4 ENVIRONMENTAL IMPACT ANALYSIS APPROACH

This chapter discusses the environmental impacts of implementing the proposed Plan and identifies mitigation measures to reduce impacts found to be significant. This introductory section describes the issue areas analyzed and the general impact analysis methodology employed.

ISSUE AREAS ANALYZED

Consistent with the CEQA Guidelines and public scoping input discussed in Chapter 1, "Introduction," the potential environmental effects of the proposed Plan are analyzed for the following issue areas:

- aesthetics and visual resources;
- agriculture and forestry resources;
- air quality;
- biological resources;
- cultural resources;
- energy;
- geology, soils, and paleontological resources;
- greenhouse gas emissions;
- hazards and hazardous materials;
- hydrology and water quality;
- land use and planning;
- mineral resources;
- noise and vibration;
- population and housing;
- public services, recreation, and utilities
- transportation;
- tribal cultural resources;
- water supply; and
- wildfire.

ANALYSIS METHODOLOGY

As discussed in Chapter 1, this is a program EIR, which may be prepared for a series of related actions that can be characterized as one project (CEQA Guidelines Section 15168). The degree of specificity in an EIR corresponds to the degree of specificity of the underlying activity being evaluated (CEQA Guidelines Section 15146). This EIR analyzes impacts of the proposed Plan at the same level of detail as the proposed Plan. The EIR provides a foundation for second-tier CEQA documents for subsequent projects, but does not analyze the project-specific impacts of individual projects. Project-specific and site-specific details of subsequent transportation and land use projects will vary widely. When a first-tier Program EIR is prepared, "leaving project-specific details to subsequent EIRs when specific projects are considered" is a proper approach to CEQA tiering (*In re Bay Delta* [2008] 43 Cal. 4th 1143, 1174).

Also, the planning horizon of the proposed Plan is 2050. The programmatic and long-term nature of the proposed Plan necessitates a general and at times qualitative approach to the evaluation of impacts. The EIR analyzes impacts for the two main physical components of the proposed Plan: regional growth and land use change, and transportation network improvements and programs. It also analyzes the combined impacts of these components.

SANDAG is required to update the Regional Plan every 4 years, in collaboration with the 18 cities and County of San Diego, along with regional, state, and federal partners. The impact analysis involves comparison of anticipated future physical conditions under implementation of the proposed Plan to the baseline conditions for each resource area. The analysis includes not only future conditions in the 2050 long-term horizon year of the proposed Plan, but also the interim year of 2035. The baseline year for this EIR is 2022, which reasonably represents existing environmental conditions at the time of NOP publication (January 4, 2023). Although 2022 is generally the baseline year, for some resources it is updated when more recent data are available to provide a

more accurate impact analysis. In addition, each section of the EIR includes a regulatory setting which describes the current laws, regulations, plans, and policies at the time this EIR was prepared.

Each issue area section includes the following:

- **Existing conditions**, consistent with CEQA Guidelines Section 15125(a), are described in the EIR and serve as the baseline physical conditions for the analysis of impacts. As noted above, unless otherwise stated, the "Existing Conditions" sections of the EIR describe conditions existing in 2022.
- **"Regulatory Setting"** provides a summary of the federal, state, and local laws, regulations, plans, or policies that are relevant to each issue area and its significance criteria.
- **Significance criteria** are identifiable quantitative, qualitative, or performance levels used for each issue area to determine whether environmental impacts are significant. Unless otherwise noted, the significance criteria specifically developed for this EIR are based on the checklist questions in Appendix G of the CEQA Guidelines. In some cases, the EIR has combined checklist questions, edited their wording, or changed their location in the document in an effort to develop criteria that reflect the programmatic level of the impact analysis and the unique nature of the proposed Plan or local conditions.
- **"Environmental Impacts and Mitigation Measures"** includes the analysis methodology, impact analysis, and mitigation measures (if needed), and significance after mitigation for each significance criterion. The following further describes each of these subsections of this analysis.
  - **"Analysis Methodology"** describes the methods used to evaluate the impact for each significance criterion and explains how a significant impact is defined for each significance criterion. For some issue areas, technical appendices have been prepared that present more detail on methodology, assumptions, data sheets, or results.
  - **"Impact Analysis"** presents scientific or factual data for the cause-and-effect relationship between the proposed Plan and the forecasted changes in baseline physical environmental conditions. The magnitude, duration, extent, frequency, range, or other parameters of an impact may be described to determine whether impacts are significant; all direct effects and reasonably foreseeable indirect effects are considered, with due consideration to both short-term and long-term impacts. Impacts are analyzed for 2035 and 2050 for the reasons described above.

    This EIR provides quantitative analysis of the environmental impacts of the proposed Plan where possible or meaningful. For example, quantitative analysis is provided in the following environmental issue areas: "Agriculture and Forestry Resources," Air Quality," "Biological Resources," "Energy," "Greenhouse Gas Emissions," "Mineral Resources," "Population and Housing," "Public Services, Recreation and Utilities," "Transportation," "Water Supply," and "Wildfire." However, not all the proposed Plan's impacts can meaningfully be analyzed quantitatively through the year 2050. The proposed Plan includes programs related to emerging technologies, transportation system management, and transportation demand management. These programs do not involve additional construction activities that could affect sensitive resources that are not already included as part of a transportation network improvement. Therefore, no GIS-based impact analysis is completed for these programs.

    Where quantitative analysis of an impact is not possible or meaningful, qualitative analysis is provided. The EIR provides sufficient information about the proposed Plan's environmental impacts "in light of what is reasonably feasible" (CEQA Guidelines Section 15151). For example, indirect impacts that may occur on resources in proximity to areas experiencing regional growth and land use change or transportation network improvements cannot be quantified because they may be project-specific and are not always foreseeable. They are, therefore, qualitatively analyzed on a broad scale.

The existing environmental setting for some resource areas may be modified by future foreseeable effects of climate change that would occur by 2035 and 2050.[1] For selected significance criteria within these resource areas, the proposed Plan may exacerbate environmental hazards that are worsened by climate change (e.g., Hydrology/Water Quality," and "Wildfire"), or otherwise cause worse impacts because future resource conditions will be worsened or stressed due to climate change (e.g., "Air Quality," "Biological Resources," "Energy," and "Water Supply"). For these resource areas and significance criteria, to more accurately portray impacts, the impact analysis compares proposed Plan 2035 and 2050 impacts to both the existing environmental setting and to future environmental conditions as modified by climate change. For the remaining resource areas evaluated in the EIR, a climate change analysis is not presented because either future climate change effects on these resources are speculative and/or because future climate change would not cause proposed Plan impacts to be substantially worse.

- **Mitigation measures** are feasible actions intended to avoid or substantially lessen significant impacts identified in the impact analysis. Mitigation measures are provided only for those significance criteria where significant impacts have been identified.

  The EIR includes three broad types of mitigation measures: (1) plan- and policy-level mitigation measures assigned to SANDAG; (2) mitigation measures for transportation network improvements and programs, assigned to SANDAG and other transportation project sponsors; and (3) mitigation measures for development projects implementing regional growth and land use changes, which local jurisdictions implement.

  The Board has discretion to adopt or reject plan- and policy-level mitigation measures recommended in the EIR (as well as the other two types). This decision will be reflected in findings made by the Board at the time of project approval. Plan- or policy-level mitigation measures that are accepted will be made formal parts of the proposed Plan and monitored to help ensure their implementation.

  While the EIR provides as much detail as needed in the mitigation measures to evaluate their ability to avoid or substantially lessen impacts, some flexibility must be maintained to present mitigation approaches for impacts occurring under different circumstances. Many of the mitigation measures include lists of mitigation actions that can be implemented in connection with individual future transportation and development projects that would implement the proposed Plan; development projects would be undertaken under the land use authority of local governments. These individual future projects will occur over a wide and diverse geographic scope over the 30-year time span addressed in the proposed Plan. Some will require approvals from multiple public agencies, each with different legal, regulatory, or other authority relevant to the proposed Plan. Although generally feasible for many projects, the mitigation actions may not be feasible for specific projects because the nature of individual future projects, resources, legal authority of the approving agency or agencies, physical circumstances of the project, and local policy considerations for all future projects implementing the proposed Plan will vary widely. In each case, the lead agency (and any responsible agencies) for an individual project will have to determine which mitigation actions are specifically applicable to the project, and the degree to which the recommended mitigation actions can feasibly be implemented based on project-specific circumstances.

  Laws and regulations that are applied routinely to similar projects are generally considered in the impact analysis and not repeated as mitigation. However, some mitigation measures do describe specific impact-reducing actions that would be taken to achieve compliance with laws and regulations. In addition, many policies and programs already included in the proposed Plan would have the effect of reducing environmental effects that might otherwise occur from regional growth and land use change, and transportation network improvements and programs. The effects of these intrinsic elements of the proposed Plan are accounted for in the impact analysis. These intrinsic measures may be identified in the impact analysis text; however, they are not considered mitigation measures for purposes of the EIR.

[1] Foreseeable climate change effects on these resources are described in the environmental setting section of Section 4.8, "Greenhouse Gas Emissions and Climate Change."

SANDAG is responsible for implementing those mitigation measures within its responsibility, jurisdiction, and statutory authority. Mitigation can also include measures that are within the responsibility and jurisdiction of another public agency (CEQA Guidelines Section 15091[a][2]). In many instances, mitigation measures included in this EIR that would avoid or substantially lessen significant impacts of the proposed Plan fall under the responsibility and jurisdiction of other implementation agencies, such as cities, the County, Caltrans, public transit agencies, or other special districts. Because other project agencies would be responsible for certain mitigation measures identified in this EIR, SANDAG in its CEQA findings may find that those measures, if feasible, can and should be adopted by those other agencies (CEQA Guidelines Section 15091[a][2]). Details regarding responsibilities for mitigation measure implementation will be provided in a separate mitigation monitoring and reporting program (MMRP) that the Board will consider for approval in conjunction with approval of the proposed Plan.

For second-tier transportation projects, SANDAG will implement mitigation measures for those projects that SANDAG directly approves or carries out as the CEQA lead agency or where discretionary TransNet funds are used. Where SANDAG acts as a pass-through agency for funding, it is the funding agency's responsibility to place conditions on grant funding. When using discretionary TransNet funds, which support TransNet grant programs funding local agency capital projects, SANDAG will require as a grant condition the implementation of all feasible EIR mitigation measures that are applicable to the project type being funded.

- **"Significance after Mitigation"** describes the effect of the mitigation measure(s) on the significant impact(s) and determines whether the mitigation measure(s) will reduce the impact to less than significant or whether the impact will remain significant. Impacts that remain significant after feasible mitigation measures are applied are identified as significant and unavoidable impacts. For some impacts, infeasible mitigation measures are also discussed, with explanations of why they are infeasible; this discussion is provided for informational purposes only and is not required by CEQA. As mentioned previously, with respect to land use changes implemented by local jurisdictions and transportation network improvements implemented by other transportation project sponsors, SANDAG has no authority to require implementing agencies to implement or enforce project-specific mitigation measures. In addition, some programmatic mitigation may not be feasible or effective for particular projects based on project- or site-specific circumstances. This results in many significant impacts being significant and unavoidable. In each issue area section, this EIR identifies mitigation measures that generally are performance standards–based, which SANDAG shall and other implementing agencies "can and should" comply with in mitigating project-specific impacts. Where applicable, SANDAG then identifies examples of project-level mitigation measures that may be required by lead agencies to meet performance standards. In project-specific CEQA reviews, lead agencies may also identify other comparable measures capable of reducing impacts below the specified threshold. SANDAG cannot require other lead agencies to adopt mitigation, and it is ultimately the responsibility of the lead agency to determine and adopt project-specific mitigation as appropriate and feasible for each individual project. As a result, this EIR concludes significant and unavoidable for many impacts where SANDAG does not have authority to implement or enforce project-specific mitigation measures or where state or local action might be needed to reduce impacts to less-than-significant levels.

- **"Cumulative Analysis"** identifies the cumulative impacts of the proposed Plan for each issue area. The following describes the approach for the cumulative analysis in more detail.

CUMULATIVE ANALYSIS

The cumulative impact analysis considers the cumulative effects of past, present, and reasonably foreseeable future projects combined with the contribution of regional growth and land use change and transportation network improvements and programs included in the proposed Plan to these effects. The CEQA Guidelines define a cumulative impact as one in which two or more individual effects, when considered together, are considerable or

can compound or increase other environmental impacts. Individual effects may be changed resulting from a single project or a number of separate projects. The cumulative impact from several projects is the change in the environment that results from the incremental impact of the project when added to other closely related discusses past, present, and reasonably foreseeable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time (CEQA Guidelines Section 15355).

Cumulative Impact Methodology

CEQA Guidelines Section 15130 describes the requirements for the discussion of cumulative impacts in an EIR, and states that an EIR will discuss cumulative impacts of a project when the project's incremental effect is cumulatively considerable. The discussion must reflect the severity of impacts and their likelihood of occurrence, but the discussion need not provide as much detail as is provided for the impacts attributable to the project alone. In addition, the CEQA Guidelines allow for a project's contribution to be rendered less than cumulatively considerable with implementation of appropriate mitigation.

According to Section 15130(b) of the State CEQA Guidelines, cumulative impact analysis may be conducted using one of two methods: the list method, which includes "a list of past, present, and probable activities producing related or cumulative impacts," or the plan method, which uses "a summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area wide conditions contributing to the cumulative impact." For the purposes of this EIR, a combination of both methods is used for the cumulative analysis, as described below. To analyze the cumulative effects of regional growth and land use and transportation network improvements and programs included in the proposed Plan per CEQA requirements, the following approach for each issue topic was applied:

1. Summarize the impacts on the resource of regional growth and land use change and transportation network improvements included in the proposed Plan.
2. Summarize projected impacts in related plans and impacts of probable future projects within the geographic scope of the cumulative impact analysis.
3. Discuss combined impacts and conclude whether cumulative impacts are significant; then explain whether the proposed Plan's incremental contribution to any significant cumulative impacts is cumulatively considerable and therefore significant.
4. Where the incremental contribution to a significant cumulative impact is cumulatively considerable, list mitigation measures that would reduce the incremental effects and determine whether they would make the impact less than significant. If none exist or identified mitigation measures would not make the impact less than significant., conclude that the contribution to the cumulative impact remains significant and unavoidable.

Cumulative Projects

Several existing and probable future large-scale projects in the San Diego region are forecast to occur within the 2050 timeframe of the proposed Plan and could contribute to significant cumulative impacts. Past projects include those that have been recently completed but were not necessarily considered in the baseline for the proposed Plan and have ongoing impacts with the potential to combine with the impacts of other projects. Present and probable future projects include those that are under construction, in a preconstruction phase, or show a level of assurance that the project will move forward, such as allocated funding or movement through the necessary planning process for project approval. These projects have independent utility from the proposed Plan and do not rely on it for their justification. These projects are described below.

CALIFORNIA HIGH-SPEED RAIL LOS ANGELES–SAN DIEGO SEGMENT

The California High-Speed Rail Authority (HSRA) has developed plans for an 800-mile system that includes nine corridors connecting California's major metropolitan areas. Trains would reach speeds in excess of 200 miles per hour (mph) in more rural areas on a dedicated, fully grade-separated system, making it possible to travel from San Diego to Los Angeles in less than 80 minutes and San Diego to San Francisco in less than 4 hours. Figure 4-1 depicts a statewide map of the California High Speed Rail Train (HST) project, as well as four options for the San Diego region.

The High Speed Rail project has independent utility and is not a component of the proposed Plan. Responsibility for the HST belongs to HSRA; SANDAG does not have authority over the alignment, design, or funding of the HST.

The high-speed corridor serving the San Diego region runs from southwest Riverside County along the I-15 corridor. The Los Angeles to San Diego section is being considered to identify the best high-speed configuration through the Inland Empire, as well as interim improvements that can upgrade regional rail service in the corridor before completion of Phase I. When complete in Phase 2, this section would close a major rail gap between the two counties. A proposed schedule for implementation is not available and timing could depend on funding (HSRA 2024).

MIDWAY RISING SPECIFIC PLAN

The City of San Diego (City) is preparing a Subsequent Environmental Impact Report (SEIR) to evaluate the environmental impacts of the proposed redevelopment of the existing San Diego Sports Arena site. On Oct. 4, 2021, the City of San Diego issued a Notice of Availability (NOA) to lease 48.5 acres of surplus property located at the San Diego Sports Arena site in the Midway District (City of San Diego n.d.-a). A Draft SEIR was released for public review on March 25, 2025.

To ensure that the Sports Arena Community Village would be planned comprehensively, the 2018 Midway-Pacific Highway Community Plan (2018 Community Plan) identified the need to prepare either a Specific Plan or a Master Planned Development Permit, and therefore, a Specific Plan has been proposed. The Midway Rising Specific Plan (Specific Plan) provides supplemental development regulations that work with the underlying base zones and development regulations in the San Diego Municipal Code (SDMC) to ensure the implementation of the vision. The Specific Plan's purpose is to provide guidance and direction on land use, site planning, building, public space, and landscape design to ensure that future development of the Project site results in a pedestrian- and transit-oriented mixed-use entertainment destination. The Specific Plan allows for the redevelopment of the 49.23-acre site with a mix of uses, including entertainment, retail, residential, recreational, and public park uses.

The Specific Plan would provide up to 4,254 housing units, including up to 2,000 affordable units restricted to households with incomes less than 80 percent area median income, to provide a range of housing opportunities in a variety of sizes and number of bedrooms. The Specific Plan allows for the development of a multi-purpose entertainment center that may host a range of activities. The entertainment center would reach a maximum height of 165 feet and replace the existing San Diego International Sports Arena. The entertainment center would host a variety of entertainment events including but not limited to concerts, family shows, sporting events, motorsports, comedy, and musical and artistic entertainment productions. The Project would also include a maximum of 130,000 square feet of commercial retail uses, excluding the entertainment center and outdoor retail markets, such as farmers markets. Commercial uses may include restaurants, shops, and supporting neighborhood retail.

NAVY OLD TOWN REVITALIZATION PROJECT

The US Department of the Navy (Navy) prepared a draft environmental impact statement (EIS) to evaluate the potential environmental consequences of the proposed modernization of Naval Base Point Loma Old Town Campus (OTC), San Diego, California. OTC is home to the Naval Information Warfare Systems Command (NAVWAR) (Navy 2021). The Navy analyzed five alternatives and identified Alternative 4—high density

development with a transit center—as its preferred alternative. The proposed modernization of NAVWAR's facilities on OTC would include demolition, construction, and renovation of buildings, utilities, and infrastructure. Modernization would be accomplished in either of two ways:

1. Navy redevelopment: A Navy-only project that would construct new or renovate existing NAVWAR facilities at OTC. No public-private or mixed-use development would occur on OTC under this scenario.
2. Public-private redevelopment: Collaboration between the Navy, the private sector, and possibly other government agencies to finance and construct new NAVWAR facilities at OTC. Development would include new facilities for NAVWAR and a range of private mixed-use development (e.g., residential, office, retail, hotel). The developers of the mixed-use development would pay for construction of NAVWAR facilities in exchange for the opportunity to develop the remaining OTC land. Two of the action alternatives analyzed in this EIS include consolidation of a transit center to OTC.

SAN DIEGO INTERNATIONAL AIRPORT DEVELOPMENT PLAN

Each year, more than 25 million air passengers use the San Diego International Airport (SDIA).

To maximize the airport's operational efficiency and make the most of the airport's 661-acre footprint, SDIA is moving forward with its next master planning phase, the airport development plan (ADP). The ADP provides a development framework to implement improvements that will enable the San Diego County Regional Airport Authority to accommodate future demand for air travel that is anticipated to occur at SDIA with more modern, efficient, and comfortable facilities. The ADP is considered a probable future project for the cumulative impact analysis.

The primary components of the project are the replacement of the existing Terminal 1, a new administration building, and a new airport access roadway with new bicycle and pedestrian infrastructure. As part of the Terminal 1 replacement, a new parking structure has been constructed. The parking structure was completed in 2024, and Phase 1A of Terminal 1 is anticipated to be completed in Summer 2025. Phase 1B is scheduled to be completed in 2028. Ultimately, the number of gates at SDIA would increase by 62 gates (SDCRAA 2025).

CITY OF SAN DIEGO PURE WATER NORTH CITY PROJECT

The City of San Diego is implementing the North City Project, which is the first phase of the Pure Water San Diego Program. It involves the production of 30 million gallons per day of purified water. The North City Project will expand the existing North City Water Reclamation Plant (NCWRP) and construct an adjacent North City Pure Water Facility (City of San Diego n.d.-b). Purified water will be conveyed by the North City Pure Water Pump Station to the Miramar Reservoir for storage. Other project components include a new pump station and forcemain to deliver additional wastewater to the NCWRP, a brine/centrate discharge pipeline, upgrades to the existing Metro Biosolids Center, a new North City Renewable Energy Facility at the NCWRP, and a new Landfill Gas Pipeline between the Miramar Landfill gas collection system and the NCWRP.

The North City Project includes a variety of facilities located throughout the central coastal areas of San Diego County in the North City geographic area. The pure water facility and pump station are located within the corporate boundaries of the City of San Diego and is anticipated to be completed in 2025.

PORT OF SAN DIEGO DEVELOPMENT PROJECTS

The San Diego Unified Port District (Port) is undertaking a comprehensive update to its existing Port Master Plan (PMP). The Port Master Plan Update (PMPU) provides the official goals and planning policies, as well as water and land uses, for development and conservation of the District lands, tidelands, and submerged lands (collectively, Tidelands or District Tidelands) in eight of the District's 10 planning districts that comprise the PMPU area. The PMPU would implement the approximately 30-year planning vision through a series of goals, objectives, and policies that set the foundation and direction for planned improvements and development standards, as established within the following six elements: Water and Land Use; Mobility; Ecology; Safety and Resiliency;

Environmental Justice; and Economics. The PMPU identifies planned improvements, including appealable and non-appealable development, for each planning district and would include new hotel, convention, restaurant, and retail space, improvements to public access and recreational resources, and in-water features, such as additional recreational boat berthing space, commercial fishing berthing space, and anchorages (Port 2024a).

The three planning districts not being updated as part of the PMPU are Planning District 5: National City Bayfront, Planning District 6: Chula Vista Bayfront, and the Pond 20 portion of Planning District 7: South Bay. These planning districts are not part of the proposed PMPU because no changes to those planning districts, or portions thereof, are proposed by the PMPU. The National City Bayfront is planned under the National City Bayfront Projects & Port Master Plan Amendment program, which extends into the City of National City's jurisdiction and was completed prior to the approval of the PMPU and certification of the PMPU PEIR. The Chula Vista Bayfront has a recently approved land use plan for the entire planning district that is currently under implementation. No changes are proposed to that land use plan. Finally, the District-owned property in the southern portion of Pond 20 was evaluated under the Wetland Mitigation Bank at Pond 20 Project EIR and Port Master Plan Amendment for the creation of a wetland mitigation bank and to incorporate the property into the current PMP. The Final PEIR was certified by the District's Board of Port Commissioners on April 13, 2021 (Port 2024b). The PMPU would not affect the water or land use designations and the anticipated buildout of these districts. The PMPU was adopted and associated Final PEIR certified by the Board of Port Commissioners on February 28, 2024, and submitted to the California Conservation Corps (CCC) for certification. The PMPU is currently undergoing CCC processing, in accordance with the California Coastal Act.

In addition, in 2016, the Port adopted a redevelopment plan for the Tenth Avenue Marine Terminal, which would involve a variety of infrastructure investments that may be undertaken over the long term to accommodate an increase of the marine terminal's capabilities and capacity. These include up to five gantry cranes, additional and consolidated dry bulk storage capacity (which may include a new 100,000-square-foot dry bulk structure or an equivalent vertical storage facility), enhancements to the existing conveyor system, demolition of the molasses tanks and Warehouse C, additional open storage space, establishment of an on-dock rail facility, a centralized gate facility, and the Demolition and Initial Rail Component. The Final EIR for this project was certified on December 13, 2016 (Port 2016).

OTHER PROBABLE PROJECTS

For some resource topic areas, additional large-scale probable future projects are also considered in the cumulative impact analysis. For example, for cumulative aesthetics and visual resources impacts, impacts of future long linear projects, such as rail pipeline and energy transmission infrastructure, are considered.

REGIONAL PLANNING DOCUMENTS

The cumulative impact analysis considers documents, studies, and plans that have been produced by various agencies and organizations describing or evaluating conditions contributing to cumulative impacts. For some of these documents, EIRs or EISs have been prepared that describe environmental impacts of plan implementation. Available information in adopted plans or certified environmental documents is used to describe existing and future conditions that may contribute to cumulative impacts. In some cases, planning documents are included that have been prepared by local jurisdictions, including cities and other agencies that have applicability to planning efforts or other topic areas throughout the region, such as local general plans and their various elements, resource protection ordinances, and climate action plans. In some cases, the impacts of local plans are already addressed and accounted for in SANDAG and Southern California Association of Governments (SCAG) EIRs. Documents that have application across multiple resource topics are listed below; additional planning documents are referenced when used within a specific resource topic analysis.

- Southern California Association of Governments: 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy (SCAG 2024);

- California Air Resources Board: 2022 Scoping Plan for Achieving Carbon Neutrality (CARB 2022);
- California Department of Transportation: California-Baja California Border Master Plan (Caltrans 2021);
- County of San Diego Climate Action Plan (County of San Diego 2024);
- Unified Port of San Diego: San Diego Unified Port District Master Plan (Port 2024c), Port District Master Plan Update (Port 2024a);
- San Diego County Regional Airport Authority: Regional Aviation Strategic Plan (SDCRAA 2011);
- San Diego County Regional Airport Authority: Regional Aviation Strategic Plan Implementation Report (SDCRAA 2021);
- San Diego International Airport: Airport Master Plan (SDCRAA 2008); Aviation Activity Forecasts (SDCRAA 2019);
- 2021 Regional Transportation Plan/Sustainable Communities Strategy (SANDAG 2021a) and associated EIR (SANDAG 2021b);
- US Environmental Protection Agency: The US–Mexico Border Environmental Program: Border 2025 (EPA 2021);
- US Marine Corps: MCB Camp Pendleton Integrated Natural Resources Management Plan (US Marine Corps 2024); MCAS Miramar Integrated Natural Resources Management Plan (US Marine Corps 2018);
- US Bureau of Land Management: Eastern San Diego County Resource Management Plan (BLM 2007);
- US Department of Agriculture: Cleveland National Forest Plan (USFS 2006);
- 2034 Tijuana, Tecate, and Playas de Rosarito Metropolitan Strategic Plan (IMPLAN 2013);
- San Diego County Water Authority Regional Water Facilities Optimization and Master Plan Update (SDCWA 2024); and
- San Diego Gas & Electric Company 2012 Long-Term Procurement Plan (SDG&E 2012).

GROWTH PROJECTIONS

The cumulative impact analysis considers population projections gathered from a variety of sources, in addition to the projections contained in adopted plans, to understand and characterize the cumulative setting. Population projections include:

- SANDAG Series 15 Regional Growth Forecast used as the basis for proposed Plan (SANDAG 2024),
- SCAG's 2024 RTP/SCS Growth Forecast (SCAG 2024),
- California Department of Finance Population Projections (DOF 2024), and
- 2021 Border Master Plan (Caltrans 2021).

Population projections from these sources are provided in Table 4-1 for the 2035 and 2050 horizon years.

Table 4-1 Growth Projections Considered in the Cumulative Impact Analysis

Region	Population		
	2022	2035	2050
SANDAG	3,287,306	3,404,362	3,400,250
SCAG region	18,827,000	19,946,000	20,909,000
Baja California	3,710,000	4,376,364	5,142,727
State of California	39,146,273	40,351,593	41,655,829

Sources: SANDAG 2024; SCAG 2024, DOF 2024; Caltrans 2021; Institute of the Americas 2025.

GEOGRAPHIC SCOPE

The geographic scope defines the area in which the impacts of the proposed Plan are analyzed in combination with similar impacts of cumulative projects or impacts associated with approved planning documents to determine if cumulative impacts would occur. For the purposes of this EIR, the geographic scope for cumulative impacts analysis is shown in Table4-2. The cumulative impact analysis section for each cumulative impact topic explains why the specific geographic scope was selected.

Table 4-2 Topic-Specific Geographic Scope and Cumulative Impacts

Cumulative Impact Topic	Geographic Scope
Aesthetics and Visual Resources	California
Agriculture and Forestry Resources	Southern California/Northern Baja California
Air Quality	Southern California/Northern Baja California
Biological Resources	Southern California/Northern Baja California
Cultural Resources	Southern California/Northern Baja California
Energy	Southern California/Northern Baja California
Geology, Soils, and Paleontological Resources	Southern California/Northern Baja California
Greenhouse Gas Emissions	Global
Hazards and Hazardous Materials	Southern California/Northern Baja California
Hydrology and Water Quality	Southern California/Northern Baja California
Land Use and Planning	Southern California
Mineral Resources	Southern California/Northern Baja California
Noise and Vibration	Southern California/Northern Baja California
Population and Housing	Southern California/Northern Baja California
Public Services, Recreation and Utilities	Southern California/Northern Baja California
Transportation	Southern California/Northern Baja California
Tribal Cultural Resources	Southern California/Northern Baja California
Water Supply	State of California/Lower Colorado River Basin/Northen Baja California
Wildfire	Southern California/Northern Baja California

Note: Southern California generally includes the areas encompassed by SANDAG and SCAG jurisdictions. SCAG represents six Southern California counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura) over an area covering more than 38,000 square miles. Northern Baja California generally includes the municipalities of Tijuana, Tecate, Playas de Rosarito, parts of Mexicali, and Ensenada.

Source: Data modeled by Ascent in 2025.