

Mitigation Monitoring and Reporting Program

The California Environmental Quality Act (CEQA) requires that a Lead Agency establish a program to monitor and report on mitigation measures adopted as part of the environmental review process to avoid or reduce the severity and magnitude of potentially significant environmental impacts associated with project development. The State CEQA Guidelines (Section 15097 [a]) require that a mitigation monitoring and reporting program be adopted upon certification of an Environmental Impact Report (EIR) or Mitigated Negative Declaration (MND) to ensure mitigation measures identified in the EIR or MND are implemented. The program must be adopted by the public agency at the time findings are made regarding the project. The State CEQA Guidelines allow public agencies to choose whether its program will monitor mitigation, report on mitigation, or both (14 CCR Section 15097(c)).

The Mitigation Monitoring and Reporting Program (MMRP) for the San Diego International Airport Development Plan is presented as a table and includes the mitigation measures identified in the Final EIR. The numbers assigned to the mitigation measures are the same as those presented in the Final EIR. The San Diego County Regional Airport Authority (SDCRAA) may modify how it will implement a mitigation measure, as long as the alternative means of implementing the mitigation still achieves the same or greater attenuation of the impact. The MMRP also describes implementation and monitoring procedural guidance, responsibilities, and timing for each mitigation measure identified in the EIR.

Project Description

This document constitutes the MMRP for the San Diego International Airport Development Plan, as described and analyzed in the Final EIR as “Alternative 4 - T1 Replacement and Transportation Improvements.” As described in Chapter 5, Alternatives Analysis, of the Final EIR, the San Diego International Airport Development Plan consists of the following key components:

- replacement of the existing T1;
- a new full-length taxiway;
- a new airport administration building;
- a new on-airport access roadway on airport property along with preservation of right-of-way on airport property to accommodate potential future off-airport access road improvements;
- a new parking structure adjacent to the replacement T1;
- implementation of a dedicated shuttle service between the Old Town Transit Center (located at 4005 Taylor Street) and SDIA;
- work with the MTS to upgrade Bus Route 992 transit service between downtown and SDIA; and

- preservation of a portion of SDIA as a “transit-ready” area to accommodate potential future regional transit system improvements that would link to SDIA.

One or more of these elements may require additional review and approvals from other governmental agencies including the Federal Aviation Administration (FAA). All would be implemented with due regard for the existing contractual rights of private parties and public agencies, and applicable law and regulations.

Mitigation Measures

The following are identified for each mitigation measure:

1. Potential Significant Impact: A brief description of the impact that is being mitigated (i.e., the objective of the mitigation),
2. Mitigation Measures: A brief description of the measure and how it will reduce the significant impact in question,
3. Party Responsible: The party who is responsible for the necessary implementing actions,
4. Timing of Mitigation: Identifies the timing for the mitigation implementation, and
5. Monitoring and Reporting Procedure: Describes the monitoring and reporting protocol and identifies the parties responsible for documenting the mitigation implementation efforts.

Table 1: Mitigation Measures for SDIA Airport Development Plan

Potential Significant Impact	No.	Mitigation Measures	Party Responsible	Timing of Mitigation	Monitoring and Reporting Procedure
Air Quality, Greenhouse Gases and Climate Change, and Human Health Risk					
Air Quality: Existing background concentrations of particulate matter with an aerodynamic diameter less than or equal to 10 micrometers (PM₁₀) currently exceed state standards and the increase in PM₁₀ concentrations associated with project operations would increase that existing exceedance. Construction of the ADP in conjunction with other projects anticipated to be under construction during that same period would result in a significant impact relative to cumulative emissions, at which the ADP's contribution to that significant impact would be cumulatively considerable. The ADP would result in significant emissions of volatile organic compounds (VOCs), oxides of nitrogen (NO_x), carbon monoxide (CO), PM₁₀, and sulfur oxides (SO_x). Greenhouse Gases and Climate Change: Construction and operation of the ADP would generate greenhouse gases (GHGs) that may have a significant impact on the environment.	MM-AQ/GHG-1	Ground Support Equipment Conversion All baggage tugs, belt loaders, lifts, pushback tractors, and utility carts at SDIA that are owned and operated by airlines and their ground handling contractors to service aircraft, shall be transitioned to alternative fuels (i.e., electric, natural gas, renewable diesel, biodiesel) by 2024. Additionally, by 2024, 50 percent of gasoline-fueled GSE that are light duty vehicles owned and operated by SDCRAA would be replaced with hybrid electric or alternative fuel vehicles and 100 percent of diesel-fueled GSE that are owned and operated by SDCRAA would be replaced with hybrid electric or alternative fuel vehicles.	SDCRAA	2020-2024 2020-2024	Annual GHG emissions reports that include an end-of-year breakdown of GSE by fuel types for equipment subject to this mitigation measure.
	MM-AQ/GHG-2	Renewable Electricity Project-related buildings shall be powered by 100 percent renewable electricity by 2024 and continuing thereafter through on-site generation resources, grid-delivered purchases, and/or renewable energy certificates.	SDCRAA	Ongoing in conjunction with operation of project-related buildings.	Annual GHG emissions reports that include an end-of-year summary breakdown of source types for electricity supplied to project-related buildings, as available from the energy provider (i.e., SDG&E).
	MM-AQ/GHG-3	Cool Roof The project shall include roofing materials with a minimum 3-year aged solar reflection and thermal emittance or solar reflection index equal to or greater than the values specified in the voluntary measures under 2016 California Green Building Standards Code.	SDCRAA	Ongoing in conjunction with development of project structures.	Requirement shall be included in bid specifications for construction of project buildings, and will be confirmed as part of plan checks.
	MM-AQ/GHG-4	LEED Silver Certification The project shall demonstrate achievement of at least LEED Silver certification (or equivalent green rating certification) for all new major facilities, such as a new	SDCRAA	In conjunction with development of the new T1	Requirement shall be included in bid specifications for construction of those

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Construction and operation of the ADP would conflict with applicable plans, policies, or regulations adopted for the purpose of reducing the emissions of GHGs Human Health Risk: The combination of construction-related toxic air contaminant emissions and operations-related emissions from the ADP would result in a significant impact relative to cancer risk.¹		terminal, a new parking structure, or new SDCRAA administration building.		building, T1 parking structure, and new SDCRAA administration building.	buildings, and will be confirmed within 24 months after building occupancy begins.
	MM-AQ/GHG-5	Clean Vehicle Parking The project shall designate 10 percent of new parking stalls for a combination of low-emitting, fuel-efficient, and carpool/vanpool vehicles.	SDCRAA	In conjunction with construction of T1 parking structure and of new SDCRAA administration building.	Requirement shall be included in bid specifications for construction of those parking facilities, and will be confirmed as part of plan checks.
	MM-AQ/GHG-6	Electric Vehicle Chargers. The project shall install electric vehicle charging ports at three percent of new parking stalls and another three percent would be "EVSE-ready".	SDCRAA	In conjunction with construction of T1 parking structure and of new SDCRAA administration building.	Requirement shall be included in bid specifications for construction of those parking facilities, and will be confirmed as part of plan checks.
	MM-AQ/GHG-7	Ground Transportation Clean Vehicle Program In conjunction with the project, SDIA's current Commercial Ground Transportation Clean Vehicle Program shall be extended past 2020 with the goal that commercial operator fleets achieve an average GHG rating of 10 (0-204 gCO ₂ /mile) by 2030 as scored by fuelconomy.gov (or an equivalent program).	SDCRAA	2020-2030	Annual GHG emissions reports that include an end-of-year summary status of the GHG rating score for the commercial operator fleets active at SDIA during the year.
	MM-AQ/GHG-8	Electric On-Airport Shuttles In conjunction with the project, on-airport shuttles serving passenger and employee parking lots, and inter-terminal	SDCRAA	2020-2026 2020-2028	Annual GHG emissions reports that include an end-of-year breakdown of

¹ This significant cancer risk human health impact is primarily due to diesel exhaust associated with ground service equipment (GSE), which would be converted to alternative fuels through Mitigation Measure MM-AQ/GHG-1.

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		transfers shall be transitioned to electric vehicles (all-electric or plug-in hybrid) by 2026. The buses serving the Rental Car Center shall be transitioned to electric vehicles by 2028.			on-airport shuttles by fuel types, specifically in terms of all-electric, plug-in hybrid, and other.
	MM-AQ/GHG-9	Bicycle Facilities To facilitate active transportation commuting, the project shall install shower stalls and lockers in the new Airport Administration Building and in the new terminal building based on the number of employees and guidance provided in the City of San Diego's Climate Action Plan Consistency Checklist (estimated at 7 shower stalls and 25 lockers total). In addition, covered bicycle storage shall be installed for SDCRAA and tenant employees based on non-public square footage and guidance provided in the City of San Diego's Climate Action Plan Consistency Checklist (estimated at 50 bike spaces total).	SDCRAA	In conjunction with development of the new T1 building and new SDCRAA administration building.	Requirement shall be included in bid specifications for construction of those facilities, and will be confirmed as part of plan checks.
	MM-AQ/GHG-10	Employee Parking Cash-Out Program SDCRAA shall implement a parking cash-out program for its employees.	SDCRAA	Employee parking cash-out program shall be established prior to issuance of certificate of occupancy for new SDCRAA administration office.	Management report to SDCRAA Board confirming establishment of program.
Biological Resources					
Although SDCRAA would continue to implement measures included in their existing program to protect the California least terns at SDIA which would avoid and/or minimize potential indirect impacts from construction of the ADP,	MM-BIO-1	California Least Tern: Construction Measures The following measures shall be included in all construction contracts for the ADP facilities and implemented as part of the ADP to avoid potential indirect impacts during construction from increased lighting,	SDCRAA	Prior to initiation of construction activities (e.g., prior to site preparation, grading,	Annual California Least Tern Report, which is submitted to the state and federal wildlife agencies.

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the indirect impact is considered potentially significant.		noise, use of hazardous materials, and activities that may increase perching for predatory species: ▪ All project construction within 800 feet of the SDIA least tern nesting area will occur from September 16 to March 31 to avoid the tern nesting season. ▪ A tern biologist will monitor the tern during construction occurring between 800 feet to 1,200 feet of any nesting least tern area during the tern nesting season (April 1- September 15) and will immediately notify the Resident Engineer (RE; or acting RE) of any construction activity that may lead to, or likely result in, the disruption of the tern, its young, or its eggs. If the tern biologist determines that adverse effects to the tern have occurred, the RE will be notified and all project construction activities will cease immediately, except those activities necessary to make the SDIA safe and operational. The tern biologist, in coordination with the RE, will contact the FAA and USFWS immediately after stopping construction. Construction will not resume until approved by the FAA and USFWS. The tern biologist will submit daily field reports to the FAA and USFWS on the status of the nesting activity, any construction-related incidents that disrupted tern nesting, and any action taken by the RE to avoid further incidents, within 24 hours of each monitoring date. The tern biologist will also submit a final summary report of monitoring to the FAA and USFWS by October 1. ▪ Trash will be properly disposed of and workers will not feed potential tern predators in the area. The Airport Authority will require the contractor to provide trash dumpsters or other covered trash receptacles for use by construction personnel. All food items or containers that previously held food items obtained/handled/controlled by construction personnel will be immediately disposed of in these		demolition, or building construction, whichever occurs first).	

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		dumpsters or containers, so as not to attract avian or mammalian predators of the least tern. - Construction personnel will not be permitted to feed cats, gulls, pigeons, ravens, or any other wildlife, as this may result in an increase in the numbers of these potential predators in the vicinity of tern chicks and eggs. - Crane booms or similar equipment that have heights of 25 feet or greater located between 800 feet to 1,200 feet of any nesting least tern area during the tern nesting season (April 1- September 15) will be lowered at the close of each construction day, if possible. - A pre-construction meeting will be held to make all contractor personnel that will be working between 800 feet to 1,200 feet of any nesting least tern area during the tern nesting season (April 1- September 15), including all construction staff, aware of the tern nesting issue and the specific conditions of construction. Project status meetings will be regularly held to remind all such personnel of the measures required to protect the tern as well as any modifications made to ensure their effectiveness. The USFWS will be notified of the date and time of the pre-construction and status meetings in order to attend, if needed or desired. - Nighttime construction occurring between 800 feet to 1,200 feet of any nesting least tern area during the tern nesting season (April 1- September 15) will be limited to those activities that are necessary to maintain airfield operations during normal operational times. Should such nighttime construction be required, the tern biologist will be onsite and perform the duties specified above.			

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		▪ Night lighting for project construction occurring between 800 feet to 1,200 feet from the SDIA least tern nesting area will be kept to a minimum during the tern nesting season (April 1- September 15), and will not be used unless active construction or other essential work is occurring. Should such nighttime construction or other essential work be conducted, all lighting associated with the work will be shielded from or directed away from the least tern nesting area. ▪ Continued diligent maintenance of fencing around the perimeter of the ovals to shield the terns from lighting, predators, and unauthorized human access. ▪ The new airport entry road to the south of the nesting ovals shall not rise above existing surface grade and shall not alter the elevation of roadway structures directly to the south of the nesting ovals.			
Although SDCRAA would continue to implement measures included in their existing program to protect the California least terns at SDIA which would avoid and/or minimize potential indirect impacts from operation of the ADP, the indirect impact is considered potentially significant.	MM-BIO-2	California Least Tern: Operations Measures The following measures shall be implemented by SDCRAA as part of the ADP in order to avoid potential indirect impacts during operation as related to perching for predatory species: ▪ New facilities shall be designed to minimize potential perching locations; all structures taller than ten feet and within 200 feet of the nesting ovals, including light poles and sign structures, shall be required to use anti-perch treatments such as stainless steel bird spike barriers that can be applied to potential perch sites (e.g., Nixalite). ▪ Any new landscaping shall be limited to plant species and materials not conducive to perching by birds. ▪ Continued diligent maintenance of fencing around the perimeter of the ovals to shield the terns from lighting, predators, and unauthorized human access.	SDCRAA	Included as condition of design of project elements; fencing maintenance/habitat management -ongoing.	Annual California Least Tern Report, which is submitted to the state and federal wildlife agencies.

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		Continued habitat management within the ovals including application of herbicide and removal of vegetation.			
Cultural Resources					
Implementation of the ADP would require the demolition and removal of two buildings (United Airlines Hangar and Terminal Building and the existing Terminal 1) determined to be significant historic resources.	MM-HR-1	Preparation of Historic American Buildings Survey (HABS) Documentation A Historic American Buildings Survey (HABS) report has been completed for each of the two significant historic resources that would be impacted by the ADP; those two resources being (1) the United Airlines Hangar and Terminal Building, and (2) the existing Terminal 1. The two HABS reports are contained in Appendix R-F of the EIR. Each HABS report provides a description and supporting documentation related to the following aspects of each resource: - Historical Information - Physical History - Historical Context - Architectural Information - Architectural Character - Description of Exterior - Description of Interior - Site Information (i.e., landscaping) - Sources of Information - Architectural Drawings - Photographs Copies of the two HABS reports will be kept available for public review at the SDCRAA Administrative Office at SDIA.	SDCRAA	Completed in 2018	Completed in 2018 and included in Appendix R-F of ADP Final EIR.

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	MM-HR-2	Relocation of the United Airlines Hangar and Terminal Building (now known as the ASIG Building) Despite having been relocated, the UAHT building is still the oldest surviving building within the Airport and, as such, is associated with the "earliest period of development at Lindbergh Field between 1928 and 1933." The UAHT building still meets National Register Criteria Consideration B, which allows moved properties that are significant as a surviving property associated with historic events to be considered eligible for the NRHP. As such, relocation of the subject building is recommended as mitigation to preserve its historic significance.	SDCRAA	Relocation of UAHT will occur in Phase 1a of the project, prior to, or in conjunction with, removal of existing facilities located at the site of the new T1 building and associated improvements.	Management report to SDCRAA Board confirming relocation of UAHT.
	MM-HR-4	Interpretative Display Regarding Existing Terminal 1 Building upon the historical resources study and HABS/HAER documentation completed in June 2018 for the SDIA Airport Development Plan (ADP) EIR, which includes, but is not limited to, drawings, plans, photographs, and written data and description of the history of Terminal 1, the SDCRAA shall develop interpretive material for public exhibition concerning the history of the existing Terminal 1. The interpretive material will include the photographs produced in the HABS/HAER documentation, and the historic archival research previously prepared as part of the ADP EIR, and will be supplemented with additional photographs and video documentation developed in coordination with a local historic resources specialist. This interpretive material will be posted to a dedicated public website. The website may also host available plans and construction documents related to Terminal 1.	SDCRAA	Interpretive display of existing Terminal 1 will occur in Phase 1a of the project, prior to, or in conjunction with, removal of existing facilities located at the site of the new T1 building and associated improvements.	Management report to SDCRAA Board confirming completion of interpretive display website.
Hazards and Hazardous Materials					
The ADP poses a potential for upset and accident conditions involving the release of hazardous materials into the	MM-HW-1	Preparation of Hazardous Materials Management Plan (HMMP)	SDCRAA	Prior to site excavation activities and/or	Requirements related to the preparation of a Hazardous Materials

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environment: ground disturbing activities could encounter contaminated soils and/or contaminated groundwater; hazardous building materials (asbestos-containing materials and lead-based paint) are present in some of the structures to be demolished and/or modified. The ADP could create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials during construction. The ADP would be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and could create a significant hazard to the public or the environment		Prior to site excavation activities and/or construction-related dewatering at the project site, a Hazardous Materials Management Plan (HMMP) shall be prepared and include the following: ▪ Delineation of roles and responsibilities, including those of the Contractor and those of SDCRAA; ▪ Procedures for identification, initial screening, and notification, of contaminated soil and/or groundwater encountered during site excavation; ▪ Procedures to secure/cordon-off area known to be or suspected of being contaminated; ▪ Procedures for decontamination of personnel and equipment leaving the secured area known to be or suspected of being contaminated; ▪ Procedure for assessing the nature and extent of contamination, and the approach to managing the contaminated soil/groundwater, including excavation/pumping, handling, storage, transport, and disposition (i.e., treatment/disposal); and ▪ Site-specific Health and Safety Plan for the safety and protection of construction workers, airport employees, and the general public from exposure to impacted soil, dust, and groundwater during construction activities. It is anticipated that there will be a HMMP developed for the course of ADP construction, with site-specific Health and Safety Plans developed that are tailored to the specific characteristics of individual construction contracts, but all with the same purpose of providing a management plan consistent with the ADP HMMP that will adequately address known or potential contaminated soils or groundwater. Based on information presented in the 2018 Amec Phase II ESI and 2018 Kleinfelder Phase II ESA, the site-specific Health and Safety Plans for the following areas (as identified on Figures 3.9-2 through 3.9-5 of the Recirculated Draft EIR) will need to include		construction-related dewatering at the project site.	Management Plan (HMMP) shall be included in bid specifications for construction contracts for the project, of project buildings, and those requirements shall acknowledge the need for management measures for the specific issues of concern identified in the mitigation measure, as applicable to construction in those areas. Confirmation that the required HMMP(s) has been prepared shall occur in conjunction with SDCRAA review of construction contractor submittals.

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		management measures for the specific issues of concern identified therein: ▪ <i>South Side of Building 2320</i>: Elevated levels of total petroleum hydrocarbons and metals were detected in samples from Soil Boring B30. The Health and Safety Plan for this area shall account for the presence of impacted soil and groundwater in the vicinity of this boring location and provide measures for segregation, containment, and disposal of impacted materials, as appropriate. ▪ <i>West Side of Building 2417, South Side of Building 2415, and North Side of Washdown Pad</i>: Elevated levels of volatile organic compounds were detected in groundwater samples from these areas. The Health and Safety Plans for these areas shall account for the presence of contaminated groundwater and provide measures for segregation, containment, and disposal of impacted materials, as appropriate. ▪ <i>North of Terminal 1 East Rotunda</i>: Elevated levels of total petroleum hydrocarbons and semi-volatile organic compounds were detected in groundwater and soil samples from this area. The Health and Safety Plan for this area shall account for the presence of impacted soil and groundwater and provide measures for segregation, containment, and disposal of impacted materials, as appropriate.			
	MM-HW-2	Existing Groundwater Monitoring Wells In conjunction with the demolition of Terminal 1, the following measure shall be completed: The suspected location of monitoring well MW-3 should be investigated to confirm the presence or absence of the well. All monitoring wells located within ADP development areas or that could otherwise be disturbed by project construction should be properly destroyed in accordance with the requirements of, and be subject to permit approval by, the County Department of	SDCRAA	In conjunction with the demolition of Terminal 1.	A well survey program addressing the potential presence of a monitoring well(s) in or near the subject area shall be completed, and include provisions for proper well destruction, as warranted. Completion of the program shall be documented in a report to

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		Environmental Health. Should any monitoring wells associated with an open case be disturbed, the lead agency overseeing the open case shall be notified and any requirements identified by the agency associated with well disturbance shall be adhered to.			be reviewed by SDCRAA and included in the project construction file.
	MM-HW-3	Hazardous Building Materials Abatement Prior to building demolition, the following activities shall be implemented: - SDCRAA shall retain a State of California-licensed asbestos/lead abatement contractor to perform abatement of asbestos containing material (ACM), asbestos containing construction material (ACCM), lead-based paint (LBP), or lead-containing paint (LCP) that could potentially be disturbed. - Prior to the initiation of abatement or demolition work, the abatement or demolition contractor must complete the Notification of Demolition or Asbestos Removal form and submit it to the County of San Diego Air Pollution Control District (SDAPCD) in compliance with Rule 1206 at least 10 business days before the start of abatement or demolition. SDAPCD will return the form, with a “notification number” added, to the abatement or demolition contractor, depending on who submitted the form. - The asbestos/lead abatement contractor shall provide written notification to the local CalOSHA district office regarding its “Intent to Conduct Asbestos Related Work” and/or “Intent to Conduct Lead-Related Work.” These notifications should be submitted at least 24 hours in advance of performing the respective asbestos-related or lead-related work. - Other potentially hazardous building materials, including and mercury-containing equipment, polychlorinated biphenyl (PCB)-containing equipment, lead-containing batteries, chlorofluorocarbon (CFC)-containing equipment, and Universal Wastes (e.g., fluorescent light tubes)	SDCRAA	Prior to building demolition.	Completion of the hazardous building materials surveys and abatement activities identified in the mitigation measure shall include preparation of reports documenting such surveys and activities. Those reports will be reviewed by SDCRAA and included in the project construction file.

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		will require segregation and may require further testing and analysis to determine whether they meet the definition of a hazardous waste in California and can be managed under the Universal Waste Rules. Hazardous wastes should only be handled by properly trained workers. Notification should be provided to contractor and subcontractor personnel as to the presence of ACMs, ACCMs, LBPs, LCPs, and other hazardous building materials at the site.			
Soil vapor gas may be present at the site of the new T1, which could pose a risk of migrating into the building and accumulating in levels that could pose a risk of health effects.	MM-HW-4	Vapor Intrusion Assessment In conjunction with building design of the new T1, the following measure shall be completed: A soil vapor survey with accompanying human health risk assessment shall be prepared for the area proposed for the new T1 building. If found warranted by the results of that assessment, remediation, such as in-situ soil vapor extraction (SVE) or ex-situ excavation and treatment, shall be implemented to reduce levels to below site-specific risk-based concentrations (RBC), or a vapor intrusion mitigation system shall be incorporated into the design of the new T1 building to ensure that indoor air concentrations do not exceed regulatory thresholds. As part of that effort, the 2014 vapor intrusion investigation for the former Teledyne Ryan Facility site shall be reviewed as it pertains to future buildings within the subject area.	SDCRAA	In conjunction with building design of the new T1.	Requirements related to the completion of a vapor intrusion assessment for the new T1 building shall be included in bid specifications for design of that project, along with acknowledgement that the building design may require inclusion of a vapor intrusion mitigation system depending on the results of the assessment. A report documenting the results and recommendations of the vapor intrusion assessment will be submitted to SDCRAA for review, with requirements for a vapor intrusion mitigation system to be incorporated into design plans that will be reviewed as part of plan check.

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Land Use and Planning					
The ADP would pose a conflict with the existing SDIA Airport Land Use Compatibility Plan (ALUCP); contours along the approach path from the southeast are slightly longer under the 2035 conditions than what the ALUCP Contours show under existing conditions.	MM-LUP-1	Amendment of the SDIA Airport Land Use Compatibility Plan In conjunction with updating the existing Airport Layout Plan (ALP) for SDIA, which would occur subject to approval of the ADP (and subject to FAA approval of the ALP update), the SDCRAA shall initiate, through the Airport Land Use Commission (ALUC), the process to amend the current SDIA Airport Land Use Compatibility Plan (ALUCP - May 2014) based on the specifics of the project, including the updated noise contours. Implementation of this measure is within the jurisdiction of the SDCRAA, acting in its role as the ALUC for the County, and the ALUC is required by law to amend the ALUCP so that it is consistent with the ALP update.	SDCRAA	Subsequent to updating the existing Airport Layout Plan (ALP) for SDIA.	Adoption of amended ALUCP by the ALUC (SDCRAA).
Noise					
Airport operations at SDIA in future years (2024, 2026, 2030, 2035, and 2050) would generate aircraft noise that would increase noise levels at exterior use areas of residences and other noise-sensitive uses to noise levels of 65 CNEL or above, as compared to the existing (2018) baseline condition. There would be a 1.5 dB or more increase in noise-sensitive areas being exposed to 65 CNEL or greater in 2024, 2026, 2030, 2035, and 2050 as a result of airport operations, as compared to the existing (2018 baseline) condition.	MM-NOI-1	Expansion of SDCRAA's Sound Insulation Program The existing SDIA Quieter Home Program is the SDCRAA's Residential Sound Insulation Program. For implementation of the subject Program, the FAA has determined that residences within the FAA-approved 65 dB CNEL contour (and an average interior noise level of 45 dB or greater) around SDIA may be eligible for sound insulation treatments to mitigate aircraft noise and has set a goal of reducing interior noise levels for eligible residents by at least five (5) dB inside the home, providing a noticeable reduction in noise. To mitigate the significant impacts associated with residential units that are newly exposed to 65 dB CNEL or greater from airport operations in future years of the ADP, the SDCRAA will, subject to continued FAA approval and funding, expand the existing sound insulation program to increase the average number of housing units that are sound attenuated annually.	SDCRAA	2024	Annual reports to the Airport Noise Advisory Committee that provide an end-of-year summary of: the number of residences that are sound attenuated; efforts and events associated with expanding the sound insulation program to include non-residential uses; status of SDCRAA applying to FAA's Airport Improvement Program for expanding the sound insulation program.

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Implementation of the ADP would cause a 3 dB or more increase resulting in noise-sensitive areas being exposed to 60 CNEL to less than 65 CNEL in 2024, 2026, 2030, 2035, and 2050, as compared to the existing (2018) baseline condition.		Likewise, the SDCRAA will expand the existing sound insulation program to include non-residential uses such as churches (places of worship) and schools in order to mitigate the significant impacts to these other noise-sensitive uses, which are newly-exposed to 65 dB CNEL or greater from airport operations in future years of the ADP. The SDCRAA will apply to the FAA's Airport Improvement Program annually to support the expanded Sound Insulation Program. If the funding is granted by the FAA, then Mitigation Measure MM-NOI-1 is <i>feasible</i> and will be implemented by SDCRAA. If the FAA does not approve the funding, then Mitigation Measure MM-NOI-1 is considered <i>infeasible</i> .			
	MM-NOI-2	Update Noise Exposure Maps Every 5 Years The aircraft noise exposure maps for SDIA will be updated every five years to determine if the SDIA Noise Compatibility Program, prepared pursuant to 14 Code of Federal Regulations Part 150, needs to be updated. By committing to revise the noise exposure maps every five years, the SDCRAA will ensure that recent data is determining which homes are impacted by noise and, therefore, may be eligible to participate in the Quieter Home Program.	SDCRAA	Every Five Years between 2020 and 2050.	Quinquennial aircraft noise exposure maps that will be coordinated with the Quieter Home Program Boundary Maps available for review at https://san.org/Airport-Noise/Quieter-Home-Program#646237-maps--stats .
	MM-NOI-3	Create a Mobile Noise Monitoring Program A mobile noise monitoring program will be established by SDCRAA to augment SDIA's existing permanent aircraft noise monitors at locations determined by an acoustical engineer.	SDCRAA	2024	Management report to SDCRAA Board confirming establishment of the program.
	MM-NOI-4	Assess the Findings of the 2018 FAA Reauthorization Act-Related Noise Studies The 2018 FAA Reauthorization Act includes a requirement for the FAA to complete various studies related to aircraft noise impacts. SDCRAA will review those studies, once completed, to help inform and update SDIA's noise	SDCRAA	Within 12 months of the studies becoming finalized by the	Annual reports to the Airport Noise Advisory Committee that provide an end-of-year summary of SDCRAA's reviews of the FAA noise studies, as

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		mitigation programs and policies. Similarly, the Authority is committing to utilize the latest research findings and policy guidance coming from the FAA Reauthorization Act to update noise programs, if applicable.		FAA and publicly available.	available during the year, and a description of whether/how the findings of those studies assist in updating the SDIA noise programs.
	MM-NOI-5	Utilize Curfew Violation Penalty Fines to Help Fund Aircraft Noise Mitigation Programs SDCRAA will utilize fines accrued through the aircraft operations curfew violation penalty program to annually fund additional sound insulation or other noise mitigation efforts.	SDCRAA	2021	Annual reports to the Airport Noise Advisory Committee that provide an end-of-year summary of curfew violations that occurred during the year, the amounts of fines accrued through the penalty program, and how the resultant funds were utilized for sound insulation and other noise mitigation efforts.
Traffic and Circulation					
Exceedance of allowable thresholds at area intersections and roadway segments during operation of ADP facilities.	MM-TR-LRP-2	Airport Regional Connections Prior to 2035, the SDCRAA shall participate in regional efforts to develop a long-range transportation solution for accessing the Airport, including the following measures: 1. Participate in regional planning efforts led by SANDAG (Airport Connections Study) to determine transit connections between regional transit and the Airport terminals, freeway connections along the Laurel Street corridor, intelligent transportation systems, and mobility hub improvements/strategies; 2. Preserve space within Airport property to accommodate a transit station located near the terminals and an on-Airport exit roadway; 3. Study and design the outbound roadway and coordinate with SANDAG, the City of San Diego, the Port of San Diego, and other agencies, as applicable, to entitle and	SDCRAA, SANDAG, City of San Diego, MTS, Caltrans, US Navy and Marine Corps, and the Port of San Diego	SDCRAA's participation with other agencies in seeking to develop a regional solution to improved Airport access would occur on an ongoing basis with project approval. SDCRAA participation in the construction	Annual GHG emission reports that include an end-of-year summary of the activities and progress that occurred during the year relative to development of a long-range transportation solution for accessing the Airport. If FAA authorizes SDCRAA to construct or fund any off-Airport improvements, programs to reduce VMT, or other such mitigation measures

Table 1: Mitigation Measures for SDIA Airport Development Plan

Potential Significant Impact	No.	Mitigation Measures	Party Responsible	Timing of Mitigation	Monitoring and Reporting Procedure
		implement improvements and strategies identified in the outbound roadway study and design, if and when needed; and 4. Participate in the implementation of improvements and strategies identified in the Airport Connections Study. To the extent that any of the four measures described above requires funding that must be pre-approved by the FAA, SDCRAA will request and make best efforts to secure such approval. - SDCRAA is fully engaged with other stakeholders in SANDAG's committee and subcommittees, which are tasked with developing regional solutions for improving access to the Airport. Other stakeholders include SANDAG, City of San Diego, MTS, Caltrans, US Navy and Marine Corps, and the Port of San Diego. SDCRAA has shared data, plans, concepts, and studies. In addition, SDCRAA shall provide feedback on suggested options. - The ADP has allocated a site to accommodate a potential transit station within Airport property in proximity to passenger terminals. The ADP also preserves space for an exit roadway on Airport property that could be built in conjunction with new freeway access ramps and enhanced capacity within the Laurel Street corridor. - SDCRAA understands that the outbound Airport roadway is an important component to the region's vision for transit and SDCRAA shall be fully engaged with other stakeholders in studying, designing, entitling and, if and when the outbound roadway is needed, implementing the outbound roadway. Other stakeholders include SANDAG, City of San Diego, MTS, Caltrans, US Navy and Marine Corps, and the Port of San Diego. If any of these measures described above requires FAA funding approval, then SDCRAA will		or funding of off-Airport improvements, programs to reduce VMT, or other such mitigation measures would only occur if authorized by FAA (timing unknown).	during the year, that would also be described in the annual report.

Table 1: Mitigation Measures for SDIA Airport Development Plan

Potential Significant Impact	No.	Mitigation Measures	Party Responsible	Timing of Mitigation	Monitoring and Reporting Procedure
		request such funding and make best efforts to secure such approval. 4. SDCRAA will fund its fair share of agreed-to improvements to implement long-term regional solutions identified by SANDAG's Airport Connections Study, and the outbound roadway, if and when needed, subject to a FAA concurrence to use Airport funding for these purposes. Proposed Mitigation Measure MM-TR-LRP-2 currently could not be implemented and is presently not considered feasible, because the Mitigation Measure would be within the control of other agencies or jurisdictions, and would require FAA approval of funding. For example, portions of Mitigation Measure MM-TR-LRP-2 require physical improvements to facilities and/or VMT reduction items that would be located within the jurisdictions of, or must be implemented by, other public agencies or departments. Although these improvements and VMT reduction items may prove to be considered physically feasible, SDCRAA could not require those agencies or departments to implement any as yet unidentified improvements or VMT reduction programs or the street and intersection connections for the outbound roadway. SDCRAA will, however, continue to collaborate with the other public agencies and departments to implement any agreed-upon improvement items and/or VMT reduction programs (consistent with CEQA Guidelines section 15064.3) relating to the Airport. Also, due to FAA regulations, proposed Mitigation Measure MM-TR-LRP-2 currently could not be implemented and is presently not considered feasible, because the FAA may decide not to authorize the use of any FAA grant funds or SDIA revenue to be used to construct or fund any off-Airport improvements, programs to reduce VMT, connections for the outbound roadway, or other mitigation measures. As discussed in Section 3.14.6 of			

Table 1: Mitigation Measures for SDIA Airport Development Plan

Potential Significant Impact	No.	Mitigation Measures	Party Responsible	Timing of Mitigation	Monitoring and Reporting Procedure
		the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for the as yet unidentified off-Airport improvement or VMT reduction items and as of yet unidentified street and intersection connections for the outbound roadway once designed. If the funding is granted (and the other agencies agree to implement or give approval to the SDCRAA to implement), then the Mitigation Measure would be feasible. If the FAA does not approve the funding, then the Measure would be infeasible. 5. If FAA denies the use of Airport funding for long-term regional transportation improvements to access the Airport, SDCRAA will research and apply for state grant funds that can be used to fund its fair share of agreed-to improvements identified by SANDAG's Airport Connections Study, once those improvements have been formally included in SANDAG's 2021 Regional Transportation Plan.			
Increase in delay greater than two seconds at the intersection of Laurel Street at North Harbor Drive would exceed the allowable threshold.	MM-TR-I-1a	Improve the Intersection of Laurel Street at North Harbor Drive Prior to passenger air travel exceeding 32.0 million annual passengers (MAP), SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Add a third Eastbound left-turn lane and remove an Eastbound through lane. Proposed Mitigation Measure MM-TR-I-1a is presently not considered fully feasible, because the improvements described in Mitigation Measure MM-TR-I-1a are within the City of San Diego jurisdiction and would require FAA approval of funding. The mitigation measure is physically feasible, because there is enough space in the existing roadway widths. The measure, if implemented, would reduce impacts to below a level of significance. The improvements contemplated by Mitigation Measure MM-TR-I-1a, described above,	SDCRAA and City of San Diego	Prior to passenger air travel exceeding 32.0 million annual passengers (MAP), subject to and with the qualifications that SDCRAA cannot implement the measure without (i) collaboration with and approval by the City, and (ii) funding approval from	a) Assessment of full (100%) funding, approval for which has been sought from the FAA, b) If mutual concurrence on mitigation is reached, Authority would enter into an agreement with City of San Diego, which has jurisdiction over improvements to street segments surrounding SDIA, c) Design and construct improvements.

Table 1: Mitigation Measures for SDIA Airport Development Plan

Potential Significant Impact	No.	Mitigation Measures	Party Responsible	Timing of Mitigation	Monitoring and Reporting Procedure
		would be located outside the jurisdiction of the SDCRAA but within the jurisdiction of the City of San Diego. Consequently, SDCRAA cannot independently implement the measure; instead, implementation would require the assistance and approval of the City. The City has informed SDCRAA that it concurs the measure is physically feasible and can be implemented as conceptually described above, provided the proper permits are obtained from the City. Note, however, that SDCRAA may not ensure airport revenues for off-airport improvements, including those described in MM-TR-I-1a, without FAA approval. Thus, the SDCRAA's ability to implement this measure is contingent upon that approval. SDCRAA will include this mitigation measure in the Mitigation Monitoring and Reporting Program (MMRP) for the project, subject to and with the qualifications that SDCRAA cannot implement the measure without (i) collaboration with and approval by the City, and (ii) funding approval from FAA, which SDCRAA has already requested but which has not yet been approved. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-airport improvement item.		FAA, which SDCRAA has already requested but which has not yet been approved.	
Increase in delay greater than two seconds at the intersection of Pacific Highway at West Laurel Street would exceed the allowable threshold.	MM-TR-I-1b	Improve the Intersection of Pacific Highway at West Laurel Street Prior to the first occupancy of any new or redeveloped facility that is part of Project Phase 1a, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Remove a westbound through lane on the West leg and add a second Eastbound left-turn lane, convert a Southbound through lane into a second Southbound right-turn lane, and re-coordinate signals along Laurel Street. Upgrade from Class II bicycle lanes to Class IV Cycle Tracks on Pacific Highway and	SDCRAA and City of San Diego	Prior to the first occupancy of any new or redeveloped facility that is part of Project Phase 1a, subject to and with the qualifications that SDCRAA cannot implement the measure without	a) Assessment of full (100%) funding, approval for which has been sought from the FAA, b) If mutual concurrence on mitigation is reached, Authority would enter into an agreement with City of San Diego, which has jurisdiction over improvements to street segments surrounding

Table 1: Mitigation Measures for SDIA Airport Development Plan

Potential Significant Impact	No.	Mitigation Measures	Party Responsible	Timing of Mitigation	Monitoring and Reporting Procedure
		provide feasible intersection features, such as corner islands and dedicated traffic signal phasing for bicycles on Pacific Highway. The bicycle improvements will extend from Laurel Street to Washington Street affecting the intersections of Pacific Highway at Sassafras Street / Admiral Boland Way and Pacific Highway at Palm Street. Proposed Mitigation Measure MM-TR-I-1b is presently not considered fully feasible, because the improvements described in Mitigation Measure MM-TR-I-1b are within the City of San Diego jurisdiction and would require FAA approval of funding. The mitigation measure is physically feasible, because there is enough space in the existing roadway widths. The measure, if implemented, would reduce impacts to below a level of significance. The improvements contemplated by Mitigation Measure MM-TR-I-1b, described above, would be located outside the jurisdiction of the SDCRAA but within the jurisdiction of the City of San Diego. Consequently, SDCRAA cannot independently implement the measure; instead, implementation would require the assistance and approval of the City. The City has informed SDCRAA that it concurs the measure is physically feasible and can be implemented as conceptually described above, provided the proper permits are obtained from the City. Note, however, that SDCRAA may not ensure airport revenues for off-airport improvements, including those described in MM-TR-I-1b, without FAA approval. Thus, the SDCRAA's ability to implement this measure is contingent upon that approval. SDCRAA will include this mitigation measure in the Mitigation Monitoring and Reporting Program (MMRP) for the project, subject to and with the qualifications that SDCRAA cannot implement the measure without (i) collaboration with and approval by the City, and (ii) funding approval from FAA, which SDCRAA has already requested but which has not yet been approved. As discussed in Section 3.14.6 of the Recirculated Draft EIR,		(i) collaboration with and approval by the City, and (ii) funding approval from FAA, which SDCRAA has already requested but which has not yet been approved.	SDIA, c) Design and construct improvements.

Table 1: Mitigation Measures for SDIA Airport Development Plan

Potential Significant Impact	No.	Mitigation Measures	Party Responsible	Timing of Mitigation	Monitoring and Reporting Procedure
Increase in delay greater than two seconds at the intersection of Kettner Boulevard at West Laurel Street would exceed the allowable threshold.	MM-TR-I-1c	SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-airport improvement item. Improve the Intersection of Kettner Boulevard at West Laurel Street Prior to the first occupancy of any new or redeveloped facility that is part of Project Phase 1a, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Re-stripe the Southbound approach to two right-turn lanes, one through lane, and one optional through/left-turn lane. Proposed Mitigation Measure MM-TR-I-1c is presently not considered fully feasible, because the improvements described in Mitigation Measure MM-TR-I-1c are within the City of San Diego jurisdiction and would require FAA approval of funding. The mitigation measure is physically feasible, because there is enough space in the existing roadway widths. The measure, if implemented, would reduce impacts to below a level of significance. The improvements contemplated by Mitigation Measure MM-TR-I-1c, described above, would be located outside the jurisdiction of the SDCRAA but within the jurisdiction of the City of San Diego. Consequently, SDCRAA cannot independently implement the measure; instead, implementation would require the assistance and approval of the City. The City has informed SDCRAA that it concurs the measure is physically feasible and can be implemented as conceptually described above, provided the proper permits are obtained from the City. Note, however, that SDCRAA may not ensure airport revenues for off-airport improvements, including those described in MM-TR-I-1c, without FAA approval. Thus, the SDCRAA's ability to implement this measure is contingent upon that approval.	SDCRAA and City of San Diego	Prior to the first occupancy of any new or redeveloped facility that is part of Project Phase 1a, subject to and with the qualifications that SDCRAA cannot implement the measure without (i) collaboration with and approval by the City, and (ii) funding approval from FAA, which SDCRAA has already requested but which has not yet been approved.	a) Assessment of full (100%) funding, approval for which has been sought from the FAA, b) If mutual concurrence on mitigation is reached, Authority would enter into an agreement with City of San Diego, which has jurisdiction over improvements to street segments surrounding SDIA, c) Design and construct improvements.

Table 1: Mitigation Measures for SDIA Airport Development Plan

Potential Significant Impact	No.	Mitigation Measures	Party Responsible	Timing of Mitigation	Monitoring and Reporting Procedure
Increase in delay at the intersection of Harbor Island Drive at N Harbor Drive; resulting Level of Service (LOS) would exceed the allowable threshold.	MM-TR-I-1d	SDCRAA will include this mitigation measure in the Mitigation Monitoring and Reporting Program (MMRP) for the project, subject to and with the qualifications that SDCRAA cannot implement the measure without (i) collaboration with and approval by the City, and (ii) funding approval from FAA, which SDCRAA has already requested but which has not yet been approved. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item. Improve the Intersections on North Harbor Drive from Harbor Island Drive to Grape Street Prior to passenger air travel exceeding 32.0 MAP, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Re-coordinate signals along North Harbor Drive from Harbor Island Drive to Grape Street. Proposed Mitigation Measure MM-TR-I-1d is presently not considered fully feasible, because the improvements described in Mitigation Measure MM-TR-I-1d are within the City of San Diego jurisdiction and would require FAA approval of funding. The mitigation measure is physically feasible, because there is enough space in the existing roadway widths. The measure, if implemented, would reduce impacts to below a level of significance. The improvements contemplated by Mitigation Measure MM-TR-I-1d, described above, would be located outside the jurisdiction of the SDCRAA but within the jurisdiction of the City of San Diego. Consequently, SDCRAA cannot independently implement the measure; instead, implementation would require the assistance and approval of the City. The City has informed SDCRAA that it concurs the measure is physically feasible and can be implemented as conceptually described above, provided the proper permits are obtained from the City. Note, however, that SDCRAA may not ensure airport revenues	SDCRAA and City of San Diego	Prior to passenger air travel exceeding 32.0 MAP, subject to and with the qualifications that SDCRAA cannot implement the measure without (i) collaboration with and approval by the City, and (ii) funding approval from FAA, which SDCRAA has already requested but which has not yet been approved.	a) Assessment of full (100%) funding, approval for which has been sought from the FAA, b) If mutual concurrence on mitigation is reached, Authority would enter into an agreement with City of San Diego, which has jurisdiction over improvements to street segments surrounding SDIA, c) Design and construct improvements.

Table 1: Mitigation Measures for SDIA Airport Development Plan

Potential Significant Impact	No.	Mitigation Measures	Party Responsible	Timing of Mitigation	Monitoring and Reporting Procedure
Increase in delay at the intersection of Kettner Boulevard at Palm Street; resulting Level of Service (LOS) would exceed the allowable threshold.	MM-TR-I-1e	for off-airport improvements, including those described in MM-TR-I-1d, without FAA approval. Thus, the SDCRAA's ability to implement this measure is contingent upon that approval. SDCRAA will include this mitigation measure in the Mitigation Monitoring and Reporting Program (MMRP) for the project, subject to and with the qualifications that SDCRAA cannot implement the measure without (i) collaboration with and approval by the City, and (ii) funding approval from FAA, which SDCRAA has already requested but which has not yet been approved. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item. Improve the Intersection of Kettner Boulevard at Palm Street Prior to the first occupancy of any new or redeveloped facility that is part of Project Phase 1a, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Install a traffic signal, restripe Palm Street to two lanes in each direction between Kettner Boulevard and Pacific Highway, and install pre-signals at the rail crossing. Provide directional signs on Kettner Boulevard, Pacific Highway, Laurel Street and North Harbor Drive suggesting Palm Street as an option for reaching the Airport terminals. Proposed Mitigation Measure MM-TR-I-1e is presently not considered fully feasible, because the improvements described in Mitigation Measure MM-TR-I-1e are within the City of San Diego jurisdiction and would require FAA approval of funding. The mitigation measure is physically feasible, because there is enough space in the existing roadway widths. The measure, if implemented, would reduce impacts to below a level of significance. The	SDCRAA and City of San Diego	Prior to the first occupancy of any new or redeveloped facility that is part of Project Phase 1a, subject to and with the qualifications that SDCRAA cannot implement the measure without (i) collaboration with and approval by the City, and (ii) funding approval from FAA, which SDCRAA has already requested but	a) Assessment of full (100%) funding, approval for which has been sought from the FAA, b) If mutual concurrence on mitigation is reached, Authority would enter into an agreement with City of San Diego, which has jurisdiction over improvements to street segments surrounding SDIA, c) Design and construct improvements.

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Potential Significant Impact	No.	Mitigation Measures	Party Responsible	Timing of Mitigation	Monitoring and Reporting Procedure
		improvements contemplated by Mitigation Measure MM-TR-I-1e, described above, would be located outside the jurisdiction of the SDCRAA but within the jurisdiction of the City of San Diego. Consequently, SDCRAA cannot independently implement the measure; instead, implementation would require the assistance and approval of the City. The City has informed SDCRAA that it concurs the measure is physically feasible and can be implemented as conceptually described above, provided the proper permits are obtained from the City. Note, however, that SDCRAA may not ensure airport revenues for off-airport improvements, including those described in MM-TR-I-1e, without FAA approval. Thus, the SDCRAA's ability to implement this measure is contingent upon that approval. SDCRAA will include this mitigation measure in the Mitigation Monitoring and Reporting Program (MMRP) for the project, subject to and with the qualifications that SDCRAA cannot implement the measure without (i) collaboration with and approval by the City, and (ii) funding approval from FAA, which SDCRAA has already requested but which has not yet been approved. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.		which has not yet been approved.	
Increase in delay at the intersection of Columbia Street at West Grape Street; resulting Level of Service (LOS) would exceed the allowable threshold.	MM-TR-I-4a	Improve the Intersection of Columbia Street at West Grape Street Prior to passenger air travel exceeding 32.0 MAP, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Redistribution of traffic and retiming of signals. Provide directional signs on eastbound North Harbor Drive suggesting Laurel Street as an option for reaching I-5 southbound. Proposed Mitigation Measure MM-TR-I-4a is presently not	SDCRAA and City of San Diego	Prior to passenger air travel exceeding 32.0 MAP, subject to and with the qualifications that SDCRAA cannot implement the measure without	a) Assessment of full (100%) funding, approval for which has been sought from the FAA, b) If mutual concurrence on mitigation is reached, Authority would enter into an agreement with City of San Diego, which has jurisdiction over

Table 1: Mitigation Measures for SDIA Airport Development Plan

Potential Significant Impact	No.	Mitigation Measures	Party Responsible	Timing of Mitigation	Monitoring and Reporting Procedure
		considered fully feasible, because the improvements described in Mitigation Measure MM-TR-I-4a are within the City of San Diego jurisdiction and would require FAA approval of funding. The mitigation measure is physically feasible, because there is enough space in the existing roadway widths. The measure, if implemented, would reduce impacts to below a level of significance. The improvements contemplated by Mitigation Measure MM-TR-I-4a, described above, would be located outside the jurisdiction of the SDCRAA but within the jurisdiction of the City of San Diego. Consequently, SDCRAA cannot independently implement the measure; instead, implementation would require the assistance and approval of the City. The City has informed SDCRAA that it concurs the measure is physically feasible and can be implemented as conceptually described above, provided the proper permits are obtained from the City. Note, however, that SDCRAA may not ensure airport revenues for off-airport improvements, including those described in MM-TR-I-4a, without FAA approval. Thus, the SDCRAA's ability to implement this measure is contingent upon that approval. SDCRAA will include this mitigation measure in the Mitigation Monitoring and Reporting Program (MMRP) for the project, subject to and with the qualifications that SDCRAA cannot implement the measure without (i) collaboration with and approval by the City, and (ii) funding approval from FAA, which SDCRAA has already requested but which has not yet been approved.		(i) collaboration with and approval by the City, and (ii) funding approval from FAA, which SDCRAA has already requested but which has not yet been approved.	improvements to street segments surrounding SDIA, c) Design and construct improvements.
		discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-airport improvement item.			

Table 1: Mitigation Measures for SDIA Airport Development Plan

Potential Significant Impact	No.	Mitigation Measures	Party Responsible	Timing of Mitigation	Monitoring and Reporting Procedure
Increase in delay at the intersection of Grape Street at State Street/ I-5 SB Ramps; resulting Level of Service (LOS) would exceed the allowable threshold.	MM-TR-I-4b	Improve the Intersection of Grape Street at State Street/ I-5 SB Ramps Prior to passenger air travel exceeding 32.0 MAP, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Redistribution of traffic and retiming of signals. Provide directional signs on eastbound North Harbor Drive suggesting Laurel Street as an option for reaching I-5 southbound. Proposed Mitigation Measure MM-TR-I-4b is presently not considered fully feasible, because the improvements described in Mitigation Measure MM-TR-I-4b are within the City of San Diego jurisdiction and would require FAA approval of funding. The mitigation measure is physically feasible, because there is enough space in the existing roadway widths. The measure, if implemented, would reduce impacts to below a level of significance. The improvements contemplated by Mitigation Measure MM-TR-I-4b, described above, would be located outside the jurisdiction of the SDCRAA but within the jurisdiction of the City of San Diego. Consequently, SDCRAA cannot independently implement the measure; instead, implementation would require the assistance and approval of the City. The City has informed SDCRAA that it concurs the measure is physically feasible and can be implemented as conceptually described above, provided the proper permits are obtained from the City. Note, however, that SDCRAA may not ensure airport revenues for off-airport improvements, including those described in MM-TR-I-4b, without FAA approval. Thus, the SDCRAA's ability to implement this measure is contingent upon that approval. SDCRAA will include this mitigation measure in the Mitigation Monitoring and Reporting Program (MMRP) for the project, subject to and with the qualifications that SDCRAA cannot implement the measure without (i) collaboration with and approval by the City, and (ii)	SDCRAA and City of San Diego	Prior to passenger air travel exceeding 32.0 MAP, subject to and with the qualifications that SDCRAA cannot implement the measure without (i) collaboration with and approval by the City, and (ii) funding approval from FAA, which SDCRAA has already requested but which has not yet been approved.	a) Assessment of full (100%) funding, approval for which has been sought from FAA, b) If mutual concurrence on mitigation is reached, Authority would enter into an agreement with City of San Diego, which has jurisdiction over improvements to street segments surrounding SDIA, c) Design and construct improvements.

Table 1: Mitigation Measures for SDIA Airport Development Plan

Potential Significant Impact	No.	Mitigation Measures	Party Responsible	Timing of Mitigation	Monitoring and Reporting Procedure
Increase in delay at the intersection of Pacific Highway at Sassafras Street / Admiral Boland Way; resulting Level of Service (LOS) would exceed the allowable threshold.	MM-TR-I-5a	Improve the Intersection of Pacific Highway at Sassafras Street / Admiral Boland Way Prior to passenger air travel exceeding 39.3 MAP, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Restripe the West leg to a left-turn lane, two through lanes and right-turn lane. As part of the Class IV Cycle Track improvement identified in MM-TR-I-1b, the south leg will be restriped to a left-turn lane, two through lanes and a right-turn lane. Proposed Mitigation Measure MM-TR-I-5a is presently not considered fully feasible, because the improvements described in Mitigation Measure MM-TR-I-5a are within the City of San Diego jurisdiction and would require FAA approval of funding. The mitigation measure is physically feasible, because there is enough space in the existing roadway widths. The measure, if implemented, would reduce impacts to below a level of significance. The improvements contemplated by Mitigation Measure MM-TR-I-5a, described above, would be located outside the jurisdiction of the SDCRAA but within the jurisdiction of the City of San Diego. Consequently, SDCRAA cannot independently implement the measure; instead, implementation would require the assistance and approval of the City. The City has informed SDCRAA that it concurs the measure is physically feasible and can be implemented as conceptually described above, provided the proper permits are obtained from the City. Note, however, that SDCRAA may not ensure airport revenues for off-airport improvements, including those described in MM-TR-I-5a, without FAA approval. Thus, the SDCRAA's	SDCRAA and City of San Diego	Prior to passenger air travel exceeding 39.3 MAP, subject to and with the qualifications that SDCRAA cannot implement the measure without (i) collaboration with and approval by the City, and (ii) funding approval from FAA, which SDCRAA has already requested but which has not yet been approved.	a) Assessment of full (100%) funding, approval for which has been sought from the FAA, b) if mutual concurrence on mitigation is reached, Authority would enter into an agreement with City of San Diego, which has jurisdiction over improvements to street segments surrounding SDIA, c) Design and construct improvements.

Table 1: Mitigation Measures for SDIA Airport Development Plan

Potential Significant Impact	No.	Mitigation Measures	Party Responsible	Timing of Mitigation	Monitoring and Reporting Procedure
		ability to implement this measure is contingent upon that approval. SDCRAA will include this mitigation measure in the Mitigation Monitoring and Reporting Program (MMRP) for the project, subject to and with the qualifications that SDCRAA cannot implement the measure without (i) collaboration with and approval by the City, and (ii) funding approval from FAA, which SDCRAA has already requested but which has not yet been approved. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.			
Increase in delay at the intersection of Kettner Boulevard at Sassafras Street; resulting Level of Service (LOS) would exceed the allowable threshold.	MM-TR-I-5b	Improve the Intersection of Kettner Boulevard at Sassafras Street Prior to passenger air travel exceeding 39.3 MAP, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Restripe the north leg of the intersection to a left lane, 2 through lanes, a through/right-turn lane and right-turn lane. Proposed Mitigation Measure MM-TR-I-5b is presently not considered fully feasible, because the improvements described in Mitigation Measure MM-TR-I-5b are within the City of San Diego jurisdiction and would require FAA approval of funding. The mitigation measure is physically feasible, because there is enough space in the existing roadway widths. The measure, if implemented, would reduce impacts to below a level of significance. The improvements contemplated by Mitigation Measure MM-TR-I-5b, described above, would be located outside the jurisdiction of the SDCRAA but within the jurisdiction of the City of San Diego. Consequently, SDCRAA cannot independently implement the measure; instead, implementation would require the assistance and approval of the City. The City has informed SDCRAA that it	SDCRAA and City of San Diego	Prior to passenger air travel exceeding 39.3 MAP, subject to and with the qualifications that SDCRAA cannot implement the measure without (i) collaboration with and approval by the City, and (ii) funding approval from FAA, which SDCRAA has already requested but which has not yet been approved.	a) Assessment of full (100%) funding, approval for which has been sought from the FAA, b) If mutual concurrence on mitigation is reached, Authority would enter into an agreement with City of San Diego, which has jurisdiction over improvements to street segments surrounding SDIA, c) Design and construct improvements.

Table 1: Mitigation Measures for SDIA Airport Development Plan

Potential Significant Impact	No.	Mitigation Measures	Party Responsible	Timing of Mitigation	Monitoring and Reporting Procedure
		concur the measure is physically feasible and can be implemented as conceptually described above, provided the proper permits are obtained from the City. Note, however, that SDCRAA may not ensure airport revenues for off-airport improvements, including those described in MM-TR-I-5b, without FAA approval. Thus, the SDCRAA's ability to implement this measure is contingent upon that approval. SDCRAA will include this mitigation measure in the Mitigation Monitoring and Reporting Program (MMRP) for the project, subject to and with the qualifications that SDCRAA cannot implement the measure without (i) collaboration with and approval by the City, and (ii) funding approval from FAA, which SDCRAA has already requested but which has not yet been approved. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-airport improvement item.			
Increase in delay at the intersection of India Street at W Grape Street; resulting Level of Service (LOS) would exceed the allowable threshold.	MM-TR-I-5c	Improve the Intersection of India Street at W Grape Street Prior to passenger air travel exceeding 35.8 MAP, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Remove parking on both sides of Grape Street from North Harbor Drive to State Street, to add a 4th travel lane on the south side of the road and install a Class IV Cycle Track along the north side. Retime signals along Grape Street. Proposed Mitigation Measure MM-TR-I-5c is presently not considered fully feasible, because the improvements described in Mitigation Measure MM-TR-I-5c are within the City of San Diego jurisdiction and would require FAA approval of funding. The mitigation measure is physically feasible, because there is enough space in the existing roadway widths. The measure, if implemented, would	SDCRAA and City of San Diego	Prior to passenger air travel exceeding 35.8 MAP, subject to and with the qualifications that SDCRAA cannot implement the measure without (i) collaboration with and approval by the City, and (ii) funding approval from FAA, which SDCRAA has	a) Assessment of full (100%) funding, approval for which has been sought from the FAA, b) If mutual concurrence on mitigation is reached, Authority would enter into an agreement with City of San Diego, which has jurisdiction over improvements to street segments surrounding SDIA, c) Design and construct improvements.

Table 1: Mitigation Measures for SDIA Airport Development Plan

Potential Significant Impact	No.	Mitigation Measures	Party Responsible	Timing of Mitigation	Monitoring and Reporting Procedure
		reduce impacts to below a level of significance. The improvements contemplated by Mitigation Measure MM-TR-I-5c, described above, would be located outside the jurisdiction of the SDCRAA but within the jurisdiction of the City of San Diego. Consequently, SDCRAA cannot independently implement the measure; instead, implementation would require the assistance and approval of the City. The City has informed SDCRAA that it concurs the measure is physically feasible and can be implemented as conceptually described above, provided the proper permits are obtained from the City. Note, however, that SDCRAA may not ensure airport revenues for off-airport improvements, including those described in MM-TR-I-5c, without FAA approval. Thus, the SDCRAA's ability to implement this measure is contingent upon that approval. SDCRAA will include this mitigation measure in the Mitigation Monitoring and Reporting Program (MMRP) for the project, subject to and with the qualifications that SDCRAA cannot implement the measure without (i) collaboration with and approval by the City, and (ii) funding approval from FAA, which SDCRAA has already requested but which has not yet been approved. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-airport improvement item.		already requested but which has not yet been approved.	
Increase in delay at the intersection of Kettner Boulevard at W Grape Street; resulting Level of Service (LOS) would exceed the allowable threshold.	MM-TR-I-5d	Improve the Intersection of Kettner Boulevard at W Grape Street Prior to passenger air travel exceeding 35.8 MAP, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Remove parking from the south side and add a 4th travel lane from North Harbor Drive to State Street and retime signals along Grape Street. Proposed Mitigation Measure MM-TR-	SDCRAA and City of San Diego	Prior to passenger air travel exceeding 35.8 MAP, subject to and with the qualifications that SDCRAA cannot implement the	a) Assessment of full (100%) funding, approval for which has been sought from the FAA, b) If mutual concurrence on mitigation is reached, Authority would enter into an agreement with City of San Diego, which has

Table 1: Mitigation Measures for SDIA Airport Development Plan

Potential Significant Impact	No.	Mitigation Measures	Party Responsible	Timing of Mitigation	Monitoring and Reporting Procedure
		I-5d is presently not considered fully feasible, because the improvements described in Mitigation Measure MM-TR-I-5d are within the City of San Diego jurisdiction and would require FAA approval of funding. The mitigation measure is physically feasible, because there is enough space in the existing roadway widths. The measure, if implemented, would reduce impacts to below a level of significance. The improvements contemplated by Mitigation Measure MM-TR-I-5d, described above, would be located outside the jurisdiction of the SDCRAA but within the jurisdiction of the City of San Diego. Consequently, SDCRAA cannot independently implement the measure; instead, implementation would require the assistance and approval of the City. The City has informed SDCRAA that it concurs the measure is physically feasible and can be implemented as conceptually described above, provided the proper permits are obtained from the City. Note, however, that SDCRAA may not ensure airport revenues for off-airport improvements, including those described in MM-TR-I-5d, without FAA approval. Thus, the SDCRAA's ability to implement this measure is contingent upon that approval. SDCRAA will include this mitigation measure in the Mitigation Monitoring and Reporting Program (MMRP) for the project, subject to and with the qualifications that SDCRAA cannot implement the measure without (i) collaboration with and approval by the City, and (ii) funding approval from FAA, which SDCRAA has already requested but which has not yet been approved.		measure without (i) collaboration with and approval by the City, and (ii) funding approval from FAA, which SDCRAA has already requested but which has not yet been approved.	jurisdiction over improvements to street segments surrounding SDIA, c) Design and construction of improvements.
Increase in the volume to capacity ratio (v/c) along the roadway segment of Sassafras Street from Pacific Highway to Kettner Boulevard; the change in v/c	MM-TR-RS-1a	Improve Sassafras Street from Pacific Highway to Kettner Boulevard	SDCRAA and City of San Diego	Prior to the first occupancy of any new or redeveloped	a) Assessment of full (100%) funding, approval for which has been sought from the FAA, b) If mutual

Table 1: Mitigation Measures for SDIA Airport Development Plan

Potential Significant Impact	No.	Mitigation Measures	Party Responsible	Timing of Mitigation	Monitoring and Reporting Procedure
ratio would exceed the allowable threshold.		Prior to the first occupancy of any new or redeveloped facility that is part of Project Phase 1a, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Convert the roadway from a 3 Lane Collector (w/o two-way left-turn lane) to a 4 Lane Collector (w/o two-way left-turn lane). Proposed Mitigation Measure MM-TR-RS-1a is presently not considered fully feasible, because the improvements described in Mitigation Measure MM-TR-RS-1a are within the City of San Diego jurisdiction and would require FAA approval of funding. The mitigation measure is physically feasible, because there is enough space in the existing roadway widths. The measure, if implemented, would reduce impacts to below a level of significance. The improvements contemplated by Mitigation Measure MM-TR-RS-1a, described above, would be located outside the jurisdiction of the SDCRAA but within the jurisdiction of the City of San Diego. Consequently, SDCRAA cannot independently implement the measure; instead, implementation would require the assistance and approval of the City. The City has informed SDCRAA that it concurs the measure is physically feasible and can be implemented as conceptually described above, provided the proper permits are obtained from the City. Note, however, that SDCRAA may not ensure airport revenues for off-airport improvements, including those described in MM-TR-RS-1a, without FAA approval. Thus, the SDCRAA's ability to implement this measure is contingent upon that approval. SDCRAA will include this mitigation measure in the Mitigation Monitoring and Reporting Program (MMRP) for the project, subject to and with the qualifications that SDCRAA cannot implement the measure without (i) collaboration with and approval by the City, and (ii) funding approval from FAA, which SDCRAA has already requested but which has not yet been approved. As discussed in Section 3.14.6 of the Recirculated Draft EIR,		facility that is part of Project Phase 1a, subject to and with the qualifications that SDCRAA cannot implement the measure without (i) collaboration with and approval by the City, and (ii) funding approval from FAA, which SDCRAA has already requested but which has not yet been approved.	concurrency on mitigation is reached, Authority would enter into an agreement with City of San Diego, which has jurisdiction over improvements to street segments surrounding SDIA, c) Design and construct improvements.

Table 1: Mitigation Measures for SDIA Airport Development Plan

Potential Significant Impact	No.	Mitigation Measures	Party Responsible	Timing of Mitigation	Monitoring and Reporting Procedure
Increase in the volume to capacity ratio (v/c) along the roadway segment of Grape Street from Harbor Drive to Pacific Highway; the change in v/c ratio would exceed the allowable threshold.	MM-TR-RS-1b	Improve Grape Street from Harbor Drive to Pacific Highway Prior to the first occupancy of any new or redeveloped facility that is part of Project Phase 1a, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Convert the roadway from a 3 Lane Collector (one-way) to a 4 Lane Collector (one-way) with Class IV cycle tracks by removing parking on both sides of the roadway. Proposed Mitigation Measure MM-TR-RS-1b is presently not considered fully feasible, because the improvements described in Mitigation Measure MM-TR-RS-1b are within the City of San Diego jurisdiction and would require FAA approval of funding. The mitigation measure is physically feasible, because there is enough space in the existing roadway widths. The measure, if implemented, would reduce impacts to below a level of significance. The improvements contemplated by Mitigation Measure MM-TR-RS-1b, described above, would be located outside the jurisdiction of the SDCRAA but within the jurisdiction of the City of San Diego. Consequently, SDCRAA cannot independently implement the measure; instead, implementation would require the assistance and approval of the City. The City has informed SDCRAA that it concurs the measure is physically feasible and can be implemented as conceptually described above, provided the proper permits are obtained from the City. Note, however, that SDCRAA may not ensure airport revenues for off-airport improvements, including those described in MM-TR-RS-1b, without FAA approval. Thus, the SDCRAA's ability to implement this measure is contingent upon that approval.	SDCRAA and City of San Diego	Prior to the first occupancy of any new or redeveloped facility that is part of Project Phase 1a, subject to and with the qualifications that SDCRAA cannot implement the measure without (i) collaboration with and approval by the City, and (ii) funding approval from FAA, which SDCRAA has already requested but which has not yet been approved.	a) Assessment of full (100%) funding, approval for which has been sought from the FAA, b) If mutual concurrence on mitigation is reached, Authority would enter into an agreement with City of San Diego, which has jurisdiction over improvements to street segments surrounding SDIA, c) Design and construct improvements.

Table 1: Mitigation Measures for SDIA Airport Development Plan

Potential Significant Impact	No.	Mitigation Measures	Party Responsible	Timing of Mitigation	Monitoring and Reporting Procedure
		SDCRAA will include this mitigation measure in the Mitigation Monitoring and Reporting Program (MMRP) for the project, subject to and with the qualifications that SDCRAA cannot implement the measure without (i) collaboration with and approval by the City, and (ii) funding approval from FAA, which SDCRAA has already requested but which has not yet been approved. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.			
Increase in the volume to capacity ratio (v/c) along the roadway segment of Grape Street from Pacific Highway to India Street; the change in v/c ratio would exceed the allowable threshold.	MM-TR-RS-1c	Improve Grape Street from Pacific Highway to India Street Prior to the first occupancy of any new or redeveloped facility that is part of Project Phase 1a, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Convert the roadway from a 3 Lane Collector (one-way) to a 4 Lane Collector (one-way) with Class IV cycle tracks by removing parking on both sides of the roadway. Proposed Mitigation Measure MM-TR-RS-1c is presently not considered fully feasible, because the improvements described in Mitigation Measure MM-TR-RS-1c are within the City of San Diego jurisdiction and would require FAA approval of funding. The mitigation measure is physically feasible, because there is enough space in the existing roadway widths. The measure, if implemented, would reduce impacts to below a level of significance. The improvements contemplated by Mitigation Measure MM-TR-RS-1c, described above, would be located outside the jurisdiction of the SDCRAA but within the jurisdiction of the City of San Diego. Consequently, SDCRAA cannot independently implement the measure; instead, implementation would require the assistance and approval of the City. The City has informed SDCRAA that it concurs the measure is physically feasible and can be implemented as conceptually described above,	SDCRAA and City of San Diego	Prior to the first occupancy of any new or redeveloped facility that is part of Project Phase 1a, subject to and with the qualifications that SDCRAA cannot implement the measure without (i) collaboration with and approval by the City, and (ii) funding approval from FAA, which SDCRAA has already requested but which has not yet been approved.	a) Assessment of full (100%) funding, approval for which has been sought from the FAA, b) If mutual concurrence on mitigation is reached, Authority would enter into an agreement with City of San Diego, which has jurisdiction over improvements to street segments surrounding SDIA, c) Design and construct improvements.

Table 1: Mitigation Measures for SDIA Airport Development Plan

Potential Significant Impact	No.	Mitigation Measures	Party Responsible	Timing of Mitigation	Monitoring and Reporting Procedure
		provided the proper permits are obtained from the City. Note, however, that SDCRAA may not ensure airport revenues for off-airport improvements, including those described in MM-TR-RS-1c, without FAA approval. Thus, the SDCRAA's ability to implement this measure is contingent upon that approval. SDCRAA will include this mitigation measure in the Mitigation Monitoring and Reporting Program (MMRP) for the project, subject to and with the qualifications that SDCRAA cannot implement the measure without (i) collaboration with and approval by the City, and (ii) funding approval from FAA, which SDCRAA has already requested but which has not yet been approved. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.			
Increase in the volume to capacity ratio (v/c) along the roadway segment of Grape Street from India Street to State Street; the change in v/c ratio would exceed the allowable threshold.	MM-TR-RS-1d	Improve Grape Street from India Street to State Street Prior to the first occupancy of any new or redeveloped facility that is part of Project Phase 1a, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Convert the roadway from a 3 Lane Collector (one-way) to a 4 Lane Collector (one-way) with Class IV cycle tracks by removing parking on both sides of the roadway. Proposed Mitigation Measure MM-TR-RS-1d is presently not considered fully feasible, because the improvements described in Mitigation Measure MM-TR-RS-1d are within the City of San Diego jurisdiction and would require FAA approval of funding. The mitigation measure is physically feasible, because there is enough space in the existing roadway widths. The measure, if implemented, would reduce impacts to below a level of significance. The improvements contemplated by Mitigation Measure MM-TR-RS-1d, described above, would be located outside the jurisdiction of the SDCRAA	SDCRAA and City of San Diego	Prior to the first occupancy of any new or redeveloped facility that is part of Project Phase 1a, subject to and with the qualifications that SDCRAA cannot implement the measure without (i) collaboration with and approval by the City, and (ii) funding approval from FAA, which SDCRAA has	a) Assessment of full (100%) funding, approval for which has been sought from the FAA, b) If mutual concurrence on mitigation is reached, Authority would enter into an agreement with City of San Diego, which has jurisdiction over improvements to street segments surrounding SDIA, c) Design and construct improvements.

Table 1: Mitigation Measures for SDIA Airport Development Plan

Potential Significant Impact	No.	Mitigation Measures	Party Responsible	Timing of Mitigation	Monitoring and Reporting Procedure
		but within the jurisdiction of the City of San Diego. Consequently, SDCRAA cannot independently implement the measure; instead, implementation would require the assistance and approval of the City. The City has informed SDCRAA that it concurs the measure is physically feasible and can be implemented as conceptually described above, provided the proper permits are obtained from the City. Note, however, that SDCRAA may not ensure airport revenues for off-airport improvements, including those described in MM-TR-RS-1d, without FAA approval. Thus, the SDCRAA's ability to implement this measure is contingent upon that approval. SDCRAA will include this mitigation measure in the Mitigation Monitoring and Reporting Program (MMRP) for the project, subject to and with the qualifications that SDCRAA cannot implement the measure without (i) collaboration with and approval by the City, and (ii) funding approval from FAA, which SDCRAA has already requested but which has not yet been approved. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.		already requested but which has not yet been approved.	
Increase in the volume to capacity ratio (v/c) along the roadway segment of Pacific Highway to Kettner Boulevard; the change in v/c ratio would exceed the allowable threshold.	MM-TR-RS-4a	Improve Palm Street from Pacific Highway to Kettner Boulevard Prior to the first occupancy of any new or redeveloped facility that is part of Project Phase 1a, SDCRAA shall provide the following improvement: Convert the roadway on Palm Street from Pacific Highway to Kettner Boulevard from a 2 Lane Collector (w/o two-way left-turn lane) to a 4 Lane Collector (without a two-way left-turn lane). Proposed Mitigation Measure MM-TR-RS-4a is presently not considered fully feasible, because the improvements described in Mitigation Measure MM-TR-RS-4a are within the City of San Diego jurisdiction and would require FAA	SDCRAA and City of San Diego	Prior to the first occupancy of any new or redeveloped facility that is part of Project Phase 1a, subject to and with the qualifications that SDCRAA cannot implement the measure without (i) collaboration	a) Assessment of full (100%) funding, approval for which has been sought from the FAA, b) if mutual concurrence on mitigation is reached, Authority would enter into an agreement with City of San Diego, which has jurisdiction over improvements to street segments surrounding

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Potential Significant Impact	No.	Mitigation Measures	Party Responsible	Timing of Mitigation	Monitoring and Reporting Procedure
		approval of funding. The mitigation measure is physically feasible, because there is enough space in the existing roadway widths. The measure, if implemented, would reduce impacts to below a level of significance. The improvements contemplated by Mitigation Measure MM-TR-RS-4a, described above, would be located outside the jurisdiction of the SDCRAA but within the jurisdiction of the City of San Diego. Consequently, SDCRAA cannot independently implement the measure; instead, implementation would require the assistance and approval of the City. The City has informed SDCRAA that it concurs the measure is physically feasible and can be implemented as conceptually described above, provided the proper permits are obtained from the City. Note, however, that SDCRAA may not ensure airport revenues for off-airport improvements, including those described in MM-TR-RS-4a, without FAA approval. Thus, the SDCRAA's ability to implement this measure is contingent upon that approval. SDCRAA will include this mitigation measure in the Mitigation Monitoring and Reporting Program (MMRP) for the project, subject to and with the qualifications that SDCRAA cannot implement the measure without (i) collaboration with and approval by the City, and (ii) funding approval from FAA, which SDCRAA has already requested but which has not yet been approved. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-airport improvement item.		with and approval by the City, and (ii) funding approval from FAA, which SDCRAA has already requested but which has not yet been approved.	SDIA, c) Design and construct improvements.
Exceedance of allowable thresholds at area intersections and roadway segments during ADP construction activities.	MM-TR-Con-1	Construction Traffic Measures Prior to the start of any construction phases at SDIA, SDCRAA shall promote the following TDM strategies: 1. Consider establishing a remote lot for construction workers with shuttles to their work site; 2. Stagger start	SDCRAA and MTS	Prior to the start of any construction phases at SDIA.	Requirements related to promoting TDM strategies as a means to reduce construction traffic impacts shall be included in bid specifications for all

Table 1: Mitigation Measures for SDIA Airport Development Plan

Potential Significant Impact	No.	Mitigation Measures	Party Responsible	Timing of Mitigation	Monitoring and Reporting Procedure
		times of various crews, when possible, to reduce the intensity of construction impacts; 3. Consider adding a shuttle stop at the construction site for transit services from Santa Fe Depot and/or Old Town Transit Center.			construction contracts related to the project, and shall be checked by SDCRAA in review of construction contractor submittals.