIS) database of Resource Conservation and Recovery Act (RCRA) facilities;
- EPA's Toxics Release Inventory (TRI) Toxics Tracker; and

- US Army Corps of Engineers (USACE) list of formerly used defense sites (FUDS).

The data resources that identify contaminated sites and sites where hazardous substances may have been released in San Diego County are discussed in more detail below.

DTSC EnviroStor Database

EnviroStor is the DTSC data management system for tracking state cleanup, permitting, enforcement, and investigation efforts at hazardous waste facilities and sites with known contamination or sites that potentially require further investigation. Government Code Section 65962.5 requires CalEPA to prepare an annual Hazardous Waste and Substances List, commonly referred to as the Cortese List. The Cortese List includes contaminated sites and facilities that process or transfer toxic waste. Sites include federally designated sites, state response sites, military sites, school sites, and voluntary cleanup sites. The DTSC EnviroStor database identifies 8 hazardous waste and substances sites within the San Diego region, which are listed in Table 4.9-1 and shown in Figure 4.9-1 (DTSC 2025b).

Table 4.9-1 EnviroStor Hazardous Waste and Substances Sites in the San Diego Region

Facility Name	Facility Type	Cleanup Status	Address/Location
Borrego Sites (J09CA701100 and J09CA701800 and other Anza Borrego Impact Areas)	State response	Active	Anza Borrego Desert State Park, Borrego Springs 92004
Camp Elliott-(J09CA0067)	State response	Active	Northern portion of San Diego 92103
Carrizo Impact Area	State response	Active	Anza Borrego Desert State Park, Borrego Springs 92004
Chatham Brothers Barrel Yard	State response	Active	2257 Bernardo Avenue, Escondido 92029
Ketema Aerospace & Electronics	State response	Certified/operation & maintenance[1]	790 Greenfield Drive, El Cajon 92021
Magnolia Elementary School	State response	Active	650 Greenfield Drive, El Cajon 92021
Sunflower Properties Inc.	State response	Active	9755 Distribution Avenue, San Diego 92121
Tri-City Plating, Incorporated	State response	Active	1307 South Coast Highway, Oceanside 92054

Notes:

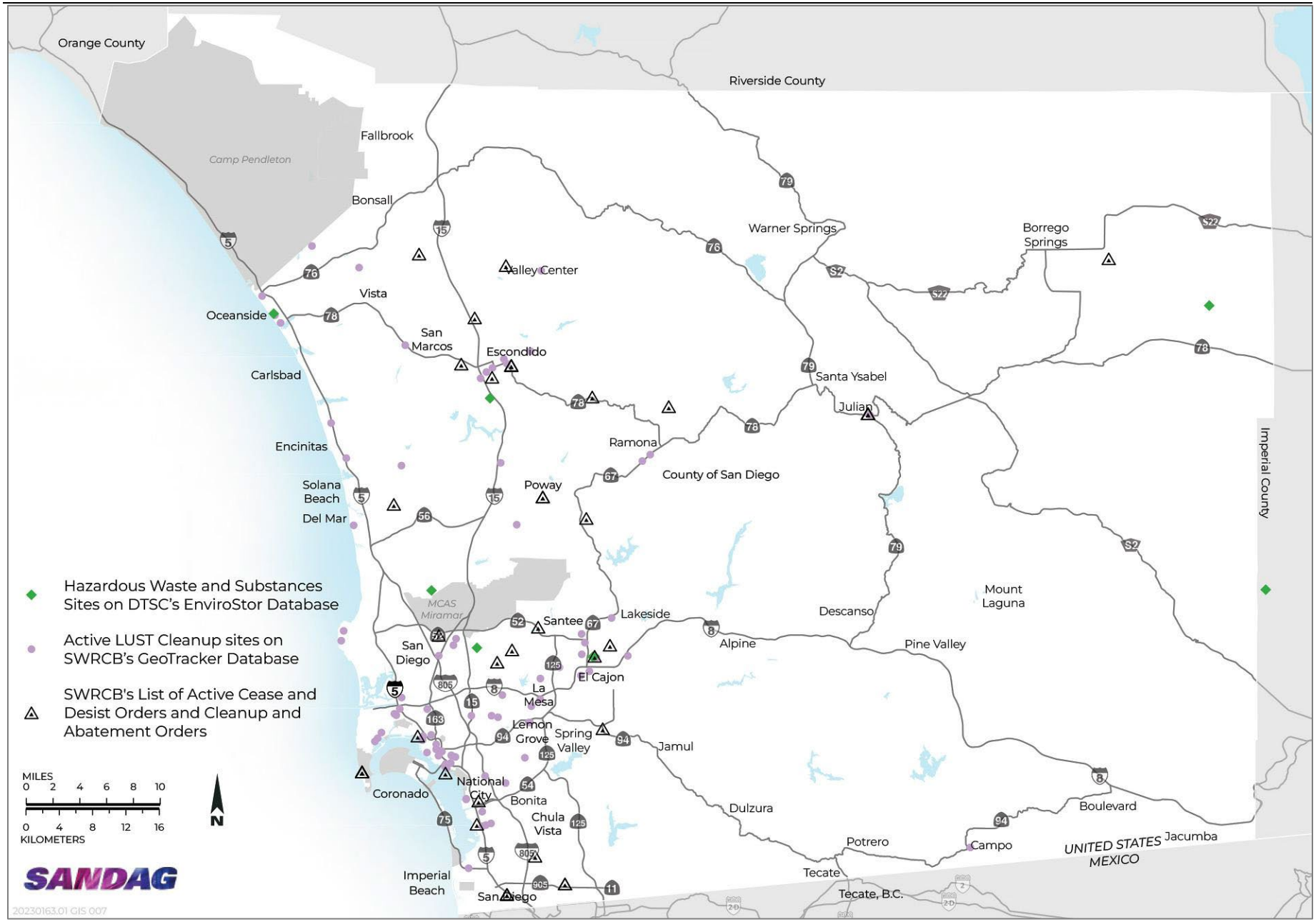
[1] A cleanup status of certified/operation & maintenance applies to sites that have undergone remediation efforts and are now certified as meeting environmental standards but still require ongoing monitoring and maintenance to ensure continued compliance.

Source: DTSC 2025b.

State Water Resources Control Board GeoTracker Database

GeoTracker is SWRCB's data management system for sites that affect, or have the potential to affect, water quality in California, with emphasis on groundwater. GeoTracker contains records for sites that require cleanup, such as LUST sites, US Department of Defense (DOD) sites, and cleanup program sites. GeoTracker also contains records for various unregulated projects and permitted facilities, including irrigated lands, oil and gas production, operating permitted underground storage tanks (USTs), and land disposal sites. As of January 2025, 6,081 cleanup sites in the San Diego region are listed in the GeoTracker database, of which 3,133 are LUST cleanup sites (SWRCB 2025). Many of these sites have been remediated to the satisfaction of the respective oversight agency; however, regulations and cleanup levels may have changed since the case closure was received, and many cases were closed based on specific land use at the time of closure and may need to be reopened if land use changes. A total of 84 LUST cleanup sites remain open for assessment and remediation (SWRCB 2025). The full list of active LUST cleanup sites in the San Diego region is included in Appendix I and their locations are shown on Figure 4.9-1.

GeoTracker identifies site location, remediation status, chemicals of concern, potential media affected, regulatory activities, and reports that include data submitted to the oversight agency, such as contaminant concentrations in monitoring wells. The LUST database also includes sites that fall under the jurisdiction of the RWQCB or local oversight program for unauthorized releases by the County DEHQ.



Source: Data downloaded from SanGIS in 2025; adapted by Ascent in 2025.

Figure 4.9-1 Hazardous Waste and Substances Sites (Cortese List Sites) in the San Diego Region

State Water Resources Control Board Solid Waste Disposal Sites

SWRCB maintains a list of sites with waste constituents above hazardous waste levels outside the waste management unit (CalEPA 2016). The list identifies 25 sites within Butte, Contra Costa, Del Norte, Fresno, Inyo, Kings, Los Angeles, Merced, Monterey, Orange, Riverside, Sacramento, San Joaquin, Santa Barbara, Solano, and Tulare counties. None of the sites are within San Diego County.

Department of Toxic Substances Control List of Hazardous Waste Facilities Subject to Corrective Action

DTSC maintains a list of hazardous waste facilities subject to corrective action pursuant to HSC Section 25187.5 (CalEPA 2025b). The hazardous waste facilities identified in HSC Section 25187.5 are those facilities where DTSC has taken or contracted for corrective action because a facility owner/operator failed to comply with a date for taking corrective action in an order issued under HSC Section 25187, or because DTSC determined that immediate corrective action was necessary to abate an imminent or substantial endangerment. There are currently two facilities included on this list, and neither are in San Diego County; both facilities are in Los Angeles County.

State Water Resources Control Board CDO and CAO Database

The list of active CDOs and CAOs from SWRCB is a compilation of "all cease and desist orders issued after January 1, 1986, pursuant to Section 13301 of the Water Code, and all cleanup or abatement orders issued after January 1, 1986, pursuant to Section 13304 of the Water Code, that concern the discharge of wastes that are hazardous materials." (Govt. Code § 65962.5(c)(3).) The orders that are "active," meaning the necessary actions have not yet been completed, are on this list. The list contains many CDOs and CAOs that do not concern the discharge of wastes that are hazardous materials, but SWRCB's database does not distinguish between these types or orders. SWRCB updates this list by deleting sites when there is no longer any discharge of wastes or where the necessary cleanup or abatement actions were taken. As of January 2025, 47 "active" CDO and/or CAO listings are in the San Diego region (some facilities have multiple listings) (CalEPA 2025c). The full list of active CDO and CAO sites in the San Diego region is included in Appendix I and their locations are shown on Figure 4.9-1.

Solid Waste Information System Facility Database

CalRecycle's SWIS facility database contains information on solid waste facilities, operations, and disposal sites throughout California. The types of facilities found in this database include landfills, closed disposal sites, transfer stations, materials recovery facilities, composting sites, transformation facilities, waste tire sites, and disposal sites, which include construction, demolition, and inert debris facilities and operations. For each facility, the database contains information about location, owner, operator, facility type, regulatory and operational status, authorized waste types, local enforcement agency, and inspection and enforcement records. As of January 2025, 194 facility/site listings within the San Diego region are under the jurisdiction of the County LEA, of which 120 have achieved regulatory closure (CalRecycle 2025).

Resource Conservation and Recovery Act Facilities

As discussed further in Section 4.9.2, "Regulatory Setting," RCRA gives EPA the authority to control hazardous waste from "cradle to grave," such as during the generation, transportation, treatment, storage, and disposal of hazardous waste. EPA's RCRIS database provides an inventory system containing information about hazardous waste handlers subject to RCRA requirements. The database provides information about these hazardous waste handlers, including identification and location data, permit and closure status, compliance with federal and state regulations, and cleanup activities. As of January 2025, 16,335 active facilities are in the San Diego region (EPA 2025b).

Toxics Release Inventory Toxics Tracker

EPA's TRI Program tracks the waste management of certain toxic chemicals that may pose a threat to human health and the environment. These toxic chemicals include those that may cause cancer or other chronic human health effects, significant adverse acute human health effects, or significant adverse environmental effects. Under the TRI Program, facilities must report annually how much of each toxic chemical they release into the environment. Facilities that report to TRI are typically larger facilities involved in manufacturing, metal mining, electric power generation, chemical manufacturing, and hazardous waste treatment (EPA 2025c).

The TRI Toxics Tracker is a tool for monitoring toxic chemical releases and waste management activities in the United States. For the most recent reporting year (2023), the TRI Toxics Tracker identified 75 facilities that manufacture, process, or otherwise use TRI toxic chemicals in amounts above established levels in the San Diego region. Together, these facilities reported releases for 50 toxic chemicals (EPA 2023).

Formerly Used Defense Sites

Under the FUDS program, the USACE executes environmental cleanup on eligible properties that were formerly owned by, leased to, or otherwise possessed by DOD. The FUDS program only applies to properties that DOD transferred from its control before October 17, 1986. The type of remediation required under the FUDS program varies from property to property, and can include cleaning up hazardous, toxic and radioactive waste sites; removing munitions and explosives of concern and munitions constituents; and conducting building demolition and debris removal (USACE 2025a).

There are 114 FUDS in the San Diego region (USACE 2025b). Many FUDS have potential hazardous waste contamination issues, such as disposal areas and leaking underground fuel tanks. Other FUDS facilities were used for training that involved practice rounds and, in some cases, for the testing of live munitions and explosives. The live munitions that were fired but did not detonate are known as unexploded ordnance (UXO). The UXO that remain on FUDS properties today pose the greatest safety hazard to the public if they are disturbed (County of San Diego 2007a). Many FUDS in San Diego County are under investigation by USACE to identify and remediate potential hazards (USACE 2025b).

SCHOOLS

Public Resources Code (PRC) Section 21151.4 requires lead agencies to consider whether a project would result in significant environmental effects associated with the handling or emission of hazardous materials within one-quarter mile of existing and proposed schools. The public school system in the San Diego region has roughly 49 school districts and approximately 758 schools (Ed-Data 2025). In addition to the primary and secondary schools, the region has numerous community colleges, three public higher education institutions, and private education schools at all education levels. Almost all land uses have the potential to use, store, transport, and dispose of hazardous materials. Even schools and day care operations may use and dispose of hazardous materials, such as cleaning products or laboratory chemicals, that potentially pose a risk to human health and the environment. In addition, schools are considered sensitive receptors for exposure to hazardous materials.

AIRPORTS

PRC Section 21096 requires lead agencies to consider whether a project located within an airport land use plan or within two miles of a public airport would result in safety hazards or excessive noise for project occupants. In the San Diego region, the San Diego County Regional Airport Authority (SDCRAA) has three main responsibilities: operate the San Diego International Airport, plan for the future air transportation needs of the region, and serve as the region’s airport land use commission (ALUC). The ALUC is tasked with creating and updating the airport land use compatibility plans (ALUCPs) for the region's 12 public-use and 4 military airports in accordance with applicable state and federal laws (Figure 4.9-2). The purpose of ALUCPs is to ensure compatibility between airport operations and surrounding land uses to protect public health and safety. ALUCPs include land use measures, restrictions, and standards to minimize risks associated with aircraft operations and accidents, reduce exposure to excessive noise levels from aircraft operations, and ensure that new development does not create hazards within navigable airspace.

Source: Data downloaded from SanGIS in 2025; adapted by Ascent in 2025.

Figure 4.9-2 Airport Location

ALUCPs have been adopted for all 16 public-use and military airports in the region. Those airports and the year of adoption of their latest ALUCP are listed below (SDCRAA 2025a).

- Agua Caliente Springs Airport (2022),
- Borrego Valley Airport (2022),
- Brown Field Municipal Airport (2010),
- Fallbrook Community Airpark (2022),
- Gillespie Field (2010),
- Jacumba Airport (2022),
- Marine Corps Air Station Camp Pendleton (2008),
- Marine Corps Air Station Miramar (2011),
- McClellan-Palomar Airport (2011),
- Montgomery Field (2010),
- Naval Air Station North Island (2020),
- Naval Outlying Landing Field Imperial Beach (2015),
- Oceanside Municipal Airport (2010),
- Ocotillo Airport (2022),
- Ramona Airport (2022), and
- San Diego International Airport (2014).

EMERGENCY RESPONSE AND EVACUATION

Potential disasters for which emergency response or evacuations are necessary include earthquakes, floods, pandemics, nuclear accidents (e.g., at the now-inactive San Onofre Nuclear Generating Station or at an active military installation where nuclear materials may be stored or in transit), acts of terrorism, tsunamis, and wildland fires. Any of these disasters could involve emergency response or evacuation of affected areas. Emergency response plans contain elements to protect life and property, and maintain continuity of government, emergency functions of governmental agencies, mobilization and application of resources, mutual aid, and public information. Emergency response plans are maintained at the federal, state, and local levels for all types of disasters, human-made and natural. The government is responsible for undertaking an ongoing comprehensive approach to emergency management in order to avoid or minimize the effects of hazardous events. Local governments have the primary responsibility for preparedness and response activities. Laws and regulations governing emergency response and evacuation are discussed below in Section 4.9.2, "Regulatory Setting."

In the San Diego region, the County of San Diego Office of Emergency Services (OES) and the Unified Disaster Council (UDC) play a central role in the preparation and execution of emergency response and evacuation plans. OES alerts and notifies appropriate agencies when disaster strikes, coordinates overall disaster response among all responding agencies, ensures resources are available and mobilized, develops plans and procedures for response and recovery, and develops and provides preparedness materials for the public (County of San Diego 2025g). The UDC is the governing body of the Unified San Diego County Emergency Services Organization for regional emergency planning. The UDC is composed of the Chair of the County of San Diego Board of Supervisors, who serves as Chair of the UDC, and representatives from the 18 incorporated cities (County of San Diego 2025h). The primary purpose of the UDC and the County OES is to coordinate the plans and programs designed for the protection of life and property in the San Diego region.

If evacuation is required, local jurisdictions work with the Operational Area Emergency Operations Center (OAEOC), operated by OES law enforcement officials, Caltrans, the California Highway Patrol (CHP), the County's Department of Public Works, and other applicable agencies and departments to make evacuation decisions, such as identifying evacuation points and transportation routes. In addition, transportation points are identified to collect and transport people without transportation resources to evacuation points. Response is coordinated by the OAEOC (USDCESO and County of San Diego 2022). The OAEOC provides situational awareness but does not override the authority of the field Incident/Unified Commander.

Any large-scale response to an incident, including incidents resulting in the evacuation of more than two impacted communities, is coordinated through the OAEOC operating under a unified command (USDCESO and County of San Diego 2022). The coordinator of emergency services manages the overall multijurisdictional evacuation effort, and the operational area law enforcement coordinator is responsible for coordinating operational, area-wide evacuation activities. Evacuation operations in the field are conducted by law enforcement agencies, highway/road/street departments, and public and private transportation providers.

The following interstates and state highways are identified in the San Diego County Operational Area Emergency Operations Plan (EOP) as the primary transportation routes for an evacuation effort in the San Diego region: I-5, I-8, I-15, I-805, SR 52, SR 54, SR 56, SR 67, SR 75, SR 76, SR 78, SR 94, SR 125, SR 163, and SR 905 (USDCESO and County of San Diego 2022) (Figure 4.9-3).

Source: Data downloaded from SanGIS in 2025; adapted by Ascent in 2025.

Figure 4.9-3 Primary Emergency Evacuation Routes in the San Diego Region

The County Operational Area EOP is intended to be used by the county and all cities within the county to respond to major emergencies and disasters. Each jurisdiction/special district in the Operational Area maintains its own EOP, which the County Operational Area EOP is intended to support. Emergency response plans are discussed further in Section 4.9.2, "Regulatory Setting."

4.9.2 Regulatory Setting

FEDERAL LAWS, REGULATIONS, PLANS, AND POLICIES

Hazardous Materials and Wastes

Toxic Substances Control Act of 1976

The Toxic Substances Control Act of 1976 (United States Code [USC], Title 15, Section 2601 et seq.) addresses the production, importation, use, and disposal of polychlorinated biphenyls (PCBs), asbestos, ACMs, and LBP. Sections of the act provide EPA with the authority to require reporting, recordkeeping, and testing and to implement restrictions relating to chemical substances and mixtures. Certain substances are generally excluded from the act, such as food, drugs, cosmetics, and pesticides, among others.

Asbestos Hazard Emergency Response Act

The Asbestos Hazard Emergency Response Act (15 USC Section 2641 et seq.) requires local schools to inspect buildings for ACM, prepare asbestos management plans, and implement response actions to reduce and prevent asbestos hazards.

Resource Conservation and Recovery Act of 1976

The Resource Conservation and Recovery Act (RCRA) (42 USC Section 6991 et seq.) establishes a framework for EPA to manage the generation, treatment, and disposal of solid and hazardous wastes. The statute also addresses program administration; implementation and delegation to the states; enforcement provisions and responsibilities; and research, training, and grant funding. Provisions are established for the generation, storage, treatment, and disposal of hazardous waste, including requirements addressing generator recordkeeping, labeling, shipping paper management, placarding, emergency response information, training, and security plans. The Hazardous and Solid Waste Amendments of 1984 amended RCRA to phase out land disposal of hazardous waste, require corrective action for releases, set stringent hazardous waste management standards, and establish a comprehensive underground storage tank program. In California, DTSC is responsible for RCRA program implementation. CFR, Title 40, Sections 239–259 contain regulations pertaining to non-hazardous solid waste. Regulations governing identification, classification, generation, management, and disposal of hazardous waste are described in 40 CFR 260–273. Regulations governing management of used oil and USTs can be found in 40 CFR 279–282.

Oil Pollution Prevention

Oil pollution prevention regulations (40 CFR 112) establish procedures, methods, and other requirements to prevent the discharge of oil from nontransportation-related facilities. The regulations require the preparation of a Spill Prevention, Control, and Countermeasure (SPCC) plan if oil is stored in excess of 1,320 gallons aboveground in containers with a capacity of 55 gallons or more (or have a buried capacity of 42,000 gallons). SPCC regulations also place restrictions on the management of petroleum materials.

Clean Air Act Amendments Risk Management Rule

Section 112(r) of the 1990 Clean Air Act Amendments requires EPA to publish regulations and guidance for chemical accident prevention at facilities that use extremely hazardous substances. These regulations and guidance are contained in the Risk Management Plan (RMP) rule (40 CFR 68), which requires companies using more than a threshold amount of specified regulated substances to develop an RMP. RMPs are required to include the potential effects of an accidental release, identify safety and prevention programs, and describe emergency response procedures in the event of an accidental release. They must be revised and resubmitted to

EPA every 5 years. 40 CFR 68.130 provides a list of the 77 regulated toxic substances and threshold quantities for accidental release prevention.

The California Accidental Release Prevention (CalARP) program is the program for preventing accidental releases of substances that can cause serious harm to the public and the environment, minimizing the damage if releases do occur, and satisfying community right-to-know laws in California. State oversight authority and responsibility for the CalARP program is with the OES (formerly called the California Emergency Management Agency) (DTSC 2019).

National Emission Standards for Hazardous Air Pollutants, Subpart M – National Emission Standard for Asbestos

EPA has established National Emission Standards for Hazardous Air Pollutants, including ACM (49 CFR 61.140 et seq.). The use, removal, and disposal of ACM are regulated by EPA, which requires notification of friable (easily crumbled or crushed) ACM removal prior to a proposed demolition project.

Emergency Planning and Community Right-to-Know Act

The Emergency Planning and Community Right-to-Know Act (EPCRA) of 1986 (42 USC Section 116 et seq.) was created to help communities plan for chemical emergencies and requires facilities to report on the storage, use, and release of hazardous materials and wastes. The act provides public access to information about chemical hazards. The EPCRA and its regulations (40 CFR 350–372) establish four types of reporting obligations for facilities that store or manage chemicals: emergency planning, emergency release notification, hazardous chemical storage reporting requirements, and toxic chemical release inventory. As discussed in Section 4.9.1, "Existing Conditions," EPA's TRI Program provides information on reportable releases to the environment.

Comprehensive Environmental Response, Compensation, and Liability Act

Thousands of contaminated sites exist nationally due to hazardous waste being dumped, left out in the open, or otherwise improperly managed. These sites include manufacturing facilities, processing plants, landfills, and mining sites. The Comprehensive Environmental Response, Compensation, and Liability Act (42 USC Section 9601 et seq.), also known as the Superfund program, established a program to clean up uncontrolled or abandoned hazardous waste sites, as well as accidents, spills, and other emergency releases of pollutants and contaminants into the environment. EPA cleans up orphan sites when potentially responsible parties cannot be identified or located or when they fail to act. EPA developed risk-based "regional screening levels" for chemical contaminants at Superfund sites. Regional screening levels are concentrations of hazardous constituents that are considered to be protective for humans (including sensitive groups) over a lifetime. Generally, no further action or study is warranted under the Superfund program at sites where contaminant concentrations fall below regional screening levels (EPA 2024c). In California, site identification, monitoring, and response activities are coordinated through DTSC.

Occupational Safety and Health Act

Under the Occupational Safety and Health Act (29 USC Section 651 et seq.) (OSHA) and its regulations (29 CFR 1910.1220 et seq.), facilities that use, store, manufacture, handle, process, or transport hazardous materials are required to conduct employee safety training, inventory safety equipment relevant to potential hazards, have knowledge about safety equipment use, prepare an illness prevention program, provide hazardous substance exposure warnings, prepare an emergency response plan, and prepare a fire prevention plan.

OSHA standards (29 CFR 1910) require employee training; personal protective equipment; safety equipment; and written procedures, programs, and plans for ensuring worker safety when working with hazardous materials or in hazardous work environments during construction activities, including renovations and demolition projects, and when handling, storing, and using of explosives. These standards also provide rules for the removal and disposal of hazardous materials including ACM, LBP, and other lead-containing materials.

Hazardous Materials Transportation Act

The Hazardous Materials Transportation Act (49 USC Section 100 et seq.) regulates the transportation of hazardous materials under the authority of the Secretary of Transportation. A material is designated as hazardous when the Secretary of Transportation determines that "transporting the material in commerce in a particular amount and form may pose an unreasonable risk to health and safety or property" (49 USC Section 5103[a]).

The Act governs the safe transportation of hazardous materials by various transportation modes, including trucks, rail, air, and water, and transport by pipeline. USDOT regulations that govern the transportation of hazardous materials are applicable to any person who transports, ships, causes to be transported or shipped, or is involved in any way with the manufacture or testing of hazardous materials, packaging, or containers (49 CFR Parts 100-185). In addition, USDOT is responsible for developing curriculum for emergency response training and administers grants to states and Indian tribes for ensuring the proper training of emergency responders (FMCSA 2024).

Federal Insecticide, Fungicide, and Rodenticide Act

The use of pesticides is regulated by EPA under the Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA) (7 USC Section 136 et seq.), which creates the foundation for the regulation, sale, distribution, and use of pesticides in the United States. Section 3 of FIFRA provides EPA the authority to review and register pesticides for particular uses. In addition, Section 6(c) of FIFRA provides EPA authority to suspend or cancel the registration of a pesticide if research shows continued use would create an unreasonable risk.

Airport Safety

Federal Aviation Regulations

The Federal Aviation Administration (FAA) regulations (14 CFR Section 77) impose height restrictions to prevent obstructions to navigable airspace to protect flights and surrounding structures. These regulations establish requirements for notifying the FAA of certain construction activities and alterations to existing structures to ensure there are no obstructions to navigable airspace. In certain cases, FAA should be notified of proposed development. The notification of proposed development provides a basis for the following activities:

- evaluating the effect of the construction or alteration on operational procedures and proposed operational procedures;
- determining the possible hazardous effect of the proposed construction or alteration on air navigation;
- recommending ways to identify the construction or alteration in accordance with current FAA Advisory Circular AC 70/7460-1M, Obstruction Marking and Lighting, issued November 16, 2020;
- determining other measures to be applied for continued safety of air navigation;
- charting and other notification to airmen of the construction or alteration; and
- providing regulations for small unmanned aircraft (drones).

Certain projects that may affect public and military airports require FAA notification. Individual jurisdictions can request an FAA evaluation of proposed development when certain features appear to be potentially hazardous.

US Department of Defense Air Installations Compatible Use Zone Program

DOD Instruction 4165.57 establishes the Air Installations Compatible Use Zone (AICUZ) program, which defines safety compatibility criteria for US military air bases. The objective of this program is to encourage compatible uses of public and private lands proximate to military air installations through the local communities' comprehensive planning process. DOD creates AICUZ plans for all major military air installations. The plans recommend land uses that may be compatible with air installations noise levels and report accident potential and flight clearance requirements associated with military airfield operations. AICUZ plans generally contain three safety zones: clear zones and two accident potential zones (APZs). A clear zone is the area immediately beyond the end of the runway, which has the highest potential for accidents. These zones are typically acquired by the government in fee and kept clear of obstructions to flight. APZ-1 is the area immediately beyond the clear zone that possesses a significant potential for accidents. APZ-2 is the area beyond APZ-1 that still has a measurable potential for accidents. AICUZ descriptions of these three zones are intended to be guidelines for compatible land use planning. Because military installations often lack land use authority over the extent of an AICUZ, it is the responsibility of the relevant jurisdictions for ensuring that incompatible uses are either not permitted or are properly regulated (NAVFAC 2014).

Natural Disaster

Disaster Mitigation Act of 2000

The Disaster Mitigation Act of 2000 (Public Law 106-390) provides the legal basis for Federal Emergency Management Agency (FEMA) mitigation planning requirements for State, local, and tribal governments as a condition of mitigation grant assistance. A State mitigation plan is required as a condition of disaster assistance, adding incentives for increased coordination and integration of mitigation activities at the State level.

The Robert T. Stafford Disaster Relief and Emergency Assistance Act

The Robert T. Stafford Disaster Relief and Emergency Assistance Act (Stafford Act) (42 USC Section 5121) is designed to assist the efforts of the affected states in expediting the rendering of aid, assistance, and emergency services, and the reconstruction and rehabilitation of devastated areas. The act provides the statutory and regulatory framework for most federal disaster response activities especially as they pertain to FEMA and FEMA programs, and allows for a presidential declaration of an emergency or a declaration of a major disaster, which in turn allows for a wide range of federal resources to be made available to assist in dealing with an emergency or major disaster.

Mitigation Planning Regulations and Local Mitigation Planning Handbook

44 CFR Part 201 provides information on the policies and procedures for hazard mitigation planning. This regulation provides the framework for State, local, and tribal governments to identify the natural hazards that affect them, identify actions and activities to reduce any losses from those hazards, and establish a coordinated process to implement hazard mitigation.

FEMA's Local Mitigation Planning Handbook provides guidance to local governments, including special districts, for developing and updating hazard mitigation plans for reducing risks from natural disasters. The handbook is intended to help local governments meet the requirements in the Local Mitigation Planning Policy Guide and CFR Title 44 so that local governments may apply for FEMA hazard mitigation assistance.

Bipartisan Infrastructure Law and Five-Year Wildfire Monitoring, Maintenance, and Treatment Plan

The Bipartisan Infrastructure Law (BIL) provides over $5 billion in funding for the US Department of Agriculture (USDA) and US Department of the Interior (DOI) to reduce the risk of catastrophic wildfires through implementing hazardous-fuels management and post-wildfire restoration activities across forests, rangelands, and grasslands in the United States (DOI 2022). On January 20, 2025, Executive Order (EO) 14154, "Unleashing American Energy," directed agencies to pause the disbursement of funds appropriated under the BIL until the Director of the Office of Management and Budget and Assistant to the President for Economic Policy have determined that such disbursements are consistent with any review recommendations they have chosen to adopt (The White House 2025).

Section 40803(j)(1) of the BIL directed USDA and DOI to establish a Five-Year Wildfire Monitoring, Maintenance, and Treatment Plan (Five-Year Plan) that reduces severe fire risk on 10 million acres of federal land, Tribal forest lands, and rangeland that pose a high wildfire hazard. The Five-Year Plan, released in April 2022, develops a process for prioritizing treatments in areas and communities with the highest risk of catastrophic wildfire in partnership with State and local entities and affected stakeholders (DOI 2022).

10-Year Wildfire Crisis Strategy

Along with the Five-Year Plan, USDA released the US Forest Service's (USFS) 10-Year Wildfire Crisis Strategy (Wildfire Crisis Strategy), which provides a roadmap for increasing fuels and forest health treatments in the western United States (USFS 2022). The Wildfire Crisis Strategy outlines USFS's plans to:

- treat up to an additional 20 million acres of National Forest System lands in fireshed areas, which are primarily forested landscapes that pose serious wildfire risks to homes, communities, and infrastructure;
- treat up to an additional 30 million acres of other federal, State, Tribal, and private lands; and
- develop a plan for long-term maintenance beyond the 10 years.

The Wildfire Crisis Strategy established 21 landscapes across the western United States to focus initial wildfire risk reduction efforts. These landscapes represent areas with the highest wildfire risk, and most vulnerable communities and critical infrastructure. Each landscape includes a mix of land jurisdictions, including National Forest System lands, other federal lands, Tribal lands, State lands, municipal lands, and privately owned lands (USFS 2022). As of January 2025, USFS invested in the treatment of 1.86 million acres within the 21 landscapes since the landscapes were established in 2022 and 2023 (USFS 2025). The Southern California Fireshed Risk Reduction Strategy Landscape is a priority landscape within the Wildfire Crisis Strategy that encompasses over 4 million acres in southern California. Within this landscape, USFS identified 75 at-risk communities, 220 miles of transmission lines, 231 watersheds, and 21,169 acres treated in 2024 (USFS 2025).

On June 12, 2025, EO 14308, "Empowering Commonsense Wildfire Prevention and Response," ordered the federal government to empower State and local leaders by streamlining federal wildfire capabilities to improve their effectiveness and promoting commonsense, technology-enabled local strategies for land management and wildfire response and mitigation. EO 14308 directs the Secretary of the Interior and the Secretary of Agriculture to consolidate their wildland fire programs to achieve the most efficient and effective use of wildland fire offices, coordinating bodies, programs, budgets, procurement processes, and research and, as necessary, recommend additional measures to advance this objective (The White House 2025).

STATE LAWS, REGULATIONS, PLANS, AND POLICIES

Hazardous Materials

California Hazardous Waste Control Law of 1972

The California Hazardous Waste Control Law of 1972 (HSC Section 25100 et seq.) created the framework under which hazardous wastes must be managed in California. It provides for the development of a State hazardous waste program that administers and implements the provisions of the federal RCRA program. It also provides for the designation of California-only hazardous wastes and development of standards that are equal to or, in some cases, more stringent than, federal requirements. Under the Hazardous Waste Control Law, DTSC is responsible for implementing permitting, inspection, compliance, and corrective action programs to ensure that hazardous wastes are managed in compliance with state and federal requirements.

Under the Hazardous Wate Control Law, the DTSC Enforcement and Emergency Response Division (EERD) oversees multiple programs to provide statewide response to actual and potential releases of hazardous materials that pose an acute threat to public health or the environment. EERD conducts inspections and takes enforcement action at facilities for which permits have been issued by DTSC, including transporters, some generators of hazardous waste, and electronic waste handlers (DTSC 2025c).

The EERD administers implementation of the state's Unified Program to ensure that hazardous waste control laws are consistent statewide, conform to standards, and deliver quality environmental protection at the local level. Each Certified Unified Program Agency (CUPA) is responsible for implementing some elements of the law at the local level. The County of San Diego is the designated CUPA for all local jurisdictions within the Plan area. Under the CUPA program, DTSC has delegated enforcement authority to the County of San Diego for State laws that regulate hazardous waste producers or generators (HSC Section 25404.1).

Environmental Health Standards for the Management of Hazardous Waste

The Environmental Health Standards for the Management of Hazardous Waste regulations (California Code of Regulations [CCR], Title 22, Division 4.5) establish requirements for the management and disposal of hazardous waste in accordance with the provisions of the California Hazardous Waste Control Act and federal RCRA. As with federal requirements, waste generators must determine whether their wastes are hazardous according to specified characteristics or lists of wastes. Hazardous waste generators must obtain identification numbers, prepare manifests before transporting waste off site, and use only permitted treatment, storage, and disposal facilities (CCR Title 22, Division 4.5). Standards also include requirements for recordkeeping, reporting, packaging, and

labeling. In addition, while not a federal requirement, California requires that hazardous waste be transported by registered hazardous waste transporters.

In addition, these regulations require that generators of 12,000 kilograms per year of typical, operational hazardous waste evaluate their waste streams every 4 years and, as applicable, select and implement viable source reduction alternatives (HSC Section 25244.12 et. seq). The California Hazardous Waste Control Act does not apply to nontypical hazardous waste, such as ACM and PCBs.

California Environmental Protection Agency: Unified Hazardous Waste and Hazardous Materials Management Regulatory Program

The Unified Hazardous Waste and Hazardous Materials Management Regulatory Program (Unified Program [HSC Section 25404 et seq.]) governs administrative requirements, permits, inspections, and enforcement in California. Under CalEPA, DTSC's Enforcement and Emergency Response Program administers the technical implementation of the Unified Program, which consolidates the administration, permit, inspection, and enforcement activities of several environmental and emergency management programs at the local level (CalEPA 2025d). CUPAs implement the hazardous waste and materials standards. The following programs make up the Unified Program:

- Aboveground Petroleum Storage Act Program,
- Area Plans for Hazardous Materials Emergencies,
- CalARP Program,
- Hazardous Materials Release Response Plans and Inventories/Hazardous Materials Business Plans,
- Hazardous Material Management Plan and Hazardous Material Inventory Statements,
- Hazardous Waste Generator and On Site Hazardous Waste Treatment (Tiered Permitting) Program, and
- Underground Storage Tank Program.

The San Diego County DEHQ HMD has been certified by CalEPA as the local CUPA (County of San Diego 2025a). Thus, the DEHQ HMD is responsible for implementing the federal and State laws and regulations for all jurisdictions within the San Diego region.

Carpenter-Presley-Tanner Hazardous Substance Account Act

The Carpenter-Presley-Tanner Hazardous Substance Account Act (HSC Section 25300 et seq.) establishes a state Superfund program to clean up contaminated sites not listed on the National Priorities List. The Act authorizes DTSC to initiate remedial and removal actions and to enter into enforceable agreements with potentially responsible parties to investigate and remediate contamination (HSC Code sections 25358.3[a] and 25355.5[a][1]).

Proposition 65

Proposition 65 (HSC Section 25249.5 et seq.; 22 CCR Section 12000 et seq.), also known as the Safe Drinking Water and Toxic Enforcement Act of 1986, requires that regulated businesses not expose people to significant concentrations of carcinogens or reproductive toxicants without providing a "clear and reasonable" warning (HSC Section 25249.6). In addition, regulated businesses must not discharge or release any listed carcinogens or reproductive toxicants that potentially may contact a source or potential source of drinking water (HSC Section 25249.5).

California Accidental Release Prevention Program

In California, the accidental release RMP program is the CalARP program (HSC Sections 25531–25543.3). The program addresses facilities that contain specified hazardous materials, known as "regulated substances," that, if involved in an accidental release, could result in adverse off-site consequences. The CalARP program is implemented at the local government level by CUPAs. The CalARP program is designed to allow these agencies work directly with the regulated businesses. The CUPAs determine the level of detail in the RMPs, review the RMPs, conduct facility inspections, and provide public access to most of the information (CalEPA 2025e).

Toxicity Criteria Rule for Human Health Risk Assessments

DTSC's Toxicity Criteria Rule for Human Health Risk Assessments was enacted to protect human health by ensuring that human health risk assessments, risk-based screening levels, and risk-based remediation goals for hazardous waste and hazardous substance cleanup sites in California use the appropriate toxicity criteria specified in section 69021 of the rule. Toxicity criteria are chemical-specific numerical values that describe the potency of a chemical or contaminant. The Toxicity Criteria Rule defines cancer and noncancer risk-based screening levels of contaminants in a manner that is consistent with federal guidance. Cancer toxicity criteria are health-protective values used to predict the increased cancer risk from a lifetime exposure to a chemical or contaminant of concern. Cancer risks for contaminants are set at one in a million. The noncancer toxicity value is the amount of a chemical or contaminant that a person can ingest or breathe every day for a lifetime without any expected adverse health effects. Noncancer risks are set using a hazard index of 1. A hazard index of 1 or lower means estimated exposure to the contaminant at the screening level over a lifetime is not expected to cause harmful, noncancer health effects (DTSC 2025d).

Hazardous Materials Business Plan Program

The objective of the Hazardous Materials Business Plan Program (HSC Sections 25500–25519) is to provide necessary information to first responders in order to prevent or minimize damage to public health and safety and the environment from a release or threatened release of hazardous materials. The program does so by requiring businesses that handle hazardous materials in quantities equal to or greater than 55 gallons of a liquid, 500 pounds of a solid, or 200 cubic feet of compressed gas, or extremely hazardous substances above the threshold planning quantity to inventory their hazardous materials, develop a site map, develop an emergency plan, and implement a training program for employees. This program implements the reporting requirements of the federal EPCRA (CalEPA 2025f; County of San Diego 2025b).

Aboveground Petroleum Storage Act

The Aboveground Petroleum Storage Act (HSC Section 25270 et seq.) applies to owners and operators with a total storage capacity of 1,320 gallons or more. The act transfers the authority and responsibility of aboveground storage tanks from SWRCB and the RWQCB to the CUPAs (HSC Sections 25270 through 25270.13), and requires owner/operators of a regulated tank facility to prepare and implement an SPCC plan (HSC Section 25270.4.5). The CUPA is required to conduct inspections at regulated tank facilities with an aggregate storage capacity greater than or equal to 10,000 gallons of petroleum at least every 3 years (HSC Section 25270.5).

California Land Environmental Restoration and Reuse Act

The California Human Health Screening Levels (CHHSLs) were developed as a tool to assist in the evaluation of contaminated sites for potential adverse threats to human health. The CHHSLs are concentrations of 54 hazardous chemicals in soil or soil gas that are below CalEPA's thresholds of concern for risks to human health. The CHHSLs were developed by the Office of Environmental Health Hazard Assessment (OEHHA) and can be found in the OEHHA report *Human-Exposure-Based Screening Numbers Developed to Aid Estimation of Cleanup Costs for Contaminated Soil* (Hristov et al. 2005). The thresholds of concern used to develop the CHHSLs are an excess lifetime cancer risk of one in one million and a hazard quotient of 1.0 for noncancerous health effects. The CHHSLs were developed using standard exposure assumptions and chemical toxicity values published by EPA and CalEPA. The CHHSLs can be used to screen sites for potential human health concerns where releases of hazardous chemicals to soils have occurred. Under most circumstances, the presence of a chemical in soil, soil gas, or indoor air at concentrations below the corresponding CHHSLs can be assumed to not pose a significant human health risk (OEHHA 2025).

Emergency Response to Hazardous Materials Incident

California's State Emergency Plan provides an overview of how the State prepares for, mitigates, responds to, and recovers from emergencies in California (Cal OES 2023a). The California Governor's Office of Emergency Services (Cal OES) administers the plan, which describes the methods for conducting emergency operations, rendering mutual aid, emergency response capabilities of state agencies, resource mobilization, public information, and continuity of government during an emergency or disaster. Cal OES also coordinates the response of other agencies, including CalEPA, CHP, the California Department of Fish and Wildlife, the RWQCBs, SDAPCD, the City of San Diego Fire Department, and the DEHQ Hazardous Incident Response Team.

Underground Storage Tank Act

The UST monitoring and response program is required under HSC Section 5280 et seq. and CCR Title 22, Section 2630. The program ensures that facilities meet regulatory requirements for design, monitoring, maintenance, and emergency response when operating or owning USTs. The County of San Diego DEHQ is the local administering agency for this program (County of San Diego 2025c).

Standards Applicable to the Transportation of Hazardous Materials

The State of California has adopted DOT regulations for the movement of hazardous materials originating within the state and passing through the state; state regulations are contained in Title 26 of the CCR. CHP and Caltrans have primary responsibility for enforcing these regulations and responding to hazardous materials transportation emergencies (Sections 2403 and 40800 of the California Vehicle Code). CHP enforces materials and hazardous waste labeling and packing regulations that prevent leakage and spills of material in transit and provides detailed information to cleanup crews in the event of an incident. CHP also oversees vehicle and equipment inspection, shipment preparation, container identification, and shipping documentation. CHP conducts regular inspections of licensed transporters to ensure regulatory compliance. Caltrans has emergency chemical spill identification teams at locations throughout the State. Hazardous waste must be regularly removed from generating sites by licensed hazardous waste transporters. Unless specifically exempted, it is unlawful in California for any person to transport hazardous wastes unless the person holds a valid registration issued by DTSC, which maintains a list of active registered hazardous waste transporters throughout California. Transported hazardous waste must be accompanied by hazardous waste manifests (22 CCR Section 66263.10 et seq.).

Schools

Public Resources Code Section 21151.4

PRC Section 21151.4 states that an environmental impact report (EIR) shall not be certified or a negative declaration (ND) shall not be approved for projects involving the construction or alteration of a facility within one-quarter mile of a school that may emit hazardous air emissions, or that would handle extremely hazardous substances in quantities equal to or greater than the State threshold quantity specified in HSC Section 25532(m), which may pose a health or safety hazard to students or employees of the school. An exception applies if both of the following conditions are met:

1. The lead agency preparing the EIR or ND consulted with the school district having jurisdiction regarding the potential impact of the project on the school.
2. The school district provided written notification of the project not less than 30 days prior to the proposed certification of the EIR or approval of the ND.

California Education Code

The California Education Code (EDC) addresses school site selection, including considerations for potential hazards. EDC Section 17210 et seq. requires California school districts to prepare a Phase I Environmental Site Assessment (ESA) or Preliminary Environmental Assessment (PEA) to identify and evaluate recognized environmental conditions (RECs) for proposed new or expanding school properties that will be financed using state bonds. Under the Education Code, DTSC is responsible for reviewing Phase I ESAs for the purpose of identifying RECs at prospective school sites in accordance with EDC requirements and determining whether further investigation is necessary prior to DTSC's approval of sites for future school use (DTSC 2025e). EDC Section 17210.1 requires school districts to notify residents in the immediate area of a proposed school site before starting field work for a Phase I ESA or PEA.

EDC Section 17213 prohibits school districts from acquiring sites that are hazardous waste disposal sites, hazardous substance release sites, or contain pipelines carrying hazardous substances. Where a PEA discloses the presence of a hazardous materials release or threatened release, or the presence of naturally occurring hazardous materials at concentrations that could pose a significant risk to children or adults, EDC Section 17213.2 requires school districts to enter into an agreement with DTSC to oversee response action at the site and take response

action. EDC Section 17213.2 also requires school districts to cease all construction activities, notify DTSC, and take corrective actions if a previously unidentified release or threatened release of a hazardous material or the presence of a naturally occurring hazardous material is discovered during construction at a school site.

Airport Safety

State Aeronautics Act

The State Aeronautics Act (Public Utilities Code Section 21675) requires each ALUC establish an ALUCP to provide for the orderly growth of each public airport and the surrounding area within the jurisdiction of the commission. An ALUCP focuses on a defined area around each airport, known as the Airport Influence Area (AIA). In addition, airport safety zones are established for all public airports as part of the ALUCP, and land use restrictions within safety zones are established to protect people and property on the ground and in the air. The AIA is composed of noise, safety, airspace protection, and overflight factors, in accordance with guidance from the *California Airport Land Use Planning Handbook* published by the Caltrans Division of Aeronautics (Caltrans 2011).

The ALUC reviews land use plans, development proposals, and certain airport development plans for consistency with adopted ALUCPs. ALUCPs provide guidance on appropriate land uses surrounding airports to protect the health and safety of people and property within the vicinity of an airport, as well as the public in general. The ALUC has no jurisdiction over the operation of airports or over existing land uses, regardless of whether such uses are incompatible with airport activities. Once ALUCPs have been adopted by the ALUC, local agencies with land located within the AIA boundary for any of the airports must amend their planning documents to conform to the applicable ALUCP, unless they follow certain procedures to overrule the ALUCP (Government Code Section 65302.3).

The four compatibility factors considered in an ALUCP as identified in the *California Airport Land Use Planning Handbook* are noise, safety, airspace protection, and overflight. The objectives of planning for each of these factors are summarized below:

- **Noise:** Avoid introducing new noise-sensitive land uses in the vicinity of an airport that would be exposed to significant levels of aircraft noise, taking into account the characteristics of the airport and the communities surrounding the airport.
- **Safety:** Minimize the risks associated with potential off-airport aircraft accidents and emergency landings. This objective has two components:
  - **Safety on the ground:** Provide for the safety of people and property on the ground in the event of an aircraft accident near an airport.
  - **Safety of aircraft occupants:** Enhance the chances of survival of the occupants of an aircraft involved in an accident beyond the immediate runway area.
- **Airspace protection:** Avoid the development of land use conditions that, by posing hazards to flight, can increase the risk of an accident occurring. The following hazards are of particular concern:
  - airspace obstructions;
  - wildlife hazards, particularly bird strikes; and
  - land use characteristics that pose other potential hazards to flight by creating visual or electronic interference with air navigation.
- **Overflight:** Avoid, to the extent possible, new land use development that would be disrupted by overflight activity and might lead to annoyance and complaints; notify people about the presence of aircraft overflights near airports so they can make informed decisions regarding acquisition or lease of property.

Caltrans Division of Aeronautics

The Caltrans Division of Aeronautics issues permits for and annually inspects hospital heliports and public-use airports, makes recommendations regarding proposed school sites within 2 miles of an airport runway, and

authorizes helicopter landing sites at and near schools. If Caltrans does not support a proposed school site, the school district or charter school may not acquire or lease the site, and no state or local funds can be used to acquire the site or construct the school (EDC Section 17215).

Disaster Recovery/Natural Disasters

This section describes the regulatory setting that pertains to disaster recovery and natural disasters. Wildfire-related plans and guidance are discussed in Section 4.19, "Wildfire."

State Hazard Mitigation Plan

The State Hazard Mitigation Plan is California's primary hazard mitigation guidance document and provides an updated and comprehensive description of the State's historical and current hazard analysis, mitigation strategies, goals, and objectives (Cal OES 2023b). Approved by FEMA on August 30, 2023, as an enhanced state mitigation plan, the State Hazard Mitigation Plan continues to build upon California's commitment to reduce or eliminate the impacts of disasters caused by natural, technological, accidental, and adversarial/human-caused hazards, and further identifies and documents progress made in hazard mitigation efforts, new or revised state and federal statutes and regulations, and emerging hazard conditions and risks that affect the State of California.

California Emergency Services Act

The California Emergency Services Act (Government Code Section 8550 et seq.) provides the basic authority for conducting emergency operations following a proclamation of emergency by the governor or appropriate local authorities. Local government and district emergency plans are considered extensions of the State Emergency Plan, which was established in accordance with the Emergency Services Act.

California Disaster Assistance Act

The California Disaster Assistance Act (Government Code Sections 8680–8692) authorizes the director of Cal OES to administer a disaster assistance program that provides financial assistance from the state for costs incurred by local governments as a result of a disaster event. Funding for the repair, restoration, or replacement of public real property damaged or destroyed by a disaster is made available when the Director concurs with a local emergency proclamation requesting state disaster assistance. The program also provides for the reimbursement of local government costs associated with certain emergency activities undertaken in response to a state of emergency proclaimed by the governor. In addition, the program may provide matching fund assistance for cost sharing required under federal public assistance programs in response to a Presidential Major Disaster or Emergency Declaration.

California Catastrophic Incident Base Plan

The California Catastrophic Incident Base Plan establishes the concept of operations for how State and federal officials will coordinate for all types of catastrophic disasters. The concept of operations defines the joint State and federal organization and operations that support the affected local governments and other entities in an incident area. The purpose of the document is to describe the integration of federal resources into the State-led response to a catastrophic incident to achieve unity of effort. The concept of operations applies to the response and recovery phases of an incident; it does not address preparedness, prevention, mitigation, or long-term recovery operations (DHS, FEMA, and OES 2008).

LOCAL LAWS, REGULATIONS, PLANS, AND POLICIES

Hazardous Materials

County of San Diego Department of Environmental Health and Quality

The County of San Diego DEHQ HMD has been the CUPA for San Diego County since 1996. All inspections in the CUPA program are performed by trained environmental health specialists who take part in a continuous education program to ensure consistency and uniformity during inspections. These inspections determine compliance with the following regulations:

- Hazardous Waste Control, Aboveground Storage of Petroleum, Underground Storage of Hazardous Substances, Hazardous Materials Release Response Plans and Inventory (HSC Chapters 6.5, 6.67, 6.7, and 6.95, respectively);
- Medical Waste Management Act (Division 104, Part 14);
- Public Safety and Underground Storage Tank Regulations (CCR Titles 19 and 23, respectively); and
- San Diego County Code of Regulatory Ordinances governing sewage and solid waste disposal (Title 6; Division 8; Chapters 9, 10, 11, and 12) (County of San Diego 2025a).

County of San Diego Site Assessment and Mitigation Program

The primary goal of the San Diego County DEHQ Site Assessment and Mitigation (SAM) Program is to protect human health, water resources, and the environment in San Diego County by providing oversight of assessments and cleanups in accordance with the HSC and CCR (County of San Diego 2025d).

The DEHQ Voluntary Assistance Program (VAP), a key program of the SAM Program, is a voluntary option for project oversight, staff consultation, and technical report evaluation for projects on properties with hazardous substance contamination. Through the VAP, members of the SAM team at the DEHQ provide consultation and oversight, and report concurrence on projects involving properties suspected or known to be contaminated with hazardous substances. The SAM Program uses current guidelines and policies of the DEHQ and RWQCB to reach site assessment and cleanup goals at sites under the VAP. Assistance is customized to meet the needs of the applicant. The objective of the VAP is to allow rapid and cost-effective resolution of contamination problems. The most commonly submitted documents are work plans, Phase I ESA reports, Phase II ESA reports, and health risk evaluations (County of San Diego 2025e).

County of San Diego Underground Storage Tank Program

The DEHQ regulates construction, operation, repair, and removal of UST systems with the goal of protecting public health, the environment, and groundwater. The DEHQ HMD is the lead agency for permitting installations of new UST systems, UST repairs, and UST removals. In addition, the DEHQ HMD is the lead enforcement agency for violations of UST laws and regulations in HSC Chapter 6.7 of Division 20 and CCR Title 23, Division 3. The DEHQ HMD ensures that businesses and facilities with ongoing UST operations are properly permitted and meet the monitoring requirements applicable to their type of equipment through (1) conducting annual inspections of all fuel facilities in San Diego County as required by state law and (2) reviewing and approving all electronic submissions regarding UST installations, repairs, upgrades, and removals through the California Environmental Reporting System (County of San Diego 2025f).

San Diego County Hazardous Materials Area Plan

The San Diego County Operational Area Hazardous Materials Area Plan (HAZMAT Area Plan) describes the system currently being used in San Diego County for managing hazardous materials emergencies. The HAZMAT Area Plan coordinates the activities carried out by the HMD, Hazardous Materials Incident Response Team (HIRT), and the County of San Diego Office of Emergency Services. The HAZMAT Area Plan is designed to integrate the operational activities of the Unified San Diego County Emergency Services Organization HIRT into the on-scene operational procedures for the local, state, or federal agency that has primary responsibility for a hazardous chemical emergency in the jurisdiction (County of San Diego 2020).

Airport and Flight Safety

San Diego County Regional Airport Authority

SDCRAA was established under state law as an independent agency to manage the day-to-day operations of San Diego International Airport and to address the region's long-term air transportation needs (SDCRAA 2025b). As the ALUC for San Diego County, SDCRAA is responsible for creating or updating the region's ALUCPs (California Public Utilities Code Section 21670, 21674, and 21675).

In addition to the public and military airports, there are numerous private airports, airstrips, and helipads in the region. The majority of these private airports have not adopted ALUCPs.

Requirements for Notice to Military

PRC Section 21098 requires lead agencies to submit a notice to the military service that would be affected by a proposed General Plan Amendment; a project of statewide, regional, or area-wide significance; or a project that must be referred to the ALUC when the project is located within specific boundaries of a low-level flight path, military impact zone, or special use airspace. Noticing is required when a Notice of Preparation of an EIR is issued and when environmental documents are released for public review. Government Code Section 65352 requires that, prior to action by a legislative body to adopt or substantially amend a general plan, the lead agency shall refer the proposed action to various entities, including the branches of the US military that have provided the Governor's Office of Land Use and Climate Innovation with a mailing address, when the proposed action is:

- located within 1,000 feet of a military installation,
- located beneath a low-level flight path, and
- within special use airspace as defined in PRC Section 21098.

Disaster Recovery and Assistance/Natural Disasters

San Diego County Operational Area Emergency Operations Plan

The San Diego County Operational Area EOP was adopted by the UDC and County OES and is subject to update every four years. The purpose of the EOP is to outline the Operational Area's comprehensive emergency management system, which provides for a planned response to disaster situations. The Operational Area consists of the county and each of its local jurisdictions, including cities and special districts. The EOP is intended to be used by the county and all cities within the county to respond to major emergencies and disasters. The cities within the county are encouraged to adopt the EOP as their own, with modifications as appropriate for their city.

The EOP outlines strategies, procedures, recommendations, and organizational structures that can be used to implement a coordinated evacuation effort in the Operational Area. The EOP has 16 annexes that provide detailed guidance and specific plans for various functions and aspects of emergency response, including emergency management, fire and rescue mutual aid operations, environmental health operations, communications and warning systems, and evacuation (USDCESO and County of San Diego 2022).

Policies that are relevant to emergency management and response within the Operational Area include the following:

- Policy #8-A, "WUI -Wildland Urban Interface," requires all San Diego County fire agencies to adopt and utilize the Firescope Wildland Urban Interface Structure Protection Guidelines when operating on wildland fire incidents within San Diego County (SDCOA 2012). The purpose of this policy is to provide consistent and effective procedures when providing fire protection in the WUI. See Section 4.19, "Wildfire," for additional information on wildfire response.
- Policy #8-B, "Evacuation and Repopulation," requires San Diego County Fire Agencies to utilize standard guidelines during the evacuation and repopulation of the public due to a hazardous or potentially hazardous emergency incident. The policy states that the Joint Agency Evacuation Checklist should be followed to allow the Unified Incident Commanders to effectively manage and coordinate the evacuation process with the law enforcement agency having jurisdiction and San Diego County Evacuation and Repopulation Plan should be used during the planning and implementation of repopulation residents back into evacuated areas. The purpose of this policy is to ensure the use of standardized procedures to ensure civilian safety and responder effectiveness during evacuations and to enhance the return to normalcy during recovery (SDCOA 2022).

San Diego Operational Area Recovery Plan

The San Diego Operational Area Recovery Plan provides a comprehensive framework for countywide recovery planning and operations. It addresses the roles and responsibilities of government organizations and describes local, state, federal, and private organizations and resources that may be activated to address disaster recovery in San Diego County. The San Diego Operational Area Recovery Plan ensures consistency with current policy guidance and describes the interrelationship with other levels of government (USDCESO and County of San Diego 2019).

San Diego County Multi-Jurisdictional Hazard Mitigation Plan

The federal Disaster Mitigation Act of 2000 (Public Law 106-390) requires all local governments to create disaster plans in order to qualify for hazard mitigation funding. The Multi-Jurisdictional Hazard Mitigation Plan is a countywide plan that identifies risks and ways to minimize damage by natural and human-made disasters. The plan is a comprehensive resource document that serves many purposes, such as enhancing public awareness, creating a decision tool for management, promoting compliance with state and federal program requirements, enhancing local policies for hazard mitigation capability, and providing interjurisdictional coordination. The plan evaluates risks associated with coastal storms, erosion, tsunamis, dam failures, earthquakes, floods, rain-induced landslides, liquefaction, structure/wildland fires, and human-caused hazards. It also provides goals, objectives, and actions to reduce impacts from these hazards (County of San Diego 2025i).

The San Diego County Multi-Jurisdictional Hazard Mitigation Plan contains annexes that provide specific details and actions related to hazard mitigation for the following local jurisdictions within San Diego County: San Diego County, City of Carlsbad, City of Chula Vista, City of Coronado, City of Del Mar, City of El Cajon, City of Encinitas, City of Escondido, City of Imperial Beach, City of La Mesa, City of Lemon Grove, City of National City, City of Oceanside, City of Poway, City of San Diego, City of San Marcos, City of Santee, City of Solana Beach, City of Vista, Alpine Fire Protection District, Otay Water District, Padre Dam Municipal Water District, Rainbow Municipal Water District, San Diego County Water Authority, San Diego Unified Port District, Sweetwater Authority, and Vista Irrigation District (County of San Diego 2025i).

SANDAG Regional Intelligent Transportation Systems Architecture

SANDAG's Regional Intelligent Transportation Systems (ITS) Architecture is a roadmap for transportation systems planners and deployers in the San Diego region. The ITS Architecture provides a common framework for planning, defining, and integrating ITS; it represents a shared vision of how each agency's systems will work together in the future, sharing information and resources to provide a safer, more efficient, and more effective transportation system for travelers in the region (SANDAG 2021a).

The Regional ITS Architecture consists of service packages, which are groups of related transportation services designed to address specific needs or objectives within the region, including disaster response and evacuation. PS13, "Regional Evacuation and Reentry Management," is a planned service package intended to support evacuation of the public from a disaster area and manage subsequent reentry to the disaster area. The service package supports coordination of evacuation plans among the federal, state, and local transportation, emergency, and law enforcement agencies that may be involved in a large–scale evacuation (SANDAG 2021b). PS14, "Regional Disaster Traveler Information," uses ITS to provide disaster-related traveler information to the public, including evacuation and reentry information and other information concerning the operation of the transportation system during a disaster (SANDAG 2021c).

4.9.3 Significance Criteria

Appendix G of the State CEQA Guidelines provides criteria for determining the significance of a project's environmental impacts in the form of initial study checklist questions. Unless otherwise noted, the significance criteria specifically developed for this EIR are based on the checklist questions that address the criteria in CEQA Guidelines Appendix G. In some cases, SANDAG has combined checklist questions, edited their wording, or changed their location in the document in an effort to develop significance criteria that reflect the programmatic level of analysis in this EIR and the unique nature of the proposed Plan.

Checklist questions for hazards and hazardous materials are provided in Section IX of CEQA Guidelines Appendix G. For purposes of this EIR, the Appendix G questions have been combined and modified. Specifically, HAZ-1 incorporates the questions found in Appendix G Section IX(a), IX(b), and IX(d) regarding the transport, use, disposal, or release of hazardous materials, including the release of contaminants from a Government Code Section 65962.5 hazardous materials site. HAZ-2 addresses question IX(c) addressing public hazards through the emission of hazardous materials, substances, or wastes near schools. HAZ-3 addresses air traffic hazards consistent with question IX(e) regarding public airports. The excessive noise portion of question IX(e) is addressed in criterion NOI-3 in Section 4.13, "Noise and Vibration." HAZ-4, regarding emergency response and evacuation, addresses Section IX(f) and Section XVII(d) related to transportation and Section XX(a) related to wildfire addressing emergency response and evacuation. Section IX(g), related to risk of loss, injury or death involving wildfires, is addressed in criterion WF-1 in Section 4.19, "Wildfire." For the purpose of this EIR, implementation of the proposed Plan would have a significant hazards impact if it would:

HAZ-1 Create a significant hazard to the public or the environment from the transport, use, disposal, or release of hazardous materials, including the release of contaminants from a Government Code Section 65962.5 hazardous materials site.

HAZ-2 Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

HAZ-3 For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, result in a safety hazard for people residing or working in the project area.

HAZ-4 Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan or result in inadequate emergency access.

The analysis discloses impacts to hazards and hazardous materials. There is insufficient evidence to support a meaningful analysis of how the proposed Plan's hazards and hazardous materials impacts would be worsened by climate change. Therefore, a climate change analysis for hazards and hazardous impacts is not included in this section.

4.9.4 Environmental Impacts and Mitigation Measures

HAZ-1 CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT FROM THE TRANSPORT, USE, DISPOSAL, OR RELEASE OF HAZARDOUS MATERIALS, INCLUDING THE RELEASE OF CONTAMINANTS FROM A GOVERNMENT CODE SECTION 65962.5 HAZARDOUS MATERIALS SITE.

Analysis Methodology

The following analysis describes the types of hazardous materials that would be encountered, used, and handled during construction and operation of development projects associated with the implementation of the proposed Plan. It analyzes whether hazardous materials encountered, used, or handled during such activities would create a significant hazard to people or the environment. The analysis compares the locations of forecast regional growth and land use change or transportation network improvements to general hazardous materials conditions—including hazardous materials sites included on the Cortese List, pursuant to Government Code Section 65962.5—that could be disturbed or encountered during these activities. This analysis also identifies applicable laws and regulations for the proper storage, containment, use, and removal of hazardous materials during construction and operation of development projects and describes how they minimize hazards and hazardous materials impacts.

Impact Analysis

2035

Regional Growth and Land Use Change

As shown in Table 2-1 in Section 2.0, "Project Description," of this Draft EIR, from 2022 to 2035, the region is forecasted to have an increase of 117,056 people (4%), 137,242 housing units (11%), and 67,297 jobs (4%). The 2035 regional SCS land use pattern is shown in Figure 2-4. Approximately 93.3% of the forecasted regional population increases between 2022 and 2035 are in the cities of San Diego (51.3%), Chula Vista (26.1%), and San Marcos (15.8%). Most land uses are likely to involve activities in which some form of hazardous materials would be routinely used, stored, handled, transported, and disposed of. Increased development and redevelopment would increase the use, storage, transport, and disposal of household hazardous materials. The grading, excavation, and dewatering of sites for new development and redevelopment throughout the region could expose construction workers and the public to known or potentially unknown hazardous substances present in the soil or groundwater. In the event that previously undiscovered hazardous material contamination is found in the soil or groundwater during construction activities for new development and redevelopment, such contamination could cause short- or long-term adverse health effects in people exposed to the hazardous substances.

In addition, exposure to contaminants could occur from construction-related activities that would disturb existing hazardous waste sites included on the Cortese List (e.g., demolition, soil disturbances); routine use, disposal, and storage of common hazardous materials, such as paints, solvents, and cleaning products; or accidents during the routine transport of hazardous materials. These materials would include any regulated ACM, lead-based paint, or debris characterized as hazardous waste (e.g., lead waste) from demolition of facilities constructed prior to 1978.

Construction activities associated with forecasted regional growth and land use change would disturb the subsurface in the area of some former UST sites. Disturbing residual petroleum contamination from UST sites increases the risks to human health and the environment during excavation, transportation, and disposal (EPA 2025d). Additionally, construction activities would be located on or near the sites identified in Table 4.9-1 from the DTSC database. In some cases, former uses of land, such as agriculture and industrial processes, have left residual hazardous substance contamination in the soil, which would pose an adverse risk to humans and the environment when encountered during ground-disturbance activities, such as grading or removal of soil prior to construction.

Wherever hazardous materials are used or stored or hazardous waste is generated, release of hazardous materials due to natural disasters, human error, or misuse is possible. In each situation, the hazards and the risks they would pose to people or the environment would depend on the nature and amount of the hazardous materials used, the location where the materials would be used and stored and the particular containment measures put into place, the processes and handling procedures for the materials, and the personnel dealing with the hazardous materials. The severity of potential effects varies with the activity conducted, the concentration of and type of hazardous material or wastes present, and the proximity of sensitive receptors.

As described in Section 4.9.2, "Regulatory Setting," numerous federal, state, and local regulations exist that reduce the potential for humans or the environment to be exposed to hazardous emissions or the handling of hazardous materials generated. Businesses that handle/generate hazardous materials within the region are monitored by EPA; San Diego RWQCB; DTSC; the San Diego County DEHQ HMD; LEA programs; and SDAPCD. CCR Title 22, Division 4.5 provides hazardous waste management regulations, including standards designed to avoid releases. As the local CUPA, San Diego County DEHQ HMD is required to conduct ongoing routine inspections to ensure compliance with existing laws and regulations; to identify safety hazards that could cause or contribute to an accidental spill or release; and to suggest preventative measures to minimize the risk of a spill or release of hazardous substances (County of San Diego 2025a).

Compliance with such regulations would minimize the potential for the creation of a hazard and provide planning mechanisms for prompt and effective cleanup if an accidental release did occur. Adherence to existing regulations would therefore ensure that the transport, use, disposal, or accidental release of hazardous materials (including the release of contaminants from a Government Code Section 65962.5 hazardous materials site) during

construction and operation of development projects would not create a significant hazard. Therefore, regional growth and land use change would have a less than significant impact.

Transportation Network Improvements

Major transportation network improvements by 2035 include new Managed Lanes and Managed Lane connectors on SR 15, SR 52, SR 78, SR 125, I-5, I-15, and I-805. The proposed Plan also includes ~~Reversible Managed Lane improvements on SR 75,~~ improvements to rural corridors on SR 67, SR 76, SR 79, SR 94, and I-8, as well as interchange and arterial operational improvements on SR 94 and SR 125. In addition, the proposed Plan includes increased roadway and transit connections to the United States–Mexico border, as well as tolling equipment and Regional Border Management System investments on SR 11. Upgrades at certain locations on the LOSSAN Rail Corridor would be implemented during this period. Other major network improvements include grade separations at certain locations on the SPRINTER, Green line, Blue Line, and Orange Line. Double-tracking is also proposed on the SPRINTER. See Tables 2-7 through 2-10 for a full list of proposed projects by subregion.

These transportation network improvements would involve the routine transport, use, or disposal of hazardous materials, particularly for highway, light rail, and arterial improvement projects. As discussed in Section 4.9.1, "Existing Conditions," numerous hazardous materials release sites included on the Cortese List were identified in San Diego County, including 8 hazardous waste and substances sites on the DTSC EnviroStor database, 84 active LUST cleanup sites on the SWRCB GeoTracker database, and 47 "active" CDO and/or CAO listings (DTSC 2025; SWRCB 2025; CalEPA 2025c) (see Figure 4.9-1). One transportation network improvement project that would be implemented by 2035 overlaps with an active LUST site. Therefore, it is possible that contamination associated with previous releases of hazardous materials could be encountered during construction activities for this project. In addition, other transportation network improvement projects could be constructed in areas with undocumented contamination (particularly those projects through urban infill areas and older structures that may contain hazardous materials). Construction activities at these sites may require the extraction and transportation of contaminated soil, groundwater, and hazardous building materials. In addition to hazardous waste that may be encountered at sites with historical chemical releases, along well-traveled transportation road corridors that existed prior to the phasing out of leaded gasoline, including the routes listed above, shallow soil adjacent to the right-of-way may have been contaminated with aerially deposited lead (ADL) caused by historical emissions from vehicle exhausts (Caltrans 2025). The lead concentrations in shallow soil may exceed state and federal hazardous waste criteria or may be at concentrations that require special handling and waste management.

The construction and maintenance of transportation facilities would likely involve the use of hazardous materials, such as fuels and other refined petroleum products, solvents, and paints and other architectural coatings. Highway improvements would increase the capacity of existing roadways, indirectly increasing the capacity of routes used to transport hazardous materials. Improvements to rail corridors would increase the capacity of goods, including hazardous materials, to be carried by freight rail throughout the region. Such improvements would increase the risk of accidents and the potential release of hazardous materials into the environment.

Existing federal, state, and local laws; regulations; and programs included in Section 4.9.2, "Regulatory Setting," that govern the use of hazard materials strictly regulate the proper handling of such materials and their containers to ensure that routine transport, use, disposal, and release of hazardous materials (including the release of contaminants from a Government Code Section 65962.5 hazardous materials site) do not create a significant hazard to the public or the environment. Compliance with these regulations would avoid or minimize the potential for accidental release of hazardous materials and wastes into the environment. Additionally, compliance with the regulations would ensure that hazardous materials would be promptly contained and remediated in the event of an accidental release. Therefore, adherence to these regulations would ensure impacts associated with routine transport, use, or disposal of hazardous materials would be less than significant.

2035 Conclusion

Regional growth, land use changes, and transportation network improvements would increase by 2035, thereby increasing the risk of hazards to the public and the environment through the routine transport, use, or disposal of hazardous materials, and their release, during construction and operations. However, adherence to existing

regulations, as discussed above, would ensure that these activities do not create a significant hazard to people or the environment. Therefore, this impact (HAZ-1) is less than significant for this period.

2050

Regional Growth and Land Use Change

As shown in Table 2-1 in Section 2.0, "Project Description," of this Draft EIR, from 2036 to 2050, the region is forecasted to decrease by 4,112 people (-0.1%), increase by 65,577 housing units (4.8%), and increase by 103,460 jobs (6.2%). The 2050 regional SCS land use pattern is shown in Figure 2-5. The majority of the forecasted regional population decrease between 2036 and 2050 is attributed to the unincorporated jurisdictions, the City of Carlsbad, and the City of El Cajon. Approximately 78.8% of new housing units are in the Cities of San Diego (51.6%), Chula Vista (17.1%), and the unincorporated jurisdictions. As described in the 2035 analysis, the routine transport, use, or disposal of hazardous materials increases as development and redevelopment increases. The severity of potential effects varies with the activity conducted, the concentration of and type of hazardous material or wastes present, and the proximity of sensitive receptors. Additionally, construction activities would be located on or near the contaminated sites and hazardous materials release sites identified in Section 4.9.1, "Existing Conditions." In some cases, former uses of the land, such as agriculture and industrial processes, may leave residual hazardous substances in soil and groundwater, which could pose a significant risk to people or the environment. By 2050, the transport, use, and disposal of hazardous materials or hazardous waste would be greater, increasing the potential for releases to the environment.

Federal, state, and local laws; regulations; and programs described in Section 4.9.2, "Regulatory Setting," that govern the use of hazardous materials strictly regulate the proper handling of such materials and their containers to ensure that routine transport, use, disposal, and accidental release of hazardous materials (including the release of contaminants from a Government Code Section 65962.5 hazardous materials site) do not create a significant hazard to the public or the environment. Adherence to these laws, regulations, and programs would ensure that impacts associated with routine transport, use, or disposal of hazardous materials would be less than significant.

Transportation Network Improvements

Major transportation network improvements by 2050 include new Managed Lanes and Managed Lane Connectors on SR 52, SR 56, ~~SR 75,~~ SR 94, SR 125, SR 163, I-15, and I-805, several of which will be a continuation of improvements from 2035. In addition, the proposed Plan includes increased roadway and transit connections to the United States–Mexico border, as well as expansion of and improvements to existing port of entry facilities, which will continue during this period. Upgrades at certain locations on the LOSSAN Rail Corridor would continue during this period. Grade separations on the SPRINTER, Blue Line, Green Line, and Orange Line, as well as double-tracking on the SPRINTER would also continue during this period. See Tables 2-7 through 2-10 for a full list of proposed projects by subregion.

Similar to the 2035 analysis, the types of activities that would involve the routine transport, use, or disposal of hazardous materials would continue to occur into 2050 as additional transportation network improvements are implemented. The highway improvements to be implemented by 2050 involve an increase in the capacity of existing roadways, indirectly increasing the capacity of routes used to transport hazardous materials. By 2050, the expansion of rail lines discussed in Chapter 2, "Project Description," would necessitate the use and transport of hazardous materials for construction purposes. One transportation network improvement project that would be implemented by 2050 overlaps with an active LUST cleanup site (DTSC 2025b; SWRCB 2025). Therefore, it is possible that contamination associated with previous releases of hazardous materials could be encountered during construction activities for this project. Other transportation network improvement projects could be constructed in areas with undocumented contamination (particularly those projects through urban infill areas and older structures that may contain hazardous materials). As discussed in the 2035 analysis, ADL-contaminated soil could be encountered during construction along highway corridors that existed prior to the phasing out of leaded-gasoline. This soil may require special handling, management, and disposal.

The federal, state, and local laws, regulations, and programs described in Section 4.9.2, "Regulatory Setting," that govern the use of hazardous materials strictly regulate the proper handling of such materials and their containers

to ensure that routine transport, use, disposal, and accidental release of hazardous materials (including the release of contaminants from a Government Code Section 65962.5 hazardous materials site) do not create a significant hazard to the public or the environment. Adherence to these laws, regulations, and programs would ensure that impacts associated with routine transport, use, or disposal of hazardous materials would be less than significant.

2050 Conclusion

Regional growth, land use changes, and transportation network improvements would increase by 2050, thereby increasing the risk of hazards to the public and the environment through the routine transport, use, or disposal of hazardous materials, and their accidental release, during construction and operations. However, adherence to the existing regulations discussed above would ensure that these activities do not create a significant hazard to people or the environment. Therefore, this impact (HAZ-1) is less than significant for this period.

MITIGATION MEASURES

No mitigation measures are required for this impact.

HAZ-2 EMIT HAZARDOUS EMISSIONS OR HANDLE HAZARDOUS OR ACUTELY HAZARDOUS MATERIALS, SUBSTANCES, OR WASTE WITHIN ONE-QUARTER MILE OF AN EXISTING OR PROPOSED SCHOOL.

Analysis Methodology

This section analyzes impacts associated with the handling and emission of hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. The possibility for new schools to be sited near locations where hazardous materials may be handled and emitted is discussed in relation to the locations of proposed development and redevelopment. In addition, the analysis considers how construction activities associated with development projects and transportation network improvements may result in the transport and release of hazardous materials within one-quarter mile of an existing or proposed school. This section also analyzes how existing regulations minimize activities involving the emission and handling of hazardous materials, substances, and waste in proximity to schools. Section 4.3, "Air Quality," addresses mobile source emissions from development projects and transportation network improvements and associated health risks.

Impact Analysis

2035

Regional Growth and Land Use Change

As shown in Table 2-1 in Section 2.0, "Project Description," of this Draft EIR, from 2022 to 2035, the region is forecasted to have an increase of 117,056 people (4%), 137,242 housing units (11%), and 67,297 jobs (4%). The 2035 regional SCS land use pattern is shown in Figure 2-4. Approximately 93.3% of the forecasted regional population increases between 2022 and 2035 are in the cities of San Diego (51.3%), Chula Vista (26.1%), and San Marcos (15.8%). Given the large number of existing schools located throughout the San Diego region (approximately 758 public schools), additional development and redevelopment forecasted is likely to occur within one-quarter mile of an existing school. The forecasted increase in population and development increases the risk of hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

However, as stated in Section 4.9.2, "Regulatory Setting," the current regulatory environment provides a high level of protection, which is monitored and enforced at the federal, state, and local levels. The siting and construction of school facilities would be required to comply with EDC requirements described in Section 4.9.2. The code requires that, prior to commencing the acquisition of property for a new school site, an environmental site investigation be completed to determine the health and safety risks (if any) associated with a site (EDC Section 17210). In addition, the code prohibits the siting of school facilities on a hazardous waste disposal site, a hazardous substance release site, or a site with pipelines carrying hazardous substances (EDC Section 17213). Furthermore, PRC Section 21151.4

requires evaluation and notification of the locations where potential materials handling and emissions could occur within one-quarter mile of schools (existing or proposed). Therefore, adherence to existing regulations would ensure that the risk of hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school would be minimized. Therefore, this impact (HAZ-2) is less than significant for this period.

Transportation Network Improvements

Major transportation network improvements by 2035 include new Managed Lanes and Managed Lane connectors on SR 15, SR 52, SR 78, SR 125, I-5, I-15, and I-805. The proposed Plan also includes ~~Reversible Managed Lane improvements on SR-75,~~ improvements to rural corridors on SR-67, SR 76, SR 79, SR 94, and I-8, as well as interchange and arterial operational improvements on SR 94 and SR 125. In addition, the proposed Plan includes increased roadway and transit connections to the United States–Mexico border, as well as tolling equipment and Regional Border Management System investments on SR 11. Upgrades at certain locations on the LOSSAN Rail Corridor would be implemented during this period. Other major network improvements include grade separations at certain locations on the SPRINTER, Green line, Blue Line, and Orange Line. Double-tracking is also proposed on the SPRINTER. See Tables 2-7 through 2-10 for a full list of proposed projects by subregion.

Construction activities associated with planned transportation network improvements may result in hazardous emissions or the handling of hazardous or acutely hazardous materials. Such activities may involve the use of equipment that contains hazardous materials (e.g., diesel-fueled equipment) or the transportation of excavated soil or groundwater containing contaminants from areas that are identified as being contaminated. In addition, hazardous materials carried on the existing highways, freight rail, and arterials could affect schools via exposure of sensitive receptors to health hazards if there were to be a release or incident during transportation.

This analysis consulted SANDAG's GIS database for schools located within the San Diego region (SANDAG 2025). The transportation network improvements by 2035 were overlain on the region to identify where impacts on existing schools may occur if hazardous materials were to be accidentally released into the environment. The results of this analysis indicate that there are approximately 166 schools located within one-quarter mile of planned transportation network improvements by 2035. These schools may be impacted if hazardous materials carried on roadways or rail lines were to be released during transportation. In addition, construction of the transportation network improvements would result in the generation of certain types of emissions (e.g., petroleum hydrocarbons, fugitive dust) or the handling of hazardous substances or waste within one-quarter mile of an existing or proposed school site.

As discussed above, the federal, state, and local laws, regulations, and programs described in Section 4.9.2, "Regulatory Setting," reduce the risk of hazardous emissions and the handling of hazardous materials, substances, or waste near schools. Therefore, adherence to these regulations would ensure that the risk of hazardous emissions and the handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school would be minimized. Therefore, this impact is less than significant.

2035 Conclusion

Regional growth, land use changes, and transportation network improvements would increase by 2035, thereby increasing the risk related to the handling and emission of hazardous materials near schools. However, adherence to existing regulations would ensure that risks associated with the handling or emissions of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school would be minimized. Therefore, this impact (HAZ-2) is less than significant for this period.

2050

Regional Growth and Land Use Change

As shown in Table 2-1 in Section 2.0, "Project Description," of this Draft EIR, from 2036 to 2050, the region is forecasted to decrease by 4,112 people (-0.1%), increase by 65,577 housing units (4.8%), and increase by 103,460 jobs (6.2%). The 2050 regional SCS land use pattern is shown in Figure 2-5. The majority of the forecasted regional

population decrease between 2036 and 2050 is attributed to the unincorporated jurisdictions, the City of Carlsbad, and the City of El Cajon. Approximately 78.8% of new housing units are in the Cities of San Diego (51.6%), Chula Vista (17.1%), and the unincorporated jurisdictions. As discussed above, the forecasted regional growth and land use development would increase the types and amounts of hazardous materials throughout the San Diego region relative to existing conditions and those experienced in 2035. However, as stated in Section 4.9.2, "Regulatory Setting," the current regulatory environment provides a high level of protection, which is monitored and enforced at the federal, state, and local levels. The siting and construction of school facilities would be required to comply with EDC requirements described in Section 4.9.2. The code requires that, prior to commencing the acquisition of property for a new school site, an environmental site investigation be completed to determine the health and safety risks (if any) associated with a site (EDC Section 17210). In addition, the code prohibits the siting of school facilities on a hazardous waste disposal site, a hazardous substance release site, or a site with pipelines carrying hazardous substances (EDC Section 17213). Furthermore, PRC Section 21151.4 requires evaluation and notification of the locations where potential materials handling and emissions could occur within one-quarter mile of schools (existing or proposed). Therefore, adherence to existing regulations would ensure that the risk of hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school would be minimized. Therefore, this impact (HAZ-2) is less than significant for this period.

Transportation Network Improvements

Major transportation network improvements by 2050 include new Managed Lanes and Managed Lane connectors on SR 52, SR 56, ~~SR 75,~~ SR 94, SR 125, SR 163, I-15, and I-805, several of which will be a continuation of improvements from 2035. In addition, the proposed Plan includes increased roadway and transit connections to the United States–Mexico border, as well as expansion of and improvements to existing port of entry facilities, which will continue during this period. Upgrades at certain locations on the LOSSAN Rail Corridor would continue during this period. Grade separations on the SPRINTER, Blue Line, Green Line, and Orange Line, as well as double-tracking on the SPRINTER would also continue during this period. See Tables 2-7 through 2-10 for a full list of proposed projects by subregion.

Construction activities associated with these transportation network improvements may result in hazardous emissions or the handling of hazardous or acutely hazardous materials, or the transportation of excavated soil or groundwater containing contaminants near schools. This analysis consulted SANDAG's GIS database for schools located within the San Diego region (SANDAG 2025). The transportation network improvements planned by 2050 were overlain on the region to identify where impacts on existing schools may occur if hazardous materials were to be accidentally released into the environment. The results of this analysis indicate that there would be approximately 279 schools located within one-quarter mile of planned transportation network improvements by 2050. In addition, hazardous materials carried on the existing highways and arterials could affect these schools via exposure of sensitive receptors to health hazards if there were to be a release or incident during transportation.

However, as discussed above, existing federal, state, and local laws, regulations, and programs described in Section 4.9.2, "Regulatory Setting," reduce the risk of hazardous emissions or the handling of hazardous near schools. Therefore, adherence to these laws, regulations, and programs would ensure impacts would be less than significant.

2050 Conclusion

Regional growth, land use changes, and transportation network improvements would increase by 2050, thereby increasing the risk related to the handling and emission of hazardous materials near schools. However, adherence to existing regulations, as discussed above, would ensure that the risks associated with the handling or emissions of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school would be minimized. Therefore, this impact (HAZ-2) is less than significant for this period.

MITIGATION MEASURES

No mitigation measures are required for this impact.

HAZ-3 FOR A PROJECT LOCATED WITHIN AN AIRPORT LAND USE PLAN OR, WHERE SUCH A PLAN HAS NOT BEEN ADOPTED, WITHIN TWO MILES OF A PUBLIC AIRPORT OR PUBLIC USE AIRPORT, RESULT IN A SAFETY HAZARD FOR PEOPLE RESIDING OR WORKING IN THE PROJECT AREA.

Analysis Methodology

This section identifies whether implementation of the proposed Plan's growth and land use changes would result in development projects that would cause safety hazards. This evaluation compares the locations of forecast growth and land use changes to the locations of AIAs and safety zones. The ability of ALUCPs to minimize such safety hazards is described.

Transportation network improvements, including the height and location of associated structures, would be evaluated on a project-specific basis for compliance with FAA requirements so that transportation network improvements would not result in air traffic hazards and would be in compliance with any applicable, current ALUCPs and any additional applicable law or regulation for each period of evaluation (2035 and 2050); therefore, they will not be addressed further in this analysis.

Impact Analysis

2035

Regional Growth and Land Use Change

As shown in Table 2-1 in Section 2.0, "Project Description," of this Draft EIR, from 2022 to 2035, the region is forecasted to have an increase of 117,056 people (4%), 137,242 housing units (11%), and 67,297 jobs (4%). The 2035 regional SCS land use pattern is shown in Figure 2-4. Approximately 93.3% of the forecasted regional population increases between 2022 and 2035 are in the cities of San Diego (51.3%), Chula Vista (26.1%), and San Marcos (15.8%). As indicated in Section 4.9.1, "Existing Conditions," there are 16 public-use and military airports in the San Diego region. The proposed Plan does not propose any land use changes or incompatible land uses within the vicinity of these airports. Nonetheless, it is possible that if an aircraft-related accident occurred, a safety hazard could be presented to individuals who reside or work within the project area. Regional growth in areas located close to other public-use or military airports or in-flight paths could expose people or structures to aircraft accidents by increasing the number of individuals who reside or work in the project area.

To prevent incompatible uses in areas of higher aircraft hazard potential, the ALUC has adopted ALUCPs with land use policies and criteria in the interest of public safety. Although the ALUCPs cannot prevent aircraft accidents from occurring, they do contain policies and criteria to limit future incompatible uses and emergency response and evacuation plans to minimize safety impacts. SDCRAA, which is the ALUC for the San Diego region, is required to assist local agencies in ensuring compatible land uses in the vicinity of existing or proposed airports; to coordinate planning at state, regional, and local levels; to prepare and adopt an airport land use plan; to review plans or regulations submitted by local agencies; and to review and make recommendations regarding the land uses, building heights, and other issues relating to air navigation safety and promotion of air commerce (Public Utilities Code Sections 21670, 21674, and 21675).

Safety compatibility zones identify areas where distinct levels of risk exist, which ALUCPs use to differentiate allowed and prohibited land uses. The shapes and sizes of the zones are largely based on accident data and other analyses prepared by FAA. Based on accident data and analyses prepared by the FAA, a higher percentage of crashes occur at each end of a runway, with a lower percentage occurring along the length of a runway. As a result, ALUCPs typically restrict land uses to a greater degree at each end of a runway (County of San Diego 2007b).

DOD Instruction 4165.57 requires military airfields to adopt AICUZ studies, which assess compatible land uses in the vicinity of a military air station in a way that's equivalent to ALUCPs. PRC Section 21098 would reduce hazards associated with development near military airports by requiring lead agencies to submit a notice to the military service that would be affected by a proposed general plan amendment or significant project located within specific boundaries of a low-level flight path, military impact zone, or special-use airspace.

Additionally, development projects would be subject to FAA evaluation (14 CFR Section 77). FAA evaluates proposed development projects for obstruction hazards and potential hazards to air safety. Obstruction standards are regulated by height and whether a proposal is distractive or hazardous to a pilot. FAA evaluation would occur where the project proposes certain components that trigger FAA notification, including projects located within a 2-mile radius around public-use and military airports that exceed a specified height, that could create electronic or visual hazards, or that could increase the attraction of wildlife around airports. FAA does have specific standards for visual or electronic hazards, and potential hazards are evaluated by FAA on a case-by-case basis (14 CFR Section 77, Subpart C).

Existing regulations, FAA procedures, ALUCPs, and AICUZ studies ensure compatibility between uses and reduce the potential for aircraft accidents. Therefore, adherence to the regulations above would ensure hazards associated with airports or air traffic would be less than significant.

Transportation Network Improvements

By 2035, the proposed Plan would include 49 bikeway, transit, and highway projects within the airport influence areas of adopted ALUCPs in the San Diego region (SanGIS 2025). As noted under "Analysis Methodology" above, transportation network improvements would be evaluated on a project-specific basis for compliance with FAA requirements so that transportation network improvements would not result in air traffic hazards and would be in compliance with any applicable, current ALUCPs and any additional regulatory document. Specifically, transportation network improvements would be subject to FAA height restrictions to prevent obstructions to navigable airspace (14 CFR Part 77, Subpart C). In addition, project applicants would be required to notify FAA of certain construction activities, alterations to existing structures, and proposed development to ensure there are no obstructions to navigable airspace (14 CFR Part 77, Section 77.13 of Subpart C). In accordance with ALUCPs, transportation network improvements would not result in the siting of land uses that would be sensitive to overflight activity (e.g., noise-sensitive land uses) in the vicinity of an airport or the development of land uses that would increase flight hazards (e.g., airspace obstructions, wildlife hazards, or visual or electronic interference).

2035 Conclusion

By 2035, increased development would occur near public-use or military airports. Adherence to the regulations described in Section 4.9.2, "Regulatory Setting," would minimize safety hazards associated with airports. Therefore, this impact (HAZ-3) is less than significant for this period.

2050

Regional Growth and Land Use Change

As shown in Table 2-1 in Section 2.0, "Project Description," of this Draft EIR, from 2036 to 2050, the region is forecasted to decrease by 4,112 people (-0.1%), increase by 65,577 housing units (4.8%), and increase by 103,460 jobs (6.2%). The 2050 regional SCS land use pattern is shown in Figure 2-5. The majority of the forecasted regional population decrease between 2036 and 2050 is attributed to the unincorporated jurisdictions, the City of Carlsbad, and the City of El Cajon. Approximately 78.8% of new housing units are in the Cities of San Diego (51.6%), Chula Vista (17.1%), and the unincorporated jurisdictions. As described in the 2035 analysis, a portion of this growth would occur near public-use or military airports, particularly those located near existing urban development. The future development of land uses in areas subject to off-airport air-crash hazards could substantially increase the risk of loss of lives and property if those uses are incompatible with safe aircraft navigation. However, existing regulations, FAA procedures, ALUCPs, and AICUZ studies ensure compatibility between land uses and airports and reduce the potential for aircraft accidents. Therefore, adherence to these regulations and programs would ensure hazards associated with airports or air traffic would be less than significant.

Transportation Network Improvements

By 2050, the proposed Plan would include 56 bikeway, transit, and highway projects within the airport influence areas of adopted ALUCPs in the San Diego region (SanGIS 2025). As noted under "Analysis Methodology" above and described in the 2035 analysis, transportation network improvements would be evaluated on a project-specific basis

for compliance with FAA requirements so that transportation network improvements would not result in air traffic hazards and would be in compliance with any applicable, current ALUCPs and any additional regulatory document.

2050 Conclusion

By 2050, increased development would occur near public-use or military airports. Adherence to the regulations described in Section 4.9.2, "Regulatory Setting," would minimize safety hazards associated with airports. Therefore, this impact (HAZ-3) is less than significant for this period.

MITIGATION MEASURES

No mitigation measures are required for this impact.

HAZ-4 IMPAIR IMPLEMENTATION OF OR PHYSICALLY INTERFERE WITH AN ADOPTED EMERGENCY RESPONSE PLAN OR EMERGENCY EVACUATION PLAN OR RESULT IN INADEQUATE EMERGENCY ACCESS.

Analysis Methodology

Emergencies that may require evacuation of populated areas include earthquakes, tsunamis, floods, rain-induced landslides, dam failure, wildland fires, hazardous materials incidents, nuclear materials release, and terrorism. The primary emergency evacuation routes in the San Diego region shown in Figure 4.9-3 were reviewed to determine whether emergency evacuation route designations exist in any of the transportation network improvements project areas. These routes were evaluated to determine whether their effectiveness for emergency evacuation would be affected by the proposed Plan, either in the long term or in the short term during construction. For regional growth and changes in land use, a qualitative approach was used because information on emergency response and evacuation times associated with individual projects is not currently known. Impacts on routine emergency access to properties by law enforcement and fire protection personnel are also addressed.

This section describes existing response plans and the risk of interference with response plans (for example, if multiple development projects are built at the same time). Established evacuation routes are described, and the role of project-level review is discussed. Transportation network improvements affecting identified emergency response plans, emergency evacuation routes, and emergency access are described and evaluated.

Impact Analysis

2035

Regional Growth and Land Use Change

As shown in Table 2-1 in Section 2.0, "Project Description," of this Draft EIR, from 2022 to 2035, the region is forecasted to have an increase of 117,056 people (4%), 137,242 housing units (11%), and 67,297 jobs (4%). The 2035 regional SCS land use pattern is shown in Figure 2-4. Approximately 93.3% of the forecasted regional population increases between 2022 and 2035 are in the cities of San Diego (51.3%), Chula Vista (26.1%), and San Marcos (15.8%). As discussed in more detail in Section 4.11, "Land Use," and Section 4.14, "Population and Housing," the land use pattern in the proposed Plan is based on adopted general plans of the local jurisdictions in the San Diego region. Overall, the proposed Plan accommodates anticipated growth consistent with local plans and would not induce unplanned growth.

As discussed in Section 4.4, "Project Characteristics," the proposed Plan encourages more compact land development patterns by emphasizing higher-density, mixed-use development around transit stations. Compact land uses are generally more efficient for emergency service responders because urban areas tend to be well served with these facilities and because the more compact land use pattern better facilitates access to specific sites. According to a 2017 study (Mell et al. 2017), the median time for emergency medical service units to arrive on scene from the time of a 911 call is 7 minutes. That median time increases to more than 14 minutes in rural

settings, with nearly one in 10 callers waiting almost 30 minutes for the arrival of emergency medical service personnel (Mell et al. 2017). Therefore, compact land uses could contribute to shorter emergency response times.

While the proposed Plan may improve emergency response times, it cannot be assured that evacuation routes would be adequate for sufficiently quick evacuation during an emergency, particularly during major catastrophic events. Development that proposes large concentrations of people (such as a job center) or that would site individuals who require special assistance (such as a hospital or senior facility) in an area with identified hazards could cause adverse effects related to the implementation of emergency plans because there would be more individuals potentially subject to these hazards. In the event of an emergency such as a wildfire, compact land development could result in more people using the same evacuation routes.

As discussed in Section 4.9.2, "Regulatory Setting," SANDAG implements Regional ITS Architecture to ensure coordinated disaster response and evacuation throughout the county. For example, PS13, "Regional Evacuation and Reentry Management," supports coordination of evacuation plans among the federal, state, and local transportation, emergency, and law enforcement agencies that may be involved in a large–scale evacuation (SANDAG 2021b). PS14, "Regional Disaster Traveler Information," uses ITS to provide disaster-related traveler information to the public, including evacuation and reentry information and other information concerning the operation of the transportation system during a disaster (SANDAG 2021c).

Further, as discussed in Section 4.9.2, "Regulatory Setting," numerous statewide, regional, and local plans provide guidance for emergency response and evacuation in the San Diego region and these plans are updated at regular intervals to ensure effectiveness in accordance with planned growth. For example, the San Diego County Operational Area EOP outlines the San Diego region's emergency management system and provides for a planned response to disaster situations. The EOP contains an Evacuation Annex that outlines strategies, procedures, recommendations, and organizational structures that can be used to implement a coordinated evacuation effort in the San Diego County Operational Area. The Evacuation Annex also estimates the number of people in each jurisdiction of the Operational Area who may need to be evacuated due to specific hazards, identifies general evacuation transportation routes and capacities, and provides hazard specific considerations. The EOP is intended to be used by the county and all cities within the county to respond to major emergencies and disasters. The cities within the county are encouraged to adopt the EOP as their own, with modifications as appropriate for their city. The EOP is updated every four years, or as necessary, to address changes in threats, population, and emergency response capabilities (USDCESO and County of San Diego 2022). The San Diego Multi-Jurisdictional Hazard Mitigation Plan, written in coordination with the EOP, also identifies evacuation strategies, routes, and locations. The San Diego County Multi-Jurisdictional Hazard Mitigation Plan must be updated and re-submitted for FEMA approval every five years to maintain eligibility for hazard mitigation assistance grants (FEMA 2023). During the update process, local governments evaluate short- and long-term development trends and potential changes in hazard vulnerabilities to consider whether hazard mitigation solutions need to be reevaluated and updated. The update process allows local governments to evaluate the adequacy of evacuation routes based on growth and development within their jurisdictions. OES periodically reviews and evaluates these plans to ensure that they align with federal and state standards and to ensure that local plans are effective in mitigating, responding to, and recovering from emergencies.

Although changes in land use would be reflected in updated emergency plans, it is not known if the changes would be sufficient to ensure adequate evacuation. Therefore, development projects associated with the proposed Plan's regional growth forecast would have potential to impair implementation of or physically interfere with an emergency response or evacuation plan, and this impact is significant.

Transportation Network Improvements

Major transportation network improvements by 2035 include new Managed Lanes and Managed Lane connectors on SR 15, SR 52, SR 78, SR 125, I-5, I-15, and I-805. The proposed Plan also includes ~~Reversible Managed Lane improvements on SR-75,~~ improvements to rural corridors on SR 67, SR 76, SR 79, SR 94, and I-8, as well as interchange and arterial operational improvements on SR 94 and SR 125. In addition, the proposed Plan includes increased roadway and transit connections to the United States Mexico border, as well as tolling equipment and

Regional Border Management System investments on SR 11. Upgrades at certain locations on the LOSSAN Rail Corridor would be implemented during this period. Other major network improvements include grade separations at certain locations on the SPRINTER, Green line, Blue Line, and Orange Line. Double-tracking is also proposed on the SPRINTER. See Tables 2-7 through 2-10 for a full list of proposed projects by subregion.

By 2035, the proposed Plan includes 30 bikeway, transit, and highway projects that intersect with primary emergency evacuation routes in the San Diego region, which are shown on Figure 4.9-4 (SanGIS 2025). Construction activities associated with these projects could temporarily hinder emergency vehicle response or evacuation during emergencies. However, once operational, the transportation network improvements are anticipated to reduce vehicle miles traveled and congestion within the San Diego region. For example, the proposed Plan includes Managed Lanes that would offer priority access to emergency vehicles. Many of the Managed Lanes would be fully built by 2035. The proposed Plan also includes physical safety improvements on rural corridors, including evacuation routing, shoulder widening, and curve straightening projects that would increase roadway safety and improve access for emergency vehicles. In addition, the proposed Plan includes installation of a dynamic message sign on SR 76 near the I-15 interchange to provide real-time traffic information that would improve safety on emergency response and evacuation routes. Furthermore, California state law requires drivers to yield the right-of-way to emergency vehicles (California Vehicle Code Section 21806) and permits emergency vehicles to use opposing lane of travel, the center turn lanes, Managed Lanes, or transit-only lanes (California Vehicle Code Section 21809). Emergency vehicles can also encroach into on-street bicycle facilities, such as Class II Bike Lanes and Class IV Cycle Tracks, to maneuver around pinch points and bottlenecks within the roadway (California Vehicle Code Section 21209). Therefore, in some instances, roadway reconfigurations proposed within the proposed Plan could improve emergency access. For example, a roadway reconfiguration could improve emergency access where a Managed Lane, transit-only lane, or a contiguous center left-turn lane is introduced where it did not previously exist. Generally, multilane roadways allow emergency vehicles to travel at higher speeds and permit other traffic to maneuver out of the path of the emergency vehicles.

As discussed above, numerous statewide, regional, and local plans provide guidance for emergency response and evacuation in the San Diego region and these plans are updated at regular intervals to ensure effectiveness in accordance with planned growth. In addition, discretionary projects would require project-level review pursuant to CEQA to ensure that individual projects do not adversely impact emergency response or evacuation plans. Therefore, measures are in place to ensure transportation network improvement projects would not impair implementation of or physically interfere with an emergency response or evacuation plan.

Although the transportation network improvements are anticipated to reduce vehicle miles traveled and congestion within the San Diego region, it is not known if the improvements would be sufficient to ensure adequate evacuation during an emergency, particularly during catastrophic events. Therefore, transportation network improvement projects would have potential to impair implementation of or physically interfere with an emergency response or evacuation plan, and this impact is significant.

2035 Conclusion

By 2035, increased development and transportation network improvements obstruct emergency response vehicles or result in activities that would cause physical interference in the implementation of an emergency response or evacuation plan. Numerous statewide, regional, and local plans provide guidance for emergency response and evacuation in the San Diego region and these plans are updated at regular intervals to ensure effectiveness in accordance with planned growth. However, it cannot be assured that emergency evacuation and response would not be impaired during an emergency, particularly during major catastrophic events. Therefore, this impact (HAZ-4) is significant for this period.

Source: Data downloaded from SanGIS in 2025; adapted by Ascent in 2025.

Figure 4.9-4 Emergency Evacuation Routes in the San Diego Region

2050

Regional Growth and Land Use Change

As shown in Table 2-1 in Section 2.0, "Project Description," of this Draft EIR, from 2036 to 2050, the region is forecasted to decrease by 4,112 people (-0.1%), increase by 65,577 housing units (4.8%), and increase by 103,460 jobs (6.2%). The 2050 regional SCS land use pattern is shown in Figure 2-5. The majority of the forecasted regional population decrease between 2036 and 2050 is attributed to the unincorporated jurisdictions, the City of Carlsbad, and the City of El Cajon. Approximately 78.8% of new housing units are in the Cities of San Diego (51.6%), Chula Vista (17.1%), and the unincorporated jurisdictions. As described in the 2035 analysis, the proposed Plan may improve emergency response times because it encourages more compact land development patterns by emphasizing higher-density, mixed-use development around transit stations. However, it cannot be assured that evacuation routes would be adequate for sufficiently quick evacuation during an emergency, particularly during major catastrophic events. Numerous statewide, regional, and local plans provide guidance for emergency response and evacuation in the San Diego region and these plans are updated at regular intervals to ensure effectiveness in accordance with planned growth. Although changes in land use would be reflected in updated emergency plans, it is not known if the changes would be sufficient to ensure adequate evacuation. Therefore, development projects associated with the proposed Plan's regional growth forecast would have the potential to impair implementation of or physically interfere with an emergency response or evacuation plan, and this impact would be significant.

Transportation Network Improvements

Major transportation network improvements by 2050 include new Managed Lanes and Managed Lane connectors on SR 52, SR 56, ~~SR 75,~~ SR 94, SR 125, SR 163, I-15, and I-805, several of which are a continuation of improvements from 2035. In addition, the proposed Plan includes increased roadway and transit connections to the United States–Mexico border, as well as expansion of and improvements to existing port of entry facilities, which will continue during this period. Upgrades at certain locations on the LOSSAN Rail Corridor would continue during this period. Grade separations on the SPRINTER, Blue Line, Green Line, and Orange Line, as well as double-tracking on the SPRINTER would also continue during this period. See Tables 2-7 through 2-10 for a full list of proposed projects by subregion.

By 2050, the proposed Plan includes 54 bikeway, transit, and highway projects that intersect with primary emergency evacuation routes in the San Diego region, which are shown on Figure 4.9-4 (SanGIS 2025). As discussed in the 2035 analysis, construction activities associated with these projects could temporarily hinder emergency vehicle response or evacuation during emergencies. However, once operational, the transportation network improvements are anticipated to reduce vehicle miles traveled and congestion within the San Diego region, similar to those described under the 2035 analysis above. In addition, numerous statewide, regional, and local plans provide guidance for emergency response and evacuation in the San Diego region and these plans are updated at regular intervals to ensure effectiveness in accordance with planned growth. Although the transportation network improvements are anticipated to improve congestion within the San Diego region, it is not known if the improvements would be sufficient to ensure adequate evacuation during an emergency, particularly during catastrophic events. Therefore, transportation network improvement projects would have potential to impair implementation of or physically interfere with an emergency response or evacuation plan, and this impact would be significant.

2050 Conclusion

By 2050, increased development and transportation network improvements may cause obstruction for emergency response vehicles or result in activities that would cause physical interference in the implementation of an emergency response or evacuation plan. Numerous statewide, regional, and local plans provide guidance for emergency response and evacuation in the San Diego region and these plans are updated at regular intervals to ensure effectiveness in accordance with planned growth. However, it cannot be assured that emergency evacuation and response would not be impaired during an emergency, particularly during major catastrophic events. Therefore, this impact (HAZ-4) is significant for this period.

MITIGATION MEASURES

2035, 2050

HAZ-4 Demonstrate Consistency with Adopted Emergency Response or Evacuation Plans or Emergency Access
SANDAG shall and implementing agencies and/or project sponsors can and should demonstrate project consistency with all applicable emergency response and evacuation plans, where necessary based on project- and site-specific considerations. Where temporary road closures would be required during a project's construction, SANDAG shall and implementing agencies and/or project sponsors can and should prepare traffic mitigation plans that address traffic control and establish alternate emergency response and evacuation routes in coordination with emergency service providers.

SIGNIFICANCE AFTER MITIGATION

2035, 2050

Mitigation measure HAZ-4 would reduce significant impacts related to physical interference in the implementation of an emergency response or evacuation plan. However, due to the regional nature of the analysis, unknown site conditions and project-specific details, and SANDAG's lack of land use authority over individual projects, it cannot be guaranteed that all future project-level impacts can be mitigated to a less-than-significant level. Therefore, this impact (HAZ-4) remains significant and unavoidable.

4.9.5 Cumulative Impacts Analysis

C-HAZ-1 MAKE A CUMULATIVELY CONSIDERABLE CONTRIBUTION TO ADVERSE EFFECTS RELATED TO HAZARDS AND HAZARDOUS MATERIALS

The geographic scope of the cumulative impact analysis for hazardous materials is limited to the area immediately surrounding the affected hazardous material site or risk generator. However, other topics associated with hazards (e.g., transportation of hazardous materials, wildfire, and flooding) can occur at large regional scales and as a result of growth, population increase, or land use change. Thus, consideration of the Southern California and Northern Baja California region is appropriate.

The projection approach is used for the cumulative analysis of hazards and hazardous materials to allow for an overarching discussion of regional and cross-border hazards associated with general patterns of regional urbanization, growth, and land use changes. The consideration of regional development patterns and changes provides for the ability to assess potential increases to regional hazards and regional transportation of hazardous materials. The cumulative impact is the combination of the impacts of the proposed Plan and impacts related to hazards and hazardous materials resulting from implementation of approved regional planning documents. Significant cumulative impacts would occur if there were cumulatively significant risks of significant hazards to the public or the environment from hazardous material emissions or releases, including within one-quarter mile of schools; exposure of the public or environment to significant hazards from hazardous materials sites; air traffic hazards; or impediments to emergency response or evacuation plans.

This cumulative impact assessment considers and relies on the impact analysis within this EIR for the proposed Plan, environmental analyses for the other related projects, the EIR for Connect SoCal 2024 and the current RTP/SCS for the Southern California Association of Governments (SCAG) region (SCAG 2024). Other plans with applicable information, but no associated environmental analysis include San Diego County Multi-Jurisdictional Hazard Mitigation Plan (County of San Diego 2025i); State of California Emergency Plan (Cal OES 2023a), and California-Baja California Border Master Plan (Caltrans 2021).

Impacts of the Proposed Plan

Regional growth and land use change and the transportation network improvements included in the proposed Plan would increase the risk of significant hazards to the public and the environment (including within one-quarter mile of schools) through the routine transport, use, or disposal of hazardous materials and through the hazardous emissions generated and handled during preconstruction, demolition, and construction activities. As discussed in Section 4.9.2, "Regulatory Setting," the transport, use, and disposal of hazardous materials is regulated to avoid and minimize the potential for accidental releases of hazardous materials and wastes into the environment and ensure that hazardous materials are promptly contained and remediated in the event of an accidental release. These regulations include RCRA (CFR Title 40), Hazardous Materials Transportation Act (CFR Title 49), and the Hazardous Waste Control Law (HSC Division 20, Chapter 6.5) For example, businesses that handle/generate hazardous materials within the region are monitored by EPA, San Diego RWQCB, DTSC, the San Diego County DEHQ HMD, LEA programs, and SDAPCD. San Diego County DEHQ HMD is also required to conduct ongoing routine inspections to ensure compliance with existing laws and regulations, to identify safety hazards that could cause or contribute to an accidental spill or release, and to suggest preventative measures to minimize the risk of a spill or release of hazardous substances (County of San Diego 2025a) Future development and transportation network improvements would also occur near public airports and public-use airports, potentially exposing people to aircraft and airport-related safety hazards. However, FAA regulations place height restrictions on certain activities and development in proximity to airports to prevent obstructions to navigable airspace. In addition, ALUCPs restrict the development of incompatible land uses (e.g., noise-sensitive land uses) and development with potential to increase flight hazards (e.g., airspace obstructions, visual or electronic interference) in proximity to airports (Public Utilities Code Section 21675). Increased development and transportation network improvements would, in some locations, cause obstruction for emergency response vehicles or result in activities that could cause physical interference in the implementation of an emergency response and evacuation plan or interfere with adequate emergency access. However, local jurisdictions are required to prepare and implement emergency plans and response programs in compliance with OES requirements. OES periodically reviews and evaluates these plans to ensure that they align with federal and state standards and to ensure that local plans are effective in mitigating, responding to, and recovering from emergencies. According to the discussion above, adherence to the existing regulations discussed in Section 4.9.2, "Regulatory Setting," would ensure that these impacts would be less than significant in 2035 and 2050 (Impacts HAZ-1 through HAZ-4).

Impacts of Related Projects

Other related projects identified in the "Cumulative Projects" section of Chapter 4, "Environmental Impact Analysis Approach," including the California High-Speed Rail Los Angeles–San Diego Segment, Navy Old Town Revitalization Project, San Diego International Airport Development Plan, City of San Diego Pure Water North City Project, and San Diego Unified Port District Port Master Plan Update, have the potential to create a significant hazard to the public or the environment from (1) the routine transport, use, disposal, or release of hazardous materials (including from hazardous waste sites included on the Cortese List); (2) emitting or handling hazardous materials near schools; (3) being located within an airport land use plan or within two miles of an airport; and (4) impairing or interfering with an emergency response or evacuation plan. These projects could also have localized hazardous materials impacts. However, these projects would also be required to adhere to the existing regulations discussed in Section 4.9.2, "Regulatory Setting," and therefore, these impacts would be less than significant (Impacts HAZ-1 through HAZ-4).

Impacts of Projections in Adopted Plans

The SCAG Connect SoCal 2024 Program EIR found that the increased transport and handling of hazardous materials by goods-movement facilities could result in increased risk of accidental releases reaching neighborhoods and communities adjacent to transportation facilities. The increased mobility accommodated by the transportation investments of Connect SoCal 2024 would result in not only increased hazardous materials transport through the SCAG region but also outside the area, resulting in cumulative impacts throughout Southern California. As the population increases through 2050, the number of trips in the SCAG region that originate, end, or pass through Santa Barbara, San Diego, and Kern Counties, as well as other counties and states,

would increase, including trips involving the transportation of hazardous materials. Thus, Connect SoCal 2024 would contribute to significant hazardous material transportation impacts in these other areas. The SCAG Connect SoCal 2024 Program EIR also determined that Connect SoCal 2024 had the potential to create a significant hazard to the public through the reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment; to emit hazardous materials within one-quarter mile of an existing or proposed school; to result in development located on a site included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5; to involve projects located within an airport land use plan or within 2 miles of a public-use airport, which could result in a safety hazard or excessive noise for people residing or working in the area; and to impair or interfere with an adopted emergency plan.

The California-Baja California Border Master Plan is a binational comprehensive approach to coordinate planning and delivery of projects at land ports of entry and transportation infrastructure serving those ports of entry at the California–Baja California border (Caltrans 2021). The Master Plan does not have an associated environmental analysis document; however, it is reasonable to assume that projects included in the Master Plan could have adverse impacts related to hazards, including hazardous materials, airport safety hazards, and interference with emergency and evacuation plans. Construction of new facilities could add to impacts from the projects associated with both the SANDAG and SCAG RTP/SCSs as they add to the increased mobility and transportation access throughout the California–Baja California region.

Cumulative Impacts and Impact Conclusions

2035

A significant cumulative impact in the year 2035 would result if the combined impacts of the proposed Plan, impacts of related projects, and impacts from adopted plans within the Southern California and Northern Baja California region were significant when considered together, even if not independently significant.

Transport, Use, Disposal, or Release of Hazardous Materials

Future development associated with increased population growth forecasted in the proposed Plan would increase the number of people exposed to impacts related to hazardous materials. Impacts associated with these hazards would generally be confined to a specific project area, rather than result in an incremental cumulative effect spread over the Southern California and Northern Baja region. Adherence to federal, state, and local regulations, as described in Section 4.9.2, "Regulatory Setting," would reduce incremental impacts associated with exposure to hazards and hazardous materials in each of the affected project areas. For example, CCR Title 22, Division 4.5 provides hazardous waste management regulations, including standards designed to avoid releases. Businesses that handle/generate hazardous materials within the region are monitored by EPA; San Diego RWQCB; DTSC; the San Diego County DEHQ HMD; LEA programs; and SDAPCD. As the local CUPA, San Diego County DEHQ HMD is required to conduct ongoing routine inspections to ensure compliance with existing laws and regulations; to identify safety hazards that could cause or contribute to an accidental spill or release; and to suggest preventative measures to minimize the risk of a spill or release of hazardous substances (County of San Diego 2025a). Although projects located in Mexico would not be subject to such regulations, all development throughout the region within the United States would be fully regulated. Therefore, the project would not have a cumulatively considerable contribution to cumulative impacts associated with significant hazards to the public and the environment through the routine transport, use, disposal, and release of hazardous materials (including from hazardous waste sites included on the Cortese List). Therefore, there would be less-than-significant cumulative impacts from the proposed Plan on the transport, use, disposal, and release of hazardous materials.

Hazardous Emissions Near Schools

The proposed Plan could involve the siting of new development withing one-quarter mile of schools. The current regulatory environment discussed in Section 4.9.2, "Regulatory Setting," provides a high level of protection related to the handling of hazardous materials near schools, which would reduce incremental impacts associated with hazardous emissions near schools. Specifically, PRC Section 21151.4 requires evaluation and notification of the locations where potential materials handling and emissions could occur within one-quarter mile of existing or

proposed schools. In addition, the EDC regulates the siting and construction of school facilities. Prior to commencing the acquisition of property for a new school site, an environmental site investigation must be completed to determine the health and safety risks (if any) associated with a site (EDC Section 17210). In addition, the code prohibits the siting of school facilities on a hazardous waste disposal site, a hazardous substance release site, or a site with pipelines carrying hazardous substances (EDC Section 17213). Adherence to existing regulations would ensure that the risk of hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school would be minimized. Although projects located in Mexico would not be subject to such regulations, all development throughout the region within the United States would be fully regulated. Therefore, there would be less-than-significant cumulative impacts associated with emitting and handling hazardous materials, substances, or waste within one-quarter mile of existing and proposed schools.

Safety Hazards Near Airports

Future development and transportation network improvements forecasted in the proposed Plan could also occur near public airports and public-use airports, exposing people to aircraft and airport-related safety hazards. Related projects in the Southern California and Northern Baja region could involve development within the vicinity of a public airport or a public-use airport, and safety hazards for people residing or working in these project areas. However, cumulative projects in the United States would be subject to safety regulations as discussed in Section 4.9.2, "Regulatory Setting," such as ALUCPs, FAA standards, and the State Aeronautics Act, which minimize airport hazards. Specifically, transportation network improvements would be subject to FAA height restrictions to prevent obstructions to navigable airspace (14 CFR Part 77). In addition, project applicants would be required to notify the FAA of certain construction activities, alterations to existing structures, and proposed development to ensure there are no obstructions to navigable airspace (14 CFR Part 77). In accordance with ALUCPs developed in accordance with FAA standards (14 CFR Part 77), future development and transportation network improvements would not result in the siting of land uses that would be sensitive to overflight activity (e.g., noise-sensitive land uses) in the vicinity of an airport or in the development of land uses that would increase flight hazards (e.g., airspace obstructions, wildlife hazards, or visual or electronic interference). Therefore, there would be less-than-significant cumulative impacts associated with the exposure of people to aircraft and airport-related safety hazards near public airports and public-use airports.

Emergency Response and Evacuation Plans and Emergency Access

Increased development and transportation network improvements in the proposed Plan and other related projects would, in some locations, cause obstruction for emergency response vehicles or result in activities that would cause physical interference in the implementation of an emergency response or evacuation plan. Statewide, regional, and local plans have been adopted to ensure coordinated response and evacuation, which would reduce cumulative risk from future growth and development in the San Diego region. The State of California Emergency Plan (Cal OES 2023a) addresses the State's response to extraordinary emergency situations associated with natural disasters or human-caused emergencies and describes the methods for carrying out emergency operations, the process for rendering mutual aid, the emergency services of governmental agencies, how resources are mobilized, how the public will be informed, and the process to ensure continuity of government during an emergency or disaster. The State Emergency Plan encourages local jurisdictions to develop hazard mitigation plans so that they can be eligible to receive federal funding for hazard mitigation capabilities (e.g., risk reduction projects, critical infrastructure improvements, post-disaster initiatives) intended to reduce or eliminate the long-term risk to human life and property from natural or human-caused hazards and their effects (Cal OES 2023a). The County of San Diego and various jurisdictions throughout the county have prepared the San Diego County Multi-Jurisdictional Hazard Mitigation Plan (County of San Diego 2025i), which provides a risk assessment and identification of hazards prevalent within the region. The plan also provides guidance to local jurisdictions on developing mitigation strategies and incorporating the mitigation strategies into existing planning mechanisms, such as the County Comprehensive Land Use Plan, capital improvement plans, and building codes. Although growth and changes in land use would be reflected in updated emergency plans, it cannot be assured that emergency evacuation and response would not be impaired during an emergency, particularly during major catastrophic events. The combined effects of the proposed Plan and other cumulative projects could result in

cumulative impacts on emergency response and evacuation if multiple projects affect the same routes or contribute to growth that results in more people using the same evacuation routes. Because the proposed Plan's impact on emergency response and evacuation is significant, the proposed Plan would contribute to a cumulatively considerable impact on emergency response and evacuation in 2035 (Impact C-HAZ-1).

2050

Transport, Use, Disposal, or Release of Hazardous Materials
The cumulative analyses presented above for the horizon year of 2035 would be applicable to year 2050. Therefore, there would be less-than-significant cumulative impacts associated with significant hazards to the public and the environment through the routine transport, use, disposal, and release of hazardous materials (including from hazardous waste sites included on the Cortese List).

Hazardous Emissions Near Schools
The cumulative analyses presented above for the horizon year of 2035 would be applicable to year 2050. Therefore, there would be less-than-significant cumulative impacts associated with emitting and handling hazardous materials, substances, or waste within one-quarter mile of existing and proposed schools.

Safety Hazards Near Airports
The cumulative analyses presented above for the horizon year of 2035 would be applicable to year 2050. Therefore, there would be less-than-significant cumulative impacts associated with the exposure of people to aircraft and airport-related safety hazards near public airports and public-use airports.

Emergency Response and Evacuation Plans and Emergency Access
The cumulative analyses presented above for the horizon year of 2035 would be applicable to year 2050. Therefore, there would be significant cumulative impacts associated with impairing implementation of or interfering with emergency response and evacuation plans and emergency access (Impact C-HAZ-1). Because the proposed Plan's impact on emergency response and evacuation is significant, the proposed Plan would contribute to a cumulatively considerable impact on emergency response and evacuation in 2050.

MITIGATION MEASURES

C-HAZ-1 MAKE A CUMULATIVELY CONSIDERABLE CONTRIBUTION TO ADVERSE EFFECTS RELATED TO EMERGENCY RESPONSE AND EVACUATION PLANS AND EMERGENCY ACCESS

Mitigation Measure HAZ-4 requires implementing agencies and project sponsors to evaluate the potential for individual development and transportation network improvement projects to impair implementation of or physically interfere with adopted emergency response and evacuation plans or impair emergency access. However, as discussed previously, SANDAG cannot require local implementing agencies to adopt the measures outlined in Mitigation Measure HAZ-4, and it is ultimately the responsibility of a lead agency to determine and adopt mitigation. Therefore, the proposed Plan's contributions to cumulative impacts on emergency response, evacuation, and access would remain cumulatively considerable with mitigation for 2035 and 2050.

2035, 2050

For the reasons discussed above, the proposed Plan's contribution to cumulative impacts on emergency response, evacuation, and access in 2035 and 2050 would remain cumulatively considerable with mitigation.