# Chapter 3

# Corrections and Additions to the Recirculated Draft EIR

## 3.1 Introduction

As provided in the State CEQA Guidelines § 15088(d), responses to comments may take the form of a revision to a Draft EIR or may be a separate section in the Final EIR. This chapter complies with the latter of these two guidelines and provides changes as a result of clarifications to, and comments received on, the Recirculated Draft EIR for the San Diego International Airport – Airport Development Plan. In addition, it includes minor revisions to the Recirculated Draft EIR resulting from minor corrections or updates to Recirculated Draft EIR information. The following revisions are hereby made to the text of the Recirculated Draft EIR. Changes in the text are signified by strikeouts where text is removed and shown with italics and underline where text is added, unless otherwise noted. These changes do not add significant new information to the EIR that would require recirculation under State CEQA Guidelines Section 15088.5. For example, they do not disclose or suggest new or substantially more severe significant environmental impacts of the proposed project, or a new feasible mitigation measure or alternative considerably different than those analyzed in the Recirculated Draft EIR that would clearly lessen the proposed project's significant effects.

## 3.2 Corrections and Additions to the Recirculated Draft EIR – Main Document

### Executive Summary

1. The first bullet on page ES-28 of the Recirculated Draft EIR is hereby revised as follows:

    - Under Alternative 4, space is reserved within the on-airport roadway to accommodate a 42-foot wide eastbound egress route on the north side of North Harbor Drive between Winship Lane and Terminal Link Road/Coast Guard. This egress route would tie into future off-airport roadway system improvements that would serve to improve access to and from SDIA. The location of that future right-of-way is shown on Figures ES-3 and ES-4. The nature, extent, and timing of such off-airport roadway system improvements would be determined through the involvement of, and subject to approvals by, several agencies beyond the SDCRAA, including *the California Coastal Commission,* SANDAG, MTS, the County of San Diego, the City of San Diego, the Port of San Diego, and the California Department of Transportation (Caltrans). *In addition, any contribution of Airport funds to the off-airport roadway system would be subject to FAA approval.*

2. The first sentence under the heading *Pedestrian and Bicycle Circulation* on page ES-29 of the Recirculated Draft EIR is hereby revised as follows:

Similar to the proposed project, Alternative 4 would include safe, recognizable, and continuous connections along North Harbor Drive ~~and~~ to SDIA terminals ~~to be provided~~ for bicycles and pedestrians.

3. Mitigation Measure MM-AQ/GHG-1: Ground Support Equipment Conversion in the third column (Mitigation Measures) in Table ES-1 on page ES-36 of the Recirculated Draft EIR is hereby revised as follows:

**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~~, by 2030,~~ *100 percent of diesel-fueled GSE that are owned and operated by the SDCRAA would be replaced with* ~~the remaining 50 percent of the fleet would be replaced with~~ hybrid electric *or alternative fuel vehicles*. This measure is considered feasible.

4. The following is added at the end of the third column (Mitigation Measures) in Table ES-1 on page ES-44 of the Recirculated Draft EIR:

***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.*

5. The text of the bullet with the heading 'Cultural Resources" on page ES-63 of the Recirculated Draft EIR is hereby revised as follows:

- **Cultural Resources**
  - **Construction** – Implementation of the proposed project would require the demolition and removal of two significant historical buildings (the existing Terminal 1 and the existing Terminal 2-East). Mitigation Measure MM-HR-1: Preparation of Historic American Buildings Survey/Historic American Engineering Record (HABS/HAER) Documentation, is proposed to document the characteristics of each of these two buildings*, and MM-HR-4: Interpretative Display Regarding Existing Terminal 1 is proposed*

*to further document the characteristics of the existing Terminal 1*; however, even with implementation of MM-HR-1 *and MM-HR-4*, the permanent loss of these two historic structures would be a ***significant and unavoidable impact*** of the proposed project.[1]

- **Cumulative Impacts – Construction –** Even with implementation of Mitigation Measures MM-HR-1 *and MM-HR-4*, the project's cumulatively considerable contribution to significant impacts to historical resources would be ***significant and unavoidable***.

6. The first paragraph under the heading "Alternative 4: T1 Replacement and Transportation Improvements" on page ES-77 of the Recirculated Draft EIR is hereby revised as follows:

Implementation of Alternative 4: T1 Replacement and Transportation Improvements, would result in construction-related impacts that would, for most environmental issue areas, be generally comparable to those of the proposed project; however, relative to construction-related air pollutant emissions, would reduce significant impacts. The operations-related impacts of Alternative 4 would be less than those of the proposed project relative to traffic, air quality, greenhouse gas, cultural resources, and *roadway* noise. Implementation of Alternative 4 would meet all of the Project Objectives, as summarized below.

7. The first paragraph on page ES-80 of the Recirculated Draft EIR is revised to clarify that Alternative 2 is technically the environmental superior; however, its implementation would not meet most of the project objectives. Similar to Alternative 2, implementation of Alternative 4 would also result in reduced environmental impacts compared to the proposed project, but, unlike Alternative 2, Alternative 4 would meet all of the project objectives and is recommended over the proposed project. The subject paragraph is hereby revised as follows:

Based on the above comparison of environmental impacts associated with each alternative, ~~Alternative 4 – T1 Replacement and Transportation Improvements~~ *Alternative 2* is considered to be the environmentally superior alternative as it would reduce the significant impacts related to air quality, GHG emissions, traffic, and historical resources that would otherwise occur under the proposed project, both in terms of construction-related impact and operations-related impacts. *Implementation of Alternative 2 would not, however, meet most of the project objectives.*

*Implementation of Alternative 4 would also result in reduced impacts related to air quality, GHG emissions, traffic, historical resources, and roadway noise, but, unlike Alternative 2, implementation of Alternative 4 would meet all of the project objectives. Alternative 4 is environmentally superior to the proposed project, is considered feasible, and would meet all of the project objectives. Alternative 4 is the SDCRAA Staff Recommended Alternative over the proposed project.*

Although the No Project Alternative would avoid all the construction-related impacts of the proposed project, most of those construction impacts are less than significant, with the exception of construction-related traffic impacts. Moreover, the operational impacts of the No Project

[1] As further discussed in Section 3.6, Cultural Resources, of this Recirculated Draft EIR, implementation of the proposed project would also impact the former United Airlines Hangar and Terminal Building, which is also a significant historical building. Mitigation Measures MM-HR-1: Preparation of Historic American Buildings Survey/Historic American Engineering Record (HABS/HAER) Documentation and MM-HR-2: Relocation of the United Airlines Hangar and Terminal Building, are proposed and would reduce the impact to a level less than significant.

Alternative, including those related to air quality and GHG emissions, would be greater than the unavoidable significant impacts of the proposed project.

8. Measure 1. of Mitigation Measure MM-TDM-1: TDM and Transit Measures on page ES-80 of the Recirculated Draft EIR is hereby revised as follows:

    1. Implement a shuttle service connecting the Old Town Transit Center and Amtrak Station to SDIA. Adding a new shuttle service from the Old Town Transit Center would enhance Airport access for COASTER, Trolley, Amtrak, and *MTS* bus line riders who could connect at the station. Implementation of this service ~~is dependent on~~ *will include* further outreach with Old Town stakeholders to ~~ensure~~ *implement measures* that *discourage* Airport passengers ~~do not~~ *from using* ~~attempt to drive to the station and overrun~~ the parking available for the Transit Center, Old Town San Diego Historic Park, California Department of Transportation (Caltrans) District 11 office, or other area businesses.

9. Mitigation Measure MM-TR-I-1a: Improve the Intersection of Laurel Street at North Harbor Drive on page ES-81 of the Recirculated Draft EIR is hereby revised as follows:

**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 ~~presently~~ is ***presently not considered fully feasible***, because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-1a are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.~~ *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, 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, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.*

10. Mitigation Measure MM-TR-I-1b: Improve the Intersection of Laurel Street at North Harbor Drive on pages ES-81 and ES-82 of the Recirculated Draft EIR is hereby revised as follows:

**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 provide *feasible intersection features, such as corner islands and dedicated* ~~protected~~ 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 St*reet* / Admiral Boland Way and Pacific Highway at Palm Street. Proposed Mitigation Measure MM-TR-I-1b ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-1b are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.~~ *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, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.*

11. Mitigation Measure MM-TR-I-1c: Improve the Intersection of Kettner Boulevard at West Laurel Street on page ES-82 of the Recirculated Draft EIR is hereby revised as follows:

**MM-TR-I-1c:** **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 ~~presently~~ is ***presently not considered fully feasible***, because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-1c are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.~~ *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 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, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.*

12. Mitigation Measure MM-TR-I-1d: Improve the Intersection on North Harbor Drive from Harbor Island Drive to Grape Street on pages ES-82 and ES-83 of the Recirculated Draft EIR is hereby revised as follows:

**MM-TR-I-1d:** **Improve the Intersection 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 ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-1d are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible***, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.~~ *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 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, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.*

13. Mitigation Measure MM-TR-I-1e: Improve the Intersection of Kettner Boulevard at Palm Street on page ES-83 of the Recirculated Draft EIR is hereby revised as follows:

**MM-TR-I-1e:** **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 ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-1e are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is *physically feasible*, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.~~ *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-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, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.*

14. Mitigation Measure MM-TR-RS-1a: Improve Sassafras Street from Pacific Highway to Kettner Boulevard on page ES-83 of the Recirculated Draft EIR is hereby revised as follows:

**MM-TR-RS-1a:** **Improve Sassafras 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, 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 ~~presently~~ is ***presently not considered fully feasible***, because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-RS-1a are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** within the existing roadway width, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.~~ *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, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.*

15. Mitigation Measure MM-TR-RS-1b: Improve Grape Street from Harbor Drive to Pacific Highway on page ES-84 of the Recirculated Draft EIR is hereby revised as follows:

**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 ~~presently~~ is ***presently not considered fully feasible***, because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-RS-1b are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** and would require removal of parking on the north or south side of Grape Street, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.~~ *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 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, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.*

16. Mitigation Measure MM-TR-RS-1c: Improve Grape Street from Pacific Highway to India Street on page ES-84 of the Recirculated Draft EIR is hereby revised as follows:

**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 ~~presently~~ is ***presently not considered fully feasible***, because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-RS-1c are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** and would require removal of parking on the north or south side of Grape Street, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.~~ *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, 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, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.*

17. Mitigation Measure MM-TR-RS-1d: Improve Grape Street from India Street to State Street on pages ES-84 and ES-85 of the Recirculated Draft EIR is hereby revised as follows:

**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 ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-RS-1d are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** and would require removal of parking on the north or south side of Grape Street, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.~~ *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 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, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.*

18. Mitigation Measure MM-TR-I-4a: Improve the Intersection of Columbia Street at West Grape Street on page ES-85 of the Recirculated Draft EIR is hereby revised as follows:

**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 ~~presently~~ is ***presently not considered fully feasible***, because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-4a are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** because there is no change to the existing roadway configurations, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.~~ *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. As discussed in Section 3.14.6, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.*

19. Mitigation Measure MM-TR-I-4b: Improve the Intersection of Grape Street at State Street / I-5 SB Ramps on pages ES-85 and ES-86 of the Recirculated Draft EIR is hereby revised as follows:

**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 ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-4b are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** because there is no change to the existing roadway configurations, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.~~ *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) funding approval from FAA, which SDCRAA has already requested but which has not yet been approved. As discussed in Section 3.14.6, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.*

20. Mitigation Measure MM-TR-RS-4a: Improve Palm Street from Pacific Highway to Kettner Boulevard on page ES-86 of the Recirculated Draft EIR is hereby revised as follows:

**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 ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-RS-4a are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** within the existing roadway width, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.~~ *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, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.*

21. Mitigation Measure MM-TR-I-5a: Improve the Intersection of Pacific Highway at Sassafras Street / Admiral Boland Way on pages ES-86 and ES-87 of the Recirculated Draft EIR is hereby revised as follows:

**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 ~~East~~ *West* leg to a left lane, through lane and right-turn lane. Proposed Mitigation Measure MM-TR-I-5a ~~presently~~ is ***presently not considered fully feasible***, because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-5a are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.~~ *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 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, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.*

22. Mitigation Measure MM-TR-I-5b: Improve the Intersection of Kettner Boulevard at Sassafras Street on page ES-87 of the Recirculated Draft EIR is hereby revised as follows:

**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 ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-5b are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.~~ *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 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-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, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.*

23. Mitigation Measure MM-TR-I-5c: Improve the Intersection of India Street at W. Grape Street on page ES-87 of the Recirculated Draft EIR is hereby revised as follows:

**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 ~~from the south~~ *on both* side*s of Grape Street from North Harbor Drive to State Street, to* ~~and~~ add a 4th travel lane *on the south side of the road and install a Class IV Cycle Track along the north side.* ~~from North Harbor Drive to State Street and r~~*R*etime signals along Grape Street. Proposed Mitigation Measure MM-TR-I-5c ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-5c are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.~~ *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-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, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.*

24. The following text is hereby added after the text of MM-TR-I-5c on page ES-87 of the Recirculated Draft EIR:

**MM-TR-I-5d:** ***Improve the Intersection of Kettner 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 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-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. As discussed in Section 3.14.6, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.*

25. Mitigation Measure MM-TR-LRP-1: Airport Regional Connections on page ES-88 of the Recirculated Draft EIR is hereby revised as follows:

**MM-TR-LRP-1:** **Airport Regional Connections**. *Prior to 2035,* ~~T~~*t*he 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; and 2. Participate in the implementation of improvements and strategies identified in the Airport Connections Study. *To the extent that either of the two measures described above requires funding that must be pre-approved by the FAA, SDCRAA will request and make best efforts to secure such approval.*

1. SDCRAA ~~staff are~~ *is* fully engaged ~~as~~*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.

2. SDCRAA will fund its fair share of agreed-to improvements to implement long-term regional solutions identified by SANDAG's Airport Connections Study, subject to a FAA concurrence to use Airport funding for these purposes. Proposed Mitigation Measure MM-TR-LRP-1 currently could not be implemented and is presently ***not considered feasible,*** because ~~parts of~~ the Mitigation Measure *would be* ~~are~~ within the control of other agencies or jurisdictions, and would require FAA approval of funding. *For example, p*~~P~~ortions of Mitigation Measure MM-TR-LRP-1 require physical improvements to facilities and/or VMT reduction items *that would be located* ~~and are~~ 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* ~~and are **not** considered physically feasible.~~. SDCRAA could not require those agencies or departments to implement any as yet unidentified improvements or VMT reduction programs. 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-1 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, or other mitigation measures. As discussed in Section 3.14.6 ~~above~~, 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. 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.

## Chapter 1, Introduction

None

## Chapter 2, Project Description

1. The heading Enplaned Passengers on page 2-14 of the Recirculated Draft EIR is hereby revised as follows:

*Enplaned Passengers*[6a]

2. Footnote 6a is hereby added to page 2-14 of the Recirculated Draft EIR as follows:

*6a. The term "enplaned passenger" is widely used in the aviation industry, particularly in passenger forecasts, and is generally defined as a passenger boarding a plane at a particular airport. Total passenger levels at an airport includes both enplaned passengers and deplaned passengers (i.e., arriving passengers that deboard from aircraft), with the number of total passengers generally being approximately twice the number of enplaned passengers.*

3. The first paragraph following the heading Enplaned Passengers on page 2-14 of the Recirculated Draft EIR is hereby revised as follows:

The number of *enplaned* passengers at SDIA is forecast to increase from 12.1 million *enplaned* passengers in 2018 to 26.7 million *enplaned* passengers in 2050 in the unconstrained forecast, an average increase of 2.5 percent per year. The number of domestic *enplaned* passengers at SDIA is forecast to increase an average of 2.3 percent per year between 2018 and 2050, compared with an average increase of 5.5 percent per year in international *enplaned* passenger traffic.

4. The second sentence of the first paragraph following the heading Enplaned Passengers on page 2-20 of the Recirculated Draft EIR is hereby revised as follows:

The number of air carrier enplaned passengers at SDIA is forecast to increase an average of 1.8 percent per year between 2018 and 2050, compared with an average decrease of 3.4 percent per year in commuter *enplaned* passenger traffic.

## Chapter 3, Environmental Analysis

None

## Section 3.1, Aesthetics and Visual Resources

None

## Section 3.2, Air Quality

The tables in Section 3.2 were revised to reflect the following changes in the assumptions that were used to derive the Proposed Project Emissions:

- MM-AQ/GHG-1 - The SDCRAA modified this measure such that by 2024, 50 percent of the ground support equipment (GSE) that are light duty vehicles owned and

operated by SDCRAA would be replaced with hybrid electric or alternative fueled vehicles and 100 percent of the diesel-fueled GSE that are owned and operated by the SDCRAA would be replaced with hybrid electric or alternative fuel vehicles. Notably, the vehicle that would be replaced with the hybrid electric vehicles were not assumed to be replaced with fully electric vehicles, because the commercial availability of the light duty electric vehicles is uncertain.

- MM-AQ/GHG-8 – In the Recirculated Draft EIR, the SDCRAA committed to transitioning all on-airport shuttles serving passenger and employee parking lots, and inter-terminal transfers to electric vehicles (all electric or plug-in hybrid) by 2026 and the buses serving the Rental Car Center would be transitioned to electric vehicles by 2028. The analysis in the Recirculated Draft EIR did not quantify the reduction in emissions associated with this mitigation measure. The emission revisions to Table 3.2-14 below reflect the estimated emission reduction from implementation of MM-AQ-GHG-8.

- The aircraft-related emission estimate for the year 2050 was revised to reflect the correct number of operations forecast to occur by Boeing 757-200 and Boeing 737-900 aircraft.

- Motor vehicle-related emissions of nitrogen oxides ($NO_x$), volatile organic compounds (VOC), particulate matter less than or equal to 10 micrometers in diameter ($PM_{10}$), particulate matter less than or equal to 2.5 micrometers in diameter ($PM_{2.5}$) and carbon monoxide (CO) were revised to reflect the California Air Resources Board (CARB) EMFAC2017 off-model adjustment factors to account for the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One: One National Program" which was released on November 20, 2019.

Typographical errors were also corrected.

1. Table 3.2-5 on page 3.2-23 of the Recirculated Draft EIR is hereby revised as follows:

**Table 3.2-5: San Diego Air Quality Monitoring Data (µg/m³)**

| | | | Applicable to the CAAQS | | | Applicable to the NAAQS | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Pollutant** | **Averaging Time** | **Dist. and Dir. from SDIA (Miles)** | **Measured Levels[1]** | **Standard** | **Above Standard (Yes/No)** | **Measured Levels[1]** | **Standard (NAAQS)** | **Primary/ Secondary[2]** | **Above Standard (Yes/No)** |
| **Ozone (O3)** | 1 hour[3] | 10 SE | 172 | 180 | No | -- | -- | -- | -- |
| | 8-hour | 10 SE | 145 | 137 | ~~No~~ *Yes* | 120 | 137 | Both | No |
| **Particulate Matter (PM10)** | 24-hour | 10 SE | 59 | 50 | Yes | 40 | 150 | Both | No |
| | Annual | 10 SE | 20 | 20 | No | -- | -- | -- | -- |
| **Particulate Matter (PM2.5)** | 24-hour | 10 SE | -- | -- | -- | 25 | 35 | Both | No |
| | Annual | 10 SE | 10 | 12 | No | 9 | 12 | Primary | No |
| | | | | | | | 15 | Secondary | No |
| | 1 hour | 14 NE | 1,834 | 23,000 | No | 1,834 | 40,000 | Primary | No |

**Table 3.2-5: San Diego Air Quality Monitoring Data (µg/m³)**

| | | | Applicable to the CAAQS | | | Applicable to the NAAQS | | | |
|---|---|---|---|---|---|---|---|---|---|
| Pollutant | Averaging Time | Dist. and Dir. from SDIA (Miles) | Measured Levels[1] | Standard | Above Standard (Yes/No) | Measured Levels[1] | Standard (NAAQS) | Primary/ Secondary[2] | Above Standard (Yes/No) |
| **Carbon Monoxide (CO)** | 8-hour | 14 NE | 1,604 | 10,000 | No | 1,604 | 10,000 | Primary | No |
| **Nitrogen Dioxide (NO2)** | 1 hour | 10 SE | 107 | 339 | No | 85 | 189 | Primary | No |
| | Annual | 10 SE | 24 | 57 | No | 17 | 100 | Both | No |
| **Sulfur Dioxide (SO2)** | 1 hour | 14 NE | 9 | 655 | No | 3 | 196 | Primary | No |
| | 3-hour | 14 NE | -- | -- | -- | 3 | 1,300 | Secondary | No |
| | 24-hour | 14 NE | 1 | 105 | No | -- | -- | -- | -- |
| **Lead (Pb)** | 30-day[3] | 14 NE | 0.09 | 1.5 | No | -- | -- | -- | -- |
| | 3-month | 14 NE | -- | -- | -- | 0.01 | 0.15 | Both | No |

Source: USEPA AirData and CARB Air Quality Data Statistics (https://www.arb.ca.gov/adam/index.html) extracted July 2019.
Notes:
-- Not applicable
See Table 3.2-3 for pollutant abbreviation definitions.
1. For standards that are not to be exceeded or not to be exceeded more than once per year, the reported values represent the highest measured level over the period of measurement (i.e., 2016 through 2018).
2. Primary standards provide public health protection. Secondary standards provide public welfare protection (e.g., protection against decreased visibility and damage to animals, crops, vegetation, and buildings).
3. Reported CAAQS based level is the maximum daily level measured for the period 2015 through 2017 (2018 data was not available).

2. Table 3.2-9 on page 3.2-28 of the Recirculated Draft EIR is hereby revised as follows:

**Table 3.2-9: SDIA Future Emissions Included in Attainment Plan Compared to Proposed Project Emissions**

| Years | Pollutants (tons) | | | | | |
|---|---|---|---|---|---|---|
| | VOCs | $NO_X$ | $PM_{10}$ | $PM_{2.5}$ | CO | $SO_X$ |
| **8-Hour Ozone Attainment Plan (Attachment C, Table 9-9)** | | | | | | |
| 2030 | 275.1 | 1,653.1 | 58.1 | 44.1 | 1,290.4 | 127.3 |
| 2040 | 291.6 | 1,868.9 | 73.3 | 56.9 | 1,404.2 | 151.0 |
| **Proposed Project[1]** | | | | | | |
| 2030 | ~~165.0~~ *165.1* | ~~1,509.2~~ *1,511.7* | ~~26.0~~ *29.5* | ~~11.8~~ *12.1* | ~~1,261.8~~ *1,278.4* | ~~127.6~~ *127.8* |
| 2040 | ~~174.1~~ *180.9* | ~~1,686.8~~ *1,778.1* | ~~27.0~~ *27.4* | ~~12.4~~ *12.8* | ~~1,398.4~~ *1,506.9* | ~~144.1~~ *154.5* |

Source: KB Environmental Sciences, Inc., 2019.
Note:
1. Year 2030 emissions with the proposed project are also presented in Table 3.2-11. Year 2040 emissions were interpolated from the emission inventory results in Table 3.2-11 for the years 2035 and 2050. Notably, neither the emissions in the Ozone Attainment Plan nor the emissions in Table 3.2-9 for PM10, PM2.5, and CO reflect emissions resulting from the operation of GSE or construction activities.

3. Related to the change in emissions shown in the revised Table 3.2-9, Footnote 32 on page 3.2-27 for the Recirculated Draft EIR is hereby revised as follows:

[32] Although $SO_X$ emissions associated with project operations in 2030 are ~~0.2~~ *0.4* percent greater tha*n*~~t~~ the $SO_X$ emissions assumed for SDIA in the Ozone Attainment Plan in 2030 *and two percent greater than the Plan estimate for 2040*, as indicated in Table 3.2-9, $SO_X$ is not an ozone precursor. As such, ~~that 0.2 percent~~ *those* emissions exceedance*s* in 2030 *and 2040* would not conflict with or obstruct implementation of the Ozone Attainment Plan. Additionally, San Diego County is currently in attainment with state and federal standards for $SO_2$ ($SO_X$); therefore, the SDIA future operational emissions of $SO_X$ would not conflict with any applicable attainment plan. *Similarly, the CO emissions associated with the proposed project in 2040 are approximately seven percent greater than the CO emissions assumed in the 8-Hour Ozone Attainment Plan; however, CO is not an ozone precursor and San Diego County is currently in attainment with state and federal standards for CO.*

4. Table 3.2-11 on pages 3.2-31 to 3.2-33 of the Recirculated Draft EIR is hereby revised as follows:

**Table 3.2-11: Proposed Project Emissions Inventory**

| Phase/ Year | Sources | Pollutants | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Tons/Year | | | | | | Pounds/Day | | | | | |
| | | VOC | $NO_X$ | $PM_{10}$ | $PM_{2.5}$ | CO | $SO_X$ | VOC | $NO_X$ | $PM_{10}$ | $PM_{2.5}$ | CO | $SO_X$ |
| 1a/ 2024 | Aircraft | 111 | 1,104 | 7 | 7 | 992 | 105 | 609 | 6,049 | 41 | 41 | 5,438 | 577 |
| | APUs | <1 | 7 | 1 | 1 | 4 | 1 | 2 | 40 | 4 | 4 | 22 | 5 |
| | GSE | 29 | 81 | 2 | 2 | 867 | <1 | 157 | 443 | 12 | 11 | 4,748 | 1 |
| | Stationary Sources | 4 | 17 | 6 | 2 | 11 | 1 | 21 | 93 | 35 | 9 | 60 | 7 |
| | Motor Vehicles | 2 | 14 | 10 | 1 | 114 | 1 | 11 | 78 | 52 | 7 | ~~624~~ *627* | 3 |
| | Energy Use | <1 | 1 | <1 | <1 | 1 | <1 | 1 | 5 | <1 | <1 | 4 | <1 |
| | Construction | 3 | 17 | 10 | 1 | 17 | <1 | 16 | 91 | 57 | 8 | 95 | <1 |
| | **Totals** | **149** | **1,241** | **37** | **15** | **~~2,006~~ *2,007*** | **108** | **817** | **6,800** | **201** | **80** | **~~10,993~~ *10,995*** | **592** |
| ***Existing 2018 Baseline Emissions*** | | 141 | 1,058 | 25 | 14 | 1,887 | 95 | 773 | 5,797 | 135 | 75 | 10,341 | 519 |
| ***Difference from Existing 2018 Baseline*** | | 8 | 183 | 12 | 1 | 119 | 13 | 43 | 1,002 | 66 | 5 | ~~652~~ *654* | 74 |
| ***Threshold of Significance*** | | ***13.7*** | ***40*** | ***15*** | ***10*** | ***100*** | ***40*** | ***75*** | ***250*** | ***100*** | ***55*** | ***550*** | ***250*** |
| ***Exceeds Threshold?*** | | ***No*** | ***Yes*** | ***No*** | ***No*** | ***Yes*** | ***No*** | ***No*** | ***Yes*** | ***No*** | ***No*** | ***Yes*** | ***No*** |
| | | | | | | | | | | | | | |
| 1b/ 2026 | Aircraft | 120 | 1,186 | 8 | 8 | 1,045 | 111 | 655 | 6,501 | 44 | 44 | 5,728 | 610 |
| | APUs | <1 | 8 | 1 | 1 | 4 | 1 | 2 | 42 | 4 | 4 | 20 | 5 |
| | GSE | 29 | 79 | 2 | 2 | 922 | <1 | 157 | 432 | 13 | 11 | 5,051 | 1 |
| | Stationary Sources | 4 | 17 | 6 | 2 | 11 | 1 | 21 | 93 | 35 | 9 | 60 | 7 |
| | Motor Vehicles | 2 | 17 | 11 | 1 | ~~111~~ *112* | 1 | 10 | 96 | ~~58~~ *60* | ~~6~~ *7* | ~~599~~ *616* | 3 |
| | Energy Use | <1 | 1 | <1 | <1 | 1 | <1 | 1 | 7 | <1 | 1 | 6 | <1 |
| | Construction | 1 | 6 | 6 | 1 | 6 | <1 | 5 | 31 | 33 | 4 | 34 | <1 |

**Table 3.2-11: Proposed Project Emissions Inventory**

| Phase/ Year | Sources | Pollutants | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Tons/Year | | | | | | Pounds/Day | | | | | |
| | | VOC | $NO_X$ | $PM_{10}$ | $PM_{2.5}$ | CO | $SO_X$ | VOC | $NO_X$ | $PM_{10}$ | $PM_{2.5}$ | CO | $SO_X$ |
| | **Totals** | **155** | **1,314** | ~~**34**~~ ***35*** | **15** | ~~**2,101**~~ ***2,102*** | **114** | **851** | ~~**7,196**~~ ***7,202*** | ~~**187**~~ ***189*** | **80** | ~~**11,499**~~ ***11,516*** | **626** |
| ***Existing 2018 Baseline Emissions*** | | 141 | 1,058 | 25 | 14 | 1,887 | 95 | 773 | 5,797 | 135 | 75 | 10,341 | 519 |
| ***Difference from Existing 2018 Baseline*** | | 14 | 256 | ~~9~~ 10 | 1 | 214 | ~~19~~ *20* | 78 | ~~1,399~~ *1,405* | ~~52~~ *54* | 5 | ~~1,158~~ *1,175* | 107 |
| ***Threshold of Significance*** | | ***13.7*** | ***40*** | ***15*** | ***10*** | ***100*** | ***40*** | ***75*** | ***250*** | ***100*** | ***55*** | ***550*** | ***250*** |
| ***Exceeds Threshold?*** | | ***Yes*** | ***Yes*** | ***No*** | ***No*** | ***Yes*** | ***No*** | ***Yes*** | ***Yes*** | ***No*** | ***No*** | ***Yes*** | ***No*** |
| | | | | | | | | | | | | | |
| **2a/ 2030** | **Aircraft** | 132 | 1,404 | 8 | 8 | 1,146 | 125 | 724 | 7,691 | 45 | 45 | 6,280 | 684 |
| | **APUs** | <1 | 8 | 1 | 1 | 4 | 1 | 2 | 42 | 4 | 4 | 21 | 5 |
| | **GSE** | 26 | 61 | 1 | 1 | 947 | <1 | 145 | 336 | 7 | 6 | 5,188 | 1 |
| | **Stationary Sources** | 4 | 17 | 6 | 2 | 11 | 1 | 21 | 93 | 35 | 9 | 60 | 7 |
| | **Motor Vehicles** | 1 | 13 | 11 | 1 | ~~103~~ *105* | 1 | ~~7~~ *8* | ~~69~~ *70* | ~~61~~ *62* | 6 | ~~564~~ *573* | 3 |
| | **Energy Use** | <1 | 2 | <1 | <1 | 2 | <1 | <1 | 12 | 1 | 1 | 10 | <1 |
| | **Construction** | 1 | 7 | 3 | <1 | 13 | <1 | 4 | 39 | 16 | 2 | 71 | <1 |
| | **Totals** | **165** | **1,512** | **31** | **13** | ~~**2,225**~~ ***2,227*** | **128** | **905** | **8,283** | ~~**169**~~ ***170*** | **73** | ~~**12,194**~~ ***12,203*** | **700** |
| ***Existing 2018 Baseline Emissions*** | | 141 | 1,058 | 25 | 14 | 1,887 | 95 | 773 | 5,797 | 135 | 75 | 10,341 | 519 |
| ***Difference from Existing 2018 Baseline*** | | 24 | 454 | 6 | <1 | ~~338~~ *340* | 33 | ~~131~~ *132* | 2,486 | ~~34~~ *35* | ~~-2~~ *-1* | ~~1,853~~ *1,862* | 181 |
| ***Threshold of Significance*** | | ***13.7*** | ***40*** | ***15*** | ***10*** | ***100*** | ***40*** | ***75*** | ***250*** | ***100*** | ***55*** | ***550*** | ***250*** |
| ***Exceeds Threshold?*** | | ***Yes*** | ***Yes*** | ***No*** | ***No*** | ***Yes*** | ***No*** | ***Yes*** | ***Yes*** | ***No*** | ***No*** | ***Yes*** | ***No*** |
| | | | | | | | | | | | | | |
| **2b/ 2035** | **Aircraft** | 149 | 1,660 | 9 | 9 | 1,386 | 149 | 819 | 9,098 | 50 | 50 | 7,597 | 818 |
| | **APUs** | <1 | 9 | 1 | 1 | 5 | 1 | 2 | 48 | 5 | 5 | 26 | 6 |
| | **GSE** | 26 | 57 | 1 | 1 | 1,011 | <1 | 144 | 311 | 8 | 7 | 5,537 | 1 |
| | **Stationary Sources** | 4 | 17 | 6 | 2 | 11 | 1 | 22 | 93 | 35 | 9 | 60 | 7 |
| | **Motor Vehicles** | 1 | 7 | 11 | 1 | ~~89~~ *91* | 1 | 4 | 40 | ~~58~~ *59* | 5 | ~~488~~ *499* | 3 |
| | **Energy Use** | <1 | 2 | <1 | <1 | 2 | <1 | <1 | 13 | 1 | 1 | 11 | <1 |
| | **Construction** | <1 | 1 | 2 | <1 | 2 | <1 | 2 | 8 | 13 | 2 | 11 | <1 |
| | **Totals** | **181** | **1,754** | **31** | **14** | ~~**2,506**~~ ***2,508*** | **152** | **994** | **9,612** | ~~**170**~~ ***171*** | **78** | ~~**13,730**~~ ***13,741*** | **835** |
| ***Existing 2018 Baseline Emissions*** | | 141 | 1,058 | 25 | 14 | 1,887 | 95 | 773 | 5,797 | 135 | 75 | 10,341 | 519 |
| ***Difference from Existing 2018 Baseline*** | | 40 | 696 | ~~6~~ *7* | 1 | ~~618~~ *621* | 58 | 221 | 3,815 | ~~35~~ *36* | 4 | ~~3,389~~ *3,400* | 316 |
| ***Threshold of Significance*** | | ***13.7*** | ***40*** | ***15*** | ***10*** | ***100*** | ***40*** | ***75*** | ***250*** | ***100*** | ***55*** | ***550*** | ***250*** |
| ***Exceeds Threshold?*** | | ***Yes*** | ***Yes*** | ***No*** | ***No*** | ***Yes*** | ***Yes*** | ***Yes*** | ***Yes*** | ***No*** | ***No*** | ***Yes*** | ***Yes*** |

**Table 3.2-11: Proposed Project Emissions Inventory**

| Phase/ Year | Sources | Pollutants | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Tons/Year | | | | | | Pounds/Day | | | | | |
| | | VOC | $NO_X$ | $PM_{10}$ | $PM_{2.5}$ | CO | $SO_X$ | VOC | $NO_X$ | $PM_{10}$ | $PM_{2.5}$ | CO | $SO_X$ |
| 2050 | Aircraft | ~~157~~ *154* | ~~1,795~~ *1,759* | 9 | 9 | ~~1,427~~ *1,425* | ~~158~~ *156* | ~~861~~ *843* | ~~9,833~~ *9,638* | 52 | 52 | ~~7,822~~ *7,810* | ~~864~~ *853* |
| | APUs | <1 | 10 | 1 | 1 | 5 | 1 | 2 | 53 | 5 | 5 | 28 | 7 |
| | GSE | 21 | 34 | 1 | 1 | 497 | <1 | 114 | 187 | 4 | 3 | 2,722 | 1 |
| | Stationary Sources | 4 | 17 | 6 | 2 | 11 | 1 | 22 | 93 | 35 | 9 | 60 | 7 |
| | Motor Vehicles | <1 | 4 | 11 | 1 | ~~86~~ *89* | <1 | ~~2~~ *3* | 23 | ~~59~~ *61* | 4 | ~~473~~ *488* | 3 |
| | Energy Use | <1 | 2 | <1 | <1 | 2 | <1 | 1 | 13 | 1 | 1 | 11 | <1 |
| | Totals | ~~183~~ ***180*** | ~~1,862~~ ***1826*** | ~~28~~ ***29*** | **14** | **2,029** | ~~161~~ ***159*** | ~~1,004~~ ***986*** | ~~10,203~~ ***10,005*** | ~~155~~ ***156*** | **74** | ~~11,116~~ ***11,118*** | ~~881~~ ***870*** |
| ***Existing 2018 Baseline Emissions*** | | 141 | 1,058 | 25 | 14 | 1,887 | 95 | 773 | 5,797 | 135 | 75 | 10,341 | 519 |
| ***Difference from Existing 2018 Baseline*** | | ~~42~~ *39* | ~~804~~ *768* | 4 | <1 | ~~141~~ *142* | ~~66~~ *64* | ~~231~~ *212* | ~~4,406~~ *4,208* | ~~20~~ *21* | ~~<1~~ *-1* | ~~775~~ *777* | ~~362~~ *351* |
| ***Threshold of Significance*** | | ***13.7*** | ***40*** | ***15*** | ***10*** | ***100*** | ***40*** | ***75*** | ***250*** | ***100*** | ***55*** | ***550*** | ***250*** |
| ***Exceeds Threshold?*** | | ***Yes*** | ***Yes*** | ***No*** | ***No*** | ***Yes*** | ***Yes*** | ***Yes*** | ***Yes*** | ***No*** | ***No*** | ***Yes*** | ***Yes*** |

Source: KB Environmental Sciences, Inc., 2019.
Note: Totals may reflect rounding.

5. Mitigation Measure MM-AQ/GHG-1: Ground Support Equipment Conversion on page 3.2-35 of the Recirculated Draft EIR is hereby revised as follows:

**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~~, by 2030,~~ *100 percent of diesel-fueled GSE that are owned and operated by the SDCRAA would be replaced with* ~~the remaining 50 percent of the fleet would be replaced with~~ hybrid electric *or alternative fuel vehicles*. This measure is considered feasible.

*(For the quantification of this mitigation measure, 100 percent of the diesel-fueled GSE and 100 percent of gasoline-fueled baggage tugs, belt loaders, utility carts, maintenance lifts, and pushback tugs that are owned by the airlines and their contractors would be replaced with renewable diesel and alternative fuels, respectively, by 2024. Additionally, 50 percent of SDCRAA-owned gasoline-fueled light duty vehicles and 100 percent of the SDCRAA-owned diesel-fueled GSE would*

*be replaced with hybrid electric or alternative fueled vehicles by 2024. Notably, the vehicles that would be replaced with hybrid electric were not assumed to be replaced with fully electric vehicles, because the commercial availability of the light duty electric vehicles is uncertain).* ~~*(For the quantification of this mitigation measure, 100 percent of the diesel-fueled GSE that operate at SDIA would convert to renewable diesel by 2024 and 100 percent of gasoline-fueled baggage tugs, belt loaders, utility carts, maintenance lifts, and pushback tugs that operate at SDIA would be replaced with eGSE by 2024. Additionally, 50 percent of gasoline-fueled GSE that are light duty vehicles owned and operated by SDCRAA would be replaced with hybrid electric vehicles by 2024, and the remaining 50 percent of the fleet would be replaced with hybrid electric by 2030. Notably, these vehicles were not assumed to be replaced with fully electric vehicles because the commercial availability of the light duty electric vehicles that would be required is uncertain.)*~~

6. The note below Mitigation Measure MM-AQ/GHG-8: Electric On-Airport Shuttles on page 3.2-37 of the Recirculated Draft EIR is hereby revised as follows:

**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 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. This measure is considered feasible.

~~*(The reduction in emissions that would result from this measure are not quantifiable at this level of project planning. As such, the analysis conservatively assumed no quantifiable reduction in emissions for this measure.)*~~

*(To estimate the emission reduction from electric on-airport shuttles, the analysis assumed that on-airport shuttles serving passenger and employee parking lots as well as inter-terminal transfers would be electric by 2026 and the buses serving the Rental Car Center would be electric by the year 2028.)*

7. Table 3.2-14 on pages 3.2-38 to 3.2-40 of the Recirculated Draft EIR is hereby revised as follows:

**Table 3.2-14: Proposed Project With Mitigation - Operational Emissions Inventory**

| Phase/ Year | Sources | Pollutants | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Tons/Year | | | | | | Pounds/Day | | | | | |
| | | VOC | $NO_X$ | $PM_{10}$ | $PM_{2.5}$ | CO | $SO_X$ | VOC | $NO_X$ | $PM_{10}$ | $PM_{2.5}$ | CO | $SO_X$ |
| 1a/ 2024 | Aircraft | 111 | 1,104 | 7 | 7 | 992 | 105 | 609 | 6,049 | 41 | 41 | 5,438 | 577 |
| | APUs | <1 | 7 | 1 | 1 | 4 | 1 | 2 | 40 | 4 | 4 | 22 | 5 |
| | GSE | 19 | 51 | 2 | 2 | ~~314~~ *313* | <1 | 106 | 280 | ~~11~~ *12* | ~~10~~ *11* | ~~1,722~~ *1,718* | 1 |
| | Stationary Sources | 4 | 17 | 6 | 2 | 11 | 1 | 21 | 93 | 35 | 9 | 60 | 7 |
| | Motor Vehicles | 2 | 13 | 9 | 1 | ~~107~~ *108* | 1 | 10 | 73 | 49 | 6 | ~~587~~ *589* | 3 |
| | Energy Use | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | - | - |

**Table 3.2-14: Proposed Project With Mitigation - Operational Emissions Inventory**

| Phase/ Year | Sources | Pollutants | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Tons/Year | | | | | | Pounds/Day | | | | | |
| | | VOC | $NO_X$ | $PM_{10}$ | $PM_{2.5}$ | CO | $SO_X$ | VOC | $NO_X$ | $PM_{10}$ | $PM_{2.5}$ | CO | $SO_X$ |
| | Construction | 3 | 17 | 10 | 1 | 17 | <1 | 16 | 91 | 57 | 8 | 95 | <1 |
| | Totals | 140 | 1,209 | 36 | 14 | ~~1,446~~ 1,445 | 108 | 765 | 6,626 | ~~196~~ 197 | 78 | ~~7,925~~ 7,922 | 592 |
| *Existing 2018 Baseline Emissions* | | *141* | *1,058* | *25* | *14* | *1,887* | *95* | *773* | *5,797* | *135* | *75* | *10,341* | *519* |
| *Difference from Existing 2018 Baseline* | | *-2* | *151* | *11* | *1* | *~~-441~~ -442* | *13* | *-9* | *829* | *~~61~~ 62* | *~~3~~ 4* | *~~-2,416~~ -2,419* | *73* |
| *Threshold of Significance* | | *13.7* | *40* | *15* | *10* | *100* | *40* | *75* | *250* | *100* | *55* | *550* | *250* |
| *Mitigated Emissions Exceeds Threshold?* | | *No* | *Yes* | *No* | *No* | *No* | *No* | *No* | *Yes* | *No* | *No* | *No* | *No* |
| *Proposed Project Without Mitigation Emissions* | | *149* | *1,241* | *37* | *15* | *~~2,006~~ 2,007* | *108* | *817* | *6,800* | *201* | *80* | *~~10,993~~ 10,995* | *592* |
| *Mitigated Emissions Difference from Proposed Project Without Mitigation* | | *-10* | *-32* | *-1* | *<-1* | *~~-560~~ -562* | *<-1* | *-52* | *~~-174~~ -173* | *~~-5~~ -4* | *~~-2~~ -1* | *~~-3,068~~ -3,073* | *~~0~~ <1* |
| *Unmitigated Emissions Exceed Threshold (from Table 3.2-11)?* | | *No* | *Yes* | *No* | *No* | *Yes* | *No* | *No* | *Yes* | *No* | *No* | *Yes* | *No* |
| | | | | | | | | | | | | | |
| 1b/ 2026 | Aircraft | 120 | 1,186 | 8 | 8 | 1,045 | 111 | 655 | 6,501 | 44 | 44 | 5,728 | 610 |
| | APUs | <1 | 8 | 1 | 1 | 4 | 1 | 2 | 42 | 4 | 4 | 20 | 5 |
| | GSE | 19 | 51 | 2 | 2 | ~~352~~ 351 | <1 | 103 | ~~278~~ 279 | 10 | 9 | ~~1,926~~ 1,923 | 1 |
| | Stationary Sources | 4 | 17 | 6 | 2 | 11 | 1 | 21 | 93 | 35 | 9 | 60 | 7 |
| | Motor Vehicles | 2 | 17 | 11 | 1 | ~~111~~ 112 | 1 | 10 | 96 | ~~59~~ 60 | 7 | ~~611~~ 616 | 3 |
| | Energy Use | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | Construction | 1 | 6 | 6 | 1 | 6 | 0 | 5 | 31 | 33 | 4 | 34 | <1 |
| | Totals | 145 | 1,285 | 34 | 14 | 1,529 | 114 | 797 | 7,040 | 185 | 76 | 8,380 | 626 |
| *Existing 2018 Baseline Emissions* | | *141* | *1,058* | *25* | *14* | *1,887* | *95* | *773* | *5,797* | *135* | *75* | *10,341* | *519* |
| *Difference from Existing 2018 Baseline* | | *4* | *227* | *9* | *<1* | *-358* | *20* | *23* | *~~1,243~~ 1,244* | *50* | *2* | *~~-1,961~~ -1,960* | *107* |
| *Threshold of Significance* | | *13.7* | *40* | *15* | *10* | *100* | *40* | *75* | *250* | *100* | *55* | *550* | *250* |
| *Mitigated Emissions Exceeds Threshold?* | | *No* | *Yes* | *No* | *No* | *No* | *No* | *No* | *Yes* | *No* | *No* | *No* | *No* |
| *Proposed Project Without Mitigation Emissions* | | *155* | *1,314* | *~~34~~ 35* | *15* | *~~2,101~~ 2,102* | *114* | *851* | *~~7,198~~ 7,202* | *~~188~~ 189* | *80* | *~~11,499~~ 11,516* | *626* |
| *Mitigated Emissions Difference from Proposed Project Without Mitigation* | | *-10* | *~~-30~~ -29* | *-1* | *-1* | *-572* | *<-1* | *-55* | *~~-168~~ -161* | *-4* | *-3* | *~~-3,131~~ -3,134* | *~~<1~~ <-1* |
| *Unmitigated Emissions Exceed Threshold (from Table 3.2-11)?* | | *Yes* | *Yes* | *No* | *No* | *Yes* | *No* | *Yes* | *Yes* | *No* | *No* | *Yes* | *No* |
| | | | | | | | | | | | | | |
| 2a/ 2030 | Aircraft | 132 | 1,404 | 8 | 8 | 1,146 | 125 | 724 | 7,691 | 45 | 45 | 6,280 | 684 |
| | APUs | <1 | 8 | 1 | 1 | 4 | 1 | 2 | 42 | 4 | 4 | 21 | 5 |
| | GSE | 15 | ~~31~~ | 1 | 1 | ~~303~~ | <1 | ~~82~~ | ~~171~~ | ~~5~~ | 4 | ~~1,658~~ | ~~1~~ |

**Table 3.2-14: Proposed Project With Mitigation - Operational Emissions Inventory**

| Phase/ Year | Sources | Pollutants | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Tons/Year | | | | | | Pounds/Day | | | | | |
| | | VOC | $NO_X$ | $PM_{10}$ | $PM_{2.5}$ | CO | $SO_X$ | VOC | $NO_X$ | $PM_{10}$ | $PM_{2.5}$ | CO | $SO_X$ |
| | | | 30 | | | 301 | | 81 | 166 | 4 | | 1,647 | <1 |
| | Stationary Sources | 4 | 17 | 6 | 2 | 11 | 1 | 21 | 93 | 35 | 9 | 60 | 7 |
| | Motor Vehicles | 1 | 10 | ~~10~~ 11 | 1 | ~~98~~ 99 | ~~<1~~ 1 | 7 | ~~55~~ 56 | ~~57~~ 58 | 5 | ~~536~~ 544 | 3 |
| | Energy Use | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | Construction | 1 | 7 | 3 | <1 | 13 | <1 | 4 | 39 | 16 | 2 | 71 | <1 |
| | Totals | 153 | ~~1,477~~ 1,476 | ~~29~~ 30 | 13 | 1,574 | 128 | ~~840~~ 839 | ~~8,092~~ 8,087 | ~~161~~ 162 | 70 | ~~8,626~~ 8,623 | ~~700~~ 699 |
| *Existing 2018 Baseline Emissions* | | *141* | *1,058* | *25* | *14* | *1,887* | *95* | *773* | *5,797* | *135* | *75* | *10,341* | *519* |
| *Difference from Existing 2018 Baseline* | | *12* | *~~419~~ 418* | *5* | *-1* | *~~-313~~ -314* | *33* | *66* | *~~2,295~~ 2,290* | *~~26~~ 27* | *-5* | *~~-1,715~~ -1,718* | *181* |
| *Threshold of Significance* | | *13.7* | *40* | *15* | *10* | *100* | *40* | *75* | *250* | *100* | *55* | *550* | *250* |
| *Mitigated Emissions Exceeds Threshold?* | | *No* | *Yes* | *No* | *No* | *No* | *No* | *No* | *Yes* | *No* | *No* | *No* | *No* |
| *Proposed Project Without Mitigation Emissions* | | *165* | *1,512* | *31* | *13* | *~~2,225~~ 2,227* | *128* | *905* | *~~8,284~~ 8,283* | *170* | *73* | *~~12,194~~ 12,203* | *700* |
| *Mitigated Emissions Difference from Proposed Project Without Mitigation* | | *-12* | *~~35~~ -36* | *-2* | *-1* | *~~-651~~ -653* | *<-1* | *~~-65~~ -66* | *~~-192~~ -196* | *-8* | *-3* | *~~-3,568~~ -3,580* | *-1* |
| *Unmitigated Emissions Exceed Threshold (from Table 3.2-11)?* | | *Yes* | *Yes* | *No* | *No* | *Yes* | *No* | *Yes* | *Yes* | *No* | *No* | *Yes* | *No* |
| | | | | | | | | | | | | | |
| 2b/ 2035 | Aircraft | 149 | 1,660 | 9 | 9 | 1,386 | 149 | 819 | 9,098 | 50 | 50 | 7,597 | 818 |
| | APUs | <1 | 9 | 1 | 1 | 5 | 1 | 2 | 48 | 5 | 5 | 26 | 6 |
| | GSE | 15 | 35 | 1 | 1 | 329 | <1 | 84 | 193 | 6 | 5 | ~~1,805~~ 1,802 | 1 |
| | Stationary Sources | 4 | 17 | 6 | 2 | 11 | 1 | 22 | 93 | 35 | 9 | 60 | 7 |
| | Motor Vehicles | 1 | 7 | 11 | 1 | ~~89~~ 91 | 1 | 4 | 40 | ~~58~~ 59 | 5 | ~~487~~ 499 | 3 |
| | Energy Use | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | Construction | <1 | 1 | 2 | <1 | 2 | <1 | 2 | 8 | 13 | 2 | 11 | <1 |
| | Totals | 170 | 1,730 | ~~30~~ 31 | 14 | ~~1,823~~ 1,824 | 152 | 933 | 9,481 | ~~167~~ 168 | 76 | ~~9,986~~ 9,994 | 834 |
| *Existing 2018 Baseline Emissions* | | *141* | *1,058* | *25* | *14* | *1,887* | *95* | *773* | *5,797* | *135* | *75* | *10,341* | *519* |
| *Difference from Existing 2018 Baseline* | | *29* | *~~676~~ 672* | *6* | *<1* | *~~-64~~ -63* | *58* | *~~161~~ 159* | *~~3,704~~ 3,684* | *33* | *~~3~~ 1* | *~~-350~~ -347* | *316* |
| *Threshold of Significance* | | *13.7* | *40* | *15* | *10* | *100* | *40* | *75* | *250* | *100* | *55* | *550* | *250* |
| *Mitigated Emissions Exceeds Threshold?* | | *Yes* | *Yes* | *No* | *No* | *No* | *Yes* | *Yes* | *Yes* | *No* | *No* | *No* | *Yes* |
| *Proposed Project Without Mitigation Emissions* | | *181* | *1,754* | *31* | *14* | *~~2,506~~ 2,508* | *152* | *994* | *~~9,613~~ 9,612* | *171* | *78* | *~~13,730~~ 13,741* | *835* |
| *Mitigated Emissions Difference from Proposed Project Without Mitigation* | | *-11* | *-24* | *-1* | *~~-1~~ <-1* | *~~-683~~ -684* | *<-1* | *-62* | *~~-132~~ -131* | *~~-4~~ -3* | *-3* | *~~-3,744~~ -3,747* | *<-1* |

**Table 3.2-14: Proposed Project With Mitigation - Operational Emissions Inventory**

| Phase/ Year | Sources | Pollutants | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Tons/Year | | | | | | Pounds/Day | | | | | |
| | | VOC | $NO_X$ | $PM_{10}$ | $PM_{2.5}$ | CO | $SO_X$ | VOC | $NO_X$ | $PM_{10}$ | $PM_{2.5}$ | CO | $SO_X$ |
| ***Unmitigated Emissions Exceed Threshold (from Table 3.2-11)?*** | | ***Yes*** | ***Yes*** | ***No*** | ***No*** | ***Yes*** | ***Yes*** | ***Yes*** | ***Yes*** | ***No*** | ***No*** | ***Yes*** | ***Yes*** |
| | | | | | | | | | | | | | |
| **2050** | **Aircraft** | ~~157~~ *154* | ~~1,795~~ *1,759* | 9 | 9 | ~~1,427~~ *1,425* | ~~158~~ *156* | ~~861~~ *843* | ~~9,833~~ *9,638* | 52 | 52 | ~~7,822~~ *7,810* | ~~864~~ *853* |
| | **APUs** | <1 | ~~10~~ *9* | 1 | 1 | 5 | 1 | 2 | ~~53~~ *50* | 5 | 5 | ~~28~~ *27* | 7 |
| | **GSE** | 18 | 31 | 1 | 1 | 370 | <1 | ~~98~~ *97* | 169 | 3 | 3 | ~~2,030~~ *2,025* | 1 |
| | **Stationary Sources** | 4 | 17 | 6 | 2 | 11 | 1 | 22 | 93 | 35 | 9 | 60 | 7 |
| | **Motor Vehicles** | <1 | 4 | 11 | 1 | ~~86~~ *89* | <1 | ~~2~~ *3* | 23 | ~~59~~ *60* | 4 | ~~472~~ *487* | 3 |
| | **Energy Use** | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | **Totals** | ~~180~~ *177* | ~~1,856~~ *1,820* | 28 | 13 | 1,900 | ~~161~~ *159* | ~~986~~ *967* | ~~10,172~~ *9,974* | ~~154~~ *155* | 73 | ~~10,412~~ *10,409* | ~~881~~ *869* |
| ***Existing 2018 Baseline Emissions*** | | ***141*** | ***1,058*** | ***25*** | ***14*** | ***1,887*** | ***95*** | ***773*** | ***5,797*** | ***135*** | ***75*** | ***10,341*** | ***519*** |
| ***Difference from Existing 2018 Baseline*** | | ~~***39***~~ ***35*** | ~~***798***~~ ***762*** | ~~***3***~~ ***4*** | ***<1*** | ~~***13***~~ ***12*** | ~~***66***~~ ***64*** | ~~***213***~~ ***194*** | ~~***4,375***~~ ***4,176*** | ~~***19***~~ ***20*** | ~~***-1***~~ ***-2*** | ~~***71***~~ ***68*** | ~~***362***~~ ***351*** |
| ***Threshold of Significance*** | | ***13.7*** | ***40*** | ***15*** | ***10*** | ***100*** | ***40*** | ***75*** | ***250*** | ***100*** | ***55*** | ***550*** | ***250*** |
| ***Mitigated Emissions Exceeds Threshold?*** | | ***Yes*** | ***Yes*** | ***No*** | ***No*** | ***No*** | ***Yes*** | ***Yes*** | ***Yes*** | ***No*** | ***No*** | ***No*** | ***Yes*** |
| ***Proposed Project Without Mitigation Emissions*** | | ~~***183***~~ ***180*** | ~~***1,862***~~ ***1,826*** | ~~***28***~~ ***29*** | ***14*** | ***2,029*** | ~~***161***~~ ***159*** | ~~***1,004***~~ ***986*** | ~~***10,202***~~ ***10,005*** | ~~***153***~~ ***156*** | ***74*** | ~~***11,116***~~ ***11,118*** | ~~***881***~~ ***870*** |
| ***Mitigated Emissions Difference from Proposed Project Without Mitigation*** | | ***-3*** | ***-6*** | ***<-1*** | ***<-1*** | ***-129*** | ***<-1*** | ***-18*** | ***-31*** | ~~***<-1***~~ ***-1*** | ***-1*** | ~~***-704***~~ ***-709*** | ***<-1*** |
| ***Unmitigated Emissions Exceed Threshold (from Table 3.2-11)?*** | | ***Yes*** | ***Yes*** | ***No*** | ***No*** | ***Yes*** | ***Yes*** | ***Yes*** | ***Yes*** | ***No*** | ***No*** | ***Yes*** | ***Yes*** |

Source: KB Environmental Sciences, Inc., 2019.
Note: Totals may reflect rounding.

8. Table 3.2-19 on page 3.2-65 of the Recirculated Draft EIR is hereby revised as follows:[1]

**Table 3.2-19: Cumulative Projects Operational Emissions Inventory**

| | Average Annual Amount of Pollutants (tons/year) | | | | | | Average Daily Amounts of Pollutant (pounds/day) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | VOCs | $NO_X$ | $PM_{10}$ | $PM_{2.5}$ | CO | $SO_X$ | VOCs | $NO_X$ | $PM_{10}$ | $PM_{2.5}$ | CO | $SO_X$ |
| **Near-Term Cumulative Projects** | 188 | 104 | ~~90~~ *91* | 39 | ~~344~~ *348* | 1 | ~~1,032~~ *1,033* | ~~572~~ *574* | ~~493~~ *500* | ~~212~~ *215* | ~~1,886~~ *1,910* | 6 |
| **Proposed Project[1]** | 23 | 447 | 3 | <1 | ~~325~~ *327* | 33 | 127 | 2,447 | ~~18~~ *19* | <1 | ~~1,782~~ *1,791* | 181 |
| **Total** | 211 | 551 | ~~93~~ *94* | 39 | ~~669~~ *675* | 34 | ~~1,159~~ *1,160* | ~~3,109~~ *3,021* | ~~511~~ *519* | ~~212~~ *216* | ~~3,668~~ *3,700* | 187 |
| **Threshold of Significance** | ***13.7*** | ***40*** | ***15*** | ***10*** | ***100*** | ***40*** | ***75*** | ***250*** | ***100*** | ***55*** | ***550*** | ***250*** |
| **Any Exceedance of Threshold?** | Yes | Yes | Yes | Yes | Yes | No | Yes | Yes | Yes | Yes | Yes | No |
| **Long-Term Cumulative Projects** | 62 | ~~72~~ *73* | ~~47~~ *48* | 14 | ~~120~~ *123* | <1 | ~~342~~ *343* | ~~393~~ *396* | ~~259~~ *267* | ~~79~~ *81* | ~~656~~ *673* | 3 |
| **Proposed Project[2]** | 42 | 804 | 4 | <1 | ~~141~~ *144* | 66 | 231 | 4,406 | ~~20~~ *22* | ~~<1~~ *1* | ~~775~~ *790* | 362 |
| **Total** | 104 | ~~876~~ *877* | ~~51~~ *53* | ~~14~~ *15* | ~~261~~ *267* | ~~66~~ *67* | ~~573~~ *574* | ~~4,799~~ *4,802* | ~~279~~ *289* | ~~79~~ *82* | ~~1,431~~ *1,463* | 365 |
| **Threshold of Significance** | ***13.7*** | ***40*** | ***15*** | ***10*** | ***100*** | ***40*** | ***75*** | ***250*** | ***100*** | ***55*** | ***550*** | ***250*** |
| **Any Exceedance of Threshold?** | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |

Source: CDM Smith, 2019.
Notes:
1. For Near-Term Cumulative Projects, the 2030 ADP operational emissions (without construction) increase over 2018 are assumed.
2. For Long-Term Cumulative Projects, the 2050 ADP operational emissions (without construction) increase over 2018 are assumed.

9. Mitigation Measure MM-AQ/GHG-1: Ground Support Equipment Conversion on page 3.2-71 of the Recirculated Draft EIR is hereby revised as follows:

**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

[1]Revisions to emissions for cumulative projects were based on the ratio of mobile source emissions to total emissions, as determined from the CalEEMod modeling data presented in Appendix R-C of the Recirculated Draft EIR, multiplied times the CARB Off-Model Adjustment Factors for 2030 (Near-Term Cumulative Projects) and 2050 (Long-Term Cumulative Projects). Revisions to emissions for cumulative projects were based on the 2030 and 2050 project-related mobile source emissions presented in Table 3.2-11 of the Recirculated Draft EIR multiplied times the CARB Off-Model Adjustment Factors for those years.

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~~, by 2030,~~ *100 percent of diesel-fueled GSE that are owned and operated by the SDCRAA would be replaced with* ~~the remaining 50 percent of the fleet would be replaced with~~ hybrid electric *or alternative fuel vehicles*. This measure is considered feasible.

## Section 3.3, Greenhouse Gases and Climate Change

The tables in Section 3.3 were revised to reflect the following changes to the assumptions that were used to derive the Proposed Project GHG emissions.

- MM-AQ/GHG-1 - The SDCRAA modified this measure such that by 2024, 50 percent of the ground support equipment (GSE) that are light duty vehicles owned and operated by SDCRAA would be replaced with hybrid electric or alternative fueled vehicles and 100 percent of the diesel-fueled GSE that are owned and operated by the SDCRAA would be replaced with hybrid electric or alternative fuel vehicles. Notably, the vehicle that would be replaced with the hybrid electric vehicles were not assumed to be replaced with fully electric vehicles, because the commercial availability of the light duty electric vehicles is uncertain.

- MM-AQ/GHG-8 – In the Recirculated Draft EIR, the SDCRAA committed to transitioning all on-airport shuttles serving passenger and employee parking lots, and inter-terminal transfers to electric vehicles (all electric or plug-in hybrid) by 2026 and the buses serving the Rental Car Center would be transitioned to electric vehicles by 2028. The analysis in the Recirculated Draft EIR did not quantify the reduction in GHG emissions associated with this mitigation measure. The emission revisions to Table 3.3-6 below reflect the estimated GHG emission reduction from implementation of MM-AQ-GHG-8.

- The aircraft-related emission estimate for the year 2050 was revised to reflect the correct number of operations forecast to occur by Boeing 757-200 and Boeing 737-900 aircraft.

Typographical errors were also corrected.

1. The second full paragraph on page 3.3-5 of the Recirculated Draft EIR is hereby revised as follows:

To support the certification with ACA, the SDCRAA has recently built highly energy-efficient facilities (such as its Rental Car Center), installed solar energy panels on terminal and parking lot roofs, converted 100 percent of its shuttle fleet to alternative fuels, ~~and~~ launched "The Good Traveler" carbon offset program to enable passengers to reduce the environmental impact of their travel*, created a novel GHG reduction program for rideshare companies such as Lyft and Uber, and partnered with San Diego Gas & Electric to expand airport charging infrastructure for airport*

*employees and electric-powered airside ground service equipment*. ~~Currently, SDIA is certified through ACA at "Level 3," which means the SDCRAA is actively implementing a carbon management plan and has reduced emissions under its direct control, and also is effectively partnering with airlines, concessions, and ground transportation operators to help them lower their emissions at SDIA. The SDCRAA has established a goal to achieve "Level 3+" certification by 2022, which requires continued carbon emission reductions as well as offsetting of its remaining Scope 1 and 2 emissions, thereby achieving carbon neutral operations for all direct and indirect emissions over which the SDCRAA has control.~~ *In September 2019, SDIA became the second airport in North America to be certified through the ACA at "Level 3+" (Carbon Neutral), the highest level of certification through the ACA's program.*

*Level 3+ certification signifies that the airport is successfully:*

- *Completing annual carbon emission inventories (which are third-party verified);*
- *Continuing to reduce carbon emissions under the Airport Authority's direct control on a year-over-year basis;*
- *Offsetting any residual emissions under the Airport Authority's direct control (namely, from fuel used in fleets and generators, purchased electricity, and staff business travel); and*
- *Effectively engaging with airlines, ground transportation operators, and other business partners to help them reduce their onsite carbon emissions.*

2. Footnote 67 on page 3.3-29 of the Recirculated Draft EIR is hereby revised as follows:

[67] San Diego County Regional Airport Authority. Climate Resilience Plan – A Roadmap to Maintain Business Continuity ~~and Climate Change~~ *in a Changing Climate*. Final Version. June 2019. Available: https://www.san.org/Portals/0/Documents/Environmental/2019-Draft/082919_DRAFT_SD_Intl_Airport_Climate_Resilience_Plan_lowres.pdf.

3. Table 3.3-5 on pages 3.3-34 to 3.3-36 of the Recirculated Draft EIR is hereby revised as follows:

**Table 3.3-5: Existing and Proposed Project Annual GHG Emissions (in metric tons of $CO_2e$)**

| Year | Source | Existing (2018 Baseline) Conditions | | Proposed Project | | Increase/ Decrease from Existing Conditions |
|---|---|---|---|---|---|---|
| | | Metric Tons of $CO_2e$ | Percent of Total | Metric Tons of $CO_2e$ | Percent of Total | |
| **2024** | Aircraft[1] | 249,504 | 74% | 285,313 | 74% | 35,810 |
| | APUs | 2,223 | 1% | 2,505 | 1% | 282 |
| | GSE | 12,091 | 4% | 12,471 | 3% | 380 |
| | Stationary Sources | 12,940 | 4% | 13,399 | 3% | 459 |
| | Motor Vehicles | 55,434 | 16% | 55,991 | 15% | ~~557~~ *556* |
| | Other[1] | 5,597 | 2% | 8,149 | 2% | 2,552 |

**Table 3.3-5: Existing and Proposed Project Annual GHG Emissions (in metric tons of $CO_2e$)**

| Year | Source | Existing (2018 Baseline) Conditions | | Proposed Project | | Increase/ Decrease from Existing Conditions |
|---|---|---|---|---|---|---|
| | | Metric Tons of $CO_2e$ | Percent of Total | Metric Tons of $CO_2e$ | Percent of Total | |
| | Construction | -- | 0% | 6,627 | 2% | 6,627 |
| | **Total** | **337,789** | **100%** | ~~**384,455**~~ ***384,456*** | **100%** | ~~**46,666**~~ ***46,667*** |
| | | | | | | |
| **2026** | Aircraft | 249,504 | 74% | 300,734 | 74% | 51,231 |
| | APUs | 2,223 | 1% | 2,580 | 1% | 358 |
| | GSE | 12,091 | 4% | 13,799 | 3% | 1,708 |
| | Stationary Sources | 12,940 | 4% | 13,399 | 3% | 459 |
| | Motor Vehicles | 55,434 | 16% | 63,469 | 15% | ~~8,035~~ *8,034* |
| | Other[1] | 5,597 | 2% | 11,924 | 3% | 6,327 |
| | Construction | -- | 0% | 2,698 | 1% | 2,698 |
| | **Total** | **337,789** | **100%** | ~~**408,603**~~ ***408,604*** | **100%** | ~~**70,814**~~ ***70,815*** |
| | | | | | | |
| **2030** | Aircraft | 249,504 | 74% | 331,950 | 75% | 82,446 |
| | APUs | 2,223 | 1% | 2,623 | 1% | 400 |
| | GSE | 12,091 | 4% | 13,409 | 3% | 1,318 |
| | Stationary Sources | 12,940 | 4% | 13,399 | 3% | 459 |
| | Motor Vehicles | 55,434 | 16% | 59,650 | 14% | 4,216 |
| | Other[1] | 5,597 | 2% | 18,215 | 4% | 12,618 |
| | Construction | -- | 0% | 2,598 | 1% | 2,598 |
| | **Total** | **337,789** | **100%** | **441,844** | **100%** | **104,055** |
| | | | | | | |
| **2035** | Aircraft | 249,504 | 74% | 395,743 | 80% | 146,240 |
| | APUs | 2,223 | 1% | 3,139 | 1% | 916 |
| | GSE | 12,091 | 4% | 13,475 | 3% | 1,384 |
| | Stationary Sources | 12,940 | 4% | 13,399 | 3% | 459 |

**Table 3.3-5: Existing and Proposed Project Annual GHG Emissions (in metric tons of $CO_2e$)**

| Year | Source | Existing (2018 Baseline) Conditions | | Proposed Project | | Increase/ Decrease from Existing Conditions |
|---|---|---|---|---|---|---|
| | | Metric Tons of $CO_2e$ | Percent of Total | Metric Tons of $CO_2e$ | Percent of Total | |
| | Motor Vehicles | 55,434 | 16% | 51,022 | 10% | -4,412 |
| | Other[1] | 5,597 | 2% | 20,066 | 4% | 14,469 |
| | Construction | -- | 0% | 830 | 0% | 830 |
| | **Total** | **337,789** | **100%** | ~~**497,674**~~ ***497,675*** | **100%** | ~~**159,885**~~ ***159,886*** |
| | | | | | | |
| **2050** | Aircraft | 249,504 | 74% | ~~417,468~~ *412,514* | 82% | ~~167,964~~ *163,011* |
| | APUs | 2,223 | 1% | ~~3,417~~ *3,229* | 1% | ~~1,195~~ *1,006* |
| | GSE | 12,091 | 4% | 12,011 | 2% | -80 |
| | Stationary Sources | 12,940 | 4% | 13,399 | 3% | 459 |
| | Motor Vehicles | 55,434 | 16% | 44,667 | 9% | -10,767 |
| | Other[1] | 5,597 | 2% | 20,066 | 4% | 14,469 |
| | **Total** | **337,789** | **100%** | ~~**511,029**~~ ***505,887*** | **100%** | ~~**173,240**~~ ***168,098*** |

Source: KB Environmental Sciences, Inc., 2019.
Notes: Totals may reflect rounding.
1. Estimates of emissions resulting from energy consumption associated with electricity usage, water usage (conveyance, consumption and treatment), and solid waste disposal. Emissions associated with natural gas consumption within the built environment are captured by the "Stationary Sources" category, as natural gas consumption is associated with SDIA's existing, on-site Central Utility Plant.
"-" Implies emissions are not applicable.

4. Note 1 in Table 3.3-5 on page 3.3-36 of the Recirculated Draft EIR is hereby revised as follows:

Estimates of emissions resulting from energy consumption associated with electricity usage, water usage (conveyance, consumption and treatment), and solid waste disposal. Emissions associated with natural gas consumption within the built environment are captured by the "Stationary Sources" category, *including* ~~as~~ natural gas consumption ~~is~~ associated with SDIA's existing~~,~~ on-site Central Utility Plant *and natural gas consumption associated with the operation of the replacement terminal and new administrative offices. It should be noted that due to the use of different methodologies and assumptions associated with estimating natural gas-related emissions from the Central Utility Plant and from new building areas, as described in Appendix R-C of the Recirculated Draft EIR, there is some duplication in the natural gas-related emissions estimates. More specifically, natural gas-related emissions for new buildings include those associated with space heating, as estimated by CalEEMod. The expanded on-airport Central Utility Plant will provide hot water for*

*space heating at the replacement terminal and new administrative offices and the Plant's natural gas emissions are separately estimated. As such, emissions from the consumption of natural gas for space heating have been counted twice – once via CalEEMod and once via AEDT – resulting in the conservative over-estimation of emissions from natural gas consumption for space heating*.

5. Mitigation Measure MM-AQ/GHG-1: Ground Support Equipment Conversion on page 3.3-38 of the Recirculated Draft EIR is hereby revised as follows:

**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~~, by 2030,~~ *100 percent of diesel-fueled GSE that are owned and operated by the SDCRAA would be replaced with* ~~the remaining 50 percent of the fleet would be replaced with~~ hybrid electric *or alternative fuel vehicles*. This measure is considered feasible.

*(For the quantification of this mitigation measure, 100 percent of the diesel-fueled GSE and 100 percent of gasoline-fueled baggage tugs, belt loaders, utility carts, maintenance lifts, and pushback tugs that are owned by the airlines and their contractors would be replaced with renewable diesel and alternative fuels, respectively, by 2024. Additionally, 50 percent of SDCRAA-owned gasoline-fueled light duty vehicles and 100 percent of the SDCRAA-owned diesel-fueled GSE would be replaced with hybrid electric or alternative fueled vehicles by 2024. Notably, the vehicles that would be replaced with hybrid electric were not assumed to be replaced with fully electric vehicles, because the commercial availability of the light duty electric vehicles is uncertain).* ~~*(For the quantification of this mitigation measure, 100 percent of the diesel-fueled GSE that operate at SDIA would convert to renewable diesel by 2024 and 100 percent of gasoline-fueled baggage tugs, belt loaders, utility carts, maintenance lifts, and pushback tugs that operate at SDIA would be replaced with eGSE by 2024. Additionally, 50 percent of gasoline-fueled GSE that are light duty vehicles owned and operated by SDCRAA would be replaced with hybrid electric vehicles by 2024, and the remaining 50 percent of the fleet would be replaced with hybrid electric by 2030. Notably, these vehicles were not assumed to be replaced with fully electric vehicles because the commercial availability of the light duty electric vehicles that would be required is uncertain.)*~~

6. The note below Mitigation Measure MM-AQ/GHG-8: Electric On-Airport Shuttles on page 3.3-39 of the Recirculated Draft EIR is hereby revised as follows:

**MM-AQ/GHG-8 Electric On-Airport Shuttles:** In conjunction with the project, the on-airport shuttles serving passenger and employee parking lots, and inter-terminal 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. This measure is considered feasible.

~~*(The reduction in emissions that would result from this measure are not quantifiable at this level of project planning. As such, the analysis conservatively assumed no quantifiable reduction in emissions for this measure.)*~~

*(To estimate the emission reduction from electric on-airport shuttles, the analysis assumed that on-airport shuttles serving passenger and employee parking lots as well as inter-terminal transfers would be electric by 2026 and the buses serving the Rental Car Center would be electric by the year 2028.)*

*7.* Table 3.3-6 on pages 3.3-40 to 3.3-42 of the Recirculated Draft EIR is hereby revised as follows:

**Table 3.3-6: Annual GHG Emissions (in metric tons of $CO_2e$) with Mitigation**

| Year | Source | Existing (2018 Baseline Conditions) | Metric Tons of $CO_2e$ | | |
|---|---|---|---|---|---|
| | | | Proposed Project Without Mitigation | Proposed Project With Mitigation | Emission Reduction |
| **2024** | Aircraft | 249,504 | 285,313 | 285,313 | 0 |
| | APUs | 2,223 | 2,505 | 2,505 | 0 |
| | GSE | 12,091 | 12,471 | ~~8,821~~ *8,673* | ~~-3,650~~ *-3,798* |
| | Stationary Sources | 12,940 | 13,399 | 13,399 | 0 |
| | Motor Vehicles | 55,434 | 55,991 | 52,610 | -3,381 |
| | Other[1] | 5,597 | 8,149 | 8,149 | 0 |
| | Construction | -- | ~~6,523~~ *6,627* | ~~6,523~~ *6,627* | 0 |
| | **Total** | **337,789** | ~~**384,351**~~ ***384,456*** | ~~**377,321**~~ ***377,277*** | ~~**-7,030**~~ ***-7,179*** |
| | | | | | |
| **2026** | Aircraft | 249,504 | 300,734 | 300,734 | 0 |
| | APUs | 2,223 | 2,580 | 2,580 | 0 |
| | GSE | 12,091 | 13,799 | ~~8,948~~ *8,853* | ~~-4,851~~ *-4,946* |
| | Stationary Sources | 12,940 | 13,399 | 13,399 | 0 |
| | Motor Vehicles | 55,434 | 63,469 | 53,777 | -9,692 |
| | Other[1] | 5,597 | 11,924 | 11,924 | 0 |
| | Construction | -- | 2,698 | 2,698 | 0 |
| | **Total** | **337,789** | ~~**408,603**~~ ***408,604*** | ~~**394,060**~~ ***393,966*** | ~~**-14,543**~~ ***-14,638*** |
| | | | | | |
| **2030** | Aircraft | 249,504 | 331,950 | 331,950 | 0 |
| | APUs | 2,223 | 2,623 | 2,623 | 0 |
| | GSE | 12,091 | 13,409 | ~~8,356~~ *8,008* | ~~-5,053~~ *-5,401* |

**Table 3.3-6: Annual GHG Emissions (in metric tons of $CO_2e$) with Mitigation**

| Year | Source | Existing (2018 Baseline Conditions) | Metric Tons of $CO_2e$ | | |
|---|---|---|---|---|---|
| | | | Proposed Project Without Mitigation | Proposed Project With Mitigation | Emission Reduction |
| | Stationary Sources | 12,940 | 13,399 | 13,399 | 0 |
| | Motor Vehicles | 55,434 | 59,650 | 54,419 | -5,231 |
| | Other[1] | 5,597 | 18,215 | 18,215 | 0 |
| | Construction | -- | 2,598 | 2,598 | 0 |
| | **Total** | **337,789** | **441,844** | ~~**431,560**~~ ***431,212*** | ~~**-10,284**~~ ***-10,632*** |
| | | | | | |
| **2035** | Aircraft | 249,504 | 395,743 | 395,743 | 0 |
| | APUs | 2,223 | 3,139 | 3,139 | 0 |
| | GSE | 12,091 | 13,475 | ~~8,798~~ *8,701* | ~~-4,677~~ *-4,774* |
| | Stationary Sources | 12,940 | 13,399 | 13,399 | 0 |
| | Motor Vehicles | 55,434 | 51,022 | 50,991 | -31 |
| | Other[1] | 5,597 | 20,066 | 20,066 | 0 |
| | Construction | -- | 830 | 830 | 0 |
| | **Total** | **337,789** | ~~**497,674**~~ ***497,675*** | ~~**492,966**~~ ***492,870*** | ~~**-4,708**~~ ***-4,805*** |
| | | | | | |
| **2050** | Aircraft | 249,504 | ~~417,468~~ *412,514* | ~~417,468~~ *412,514* | 0 |
| | APUs | 2,223 | ~~3,417~~ *3,229* | ~~3,417~~ *3,229* | 0 |
| | GSE | 12,091 | 12,011 | ~~8,798~~ *9,000* | ~~-3,213~~ *-3,011* |
| | Stationary Sources | 12,940 | 13,399 | 13,399 | 0 |
| | Motor Vehicles | 55,434 | 44,667 | 44,636 | -31 |
| | Other[1] | 5,597 | 20,066 | 20,066 | 0 |
| | **Total** | **337,789** | ~~**511,028**~~ ***505,887*** | ~~**507,784**~~ ***502,844*** | ~~**-3,244**~~ ***-3,043*** |

Source: KB Environmental Sciences, Inc., 2019.
Notes: Totals may reflect rounding.
1. Estimates of emissions resulting from energy consumption associated with electricity usage, water usage (conveyance, consumption and treatment), and solid waste disposal. Emissions associated with natural gas consumption within the built environment are captured by the "Stationary Sources" category, as natural gas consumption is associated with SDIA's existing, on-site Central Utility Plant.
"-" Implies emissions are not applicable.

8. Mitigation Measure MM-AQ/GHG-1: Ground Support Equipment Conversion on pages 3.3-50 to 3.3-51 of the Recirculated Draft EIR is hereby revised as follows:

**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. ~~This measure is considered feasible.~~

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~~, by 2030,~~ *100 percent of diesel-fueled GSE that are owned and operated by the SDCRAA would be replaced with* ~~the remaining 50 percent of the fleet would be replaced with~~ hybrid electric *or alternative fuel vehicles. This measure is considered feasible.*

## Section 3.4, Human Health Risk

None

## Section 3.5, Biological Resources

None

## Section 3.6, Cultural Resources

1. The following is hereby added after the text of MM-HR-3 on page 3.6-18 of the Recirculated Draft EIR:

***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.*

2. The text of Section 3.6.6.1.4 Significance of Impact After Mitigation on pages 3.6-24 and 3.6-25 of the Recirculated Draft EIR is hereby revised as follows:

### Significance of Impact After Mitigation

Under State CEQA Guidelines Section 15126.4(b)(1), treatment of historical resources consistent with the U.S. Secretary of the Interior's Standards is generally considered sufficient to mitigate impacts to less than significant levels. However, State CEQA Guidelines Section 15126.4(b(2) states that, in some cases, documentation of an historical resource by way of historical narrative, photography, etc., may not be enough to mitigate the effects to less-than-significant levels caused by the demolition of an historical resource. Such is the case with the currently proposed project. While implementation of Mitigation Measure*s* MM-HR-1 *and MM-HR-4* would provide for comprehensive documentation to memorialize the history and characteristics of the three

significant historic buildings that would be demolished and removed for the proposed project, the permanent loss of two of those buildings, specifically, the Terminal 1 building and the Terminal 2-East building, would remain a ***significant and unavoidable impact*** after mitigation. With the combination of Mitigation Measures MM-HR-1 and MM-HR-2, the impacts to the UAHT building would be reduced to a ***less than significant impact.***

3. The following is added at the end of the third column (Mitigation Measures) in Table 3.6-5 on page 3.6-25 of the Recirculated Draft EIR:

*MM-HR-4: Interpretative Display Regarding Existing Terminal 1*

4. The following is hereby added after the text of MM-HR-3 on page 3.6-26 of the Recirculated Draft EIR:

***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.*

## Section 3.7, Tribal Cultural Resources

None

## Section 3.8, Geology and Soils

None

## Section 3.9, Hazards and Hazardous Materials

1. The following paragraph is hereby added to the end of Section 3.9.3.2 on page 3.9-9 of the Recirculated Draft EIR:

***The Aboveground Petroleum Storage Act***

*The Aboveground Petroleum Storage Act (APSA) regulates facilities with aggregate aboveground petroleum storage capacities of 1,320 gallons or more stored in aboveground storage containers, oil-filled equipment, or tanks with petroleum storage capacities of 55 gallons or more. Unless exempted, a facility in the APSA Program must prepare and implement a Spill Prevention, Control, and Countermeasures (SPCC) Plan, which is intended for the prevention of, preparedness for, and response to petroleum discharges and identifies procedures, methods, and equipment at the facility to prevent such discharges. SDIA has an aggregate aboveground petroleum storage capacity of 1,320 gallons or more, and is regulated under the APSA.*

## Section 3.10, Hydrology and Water Quality

1. Footnote 32 on page 3.10-41 of the Recirculated Draft EIR is hereby revised as follows:

[32] South Coast Air Quality Management District. ~~Air Monitoring Study in the Area of Los Angeles International Airport &~~ Inglewood Particulate Fallout Study Under and Near the Flight Path to Los Angeles International Airport. 2000.

2. The third sentence of the first paragraph under the heading *Operations* on page 3.10-51 of the Recirculated Draft EIR is hereby revised as follows, and a new subsequent sentence has been added.

In addition *to* rerouting and resizing existing storm drain lines, which is typical when new structures are added to an existing site, the proposed project would enhance and enlarge the Airport's existing SAN Stormwater Capture and Reuse System. *See Figures 2-21a through 2-21c in Chapter 2, Project Description, for the proposed Phase I trench and storm drain plan. The same figures and additional information on the proposed storm drain system modifications are also provided in Section 3.15, Utilities (see Figures 3.15-7a through 3.15-7c). Additionally, see Figure 2-22 in Chapter 2 for the Phase I SAN Stormwater Capture and Reuse System concept plan.*

## Section 3.11, Land Use and Planning

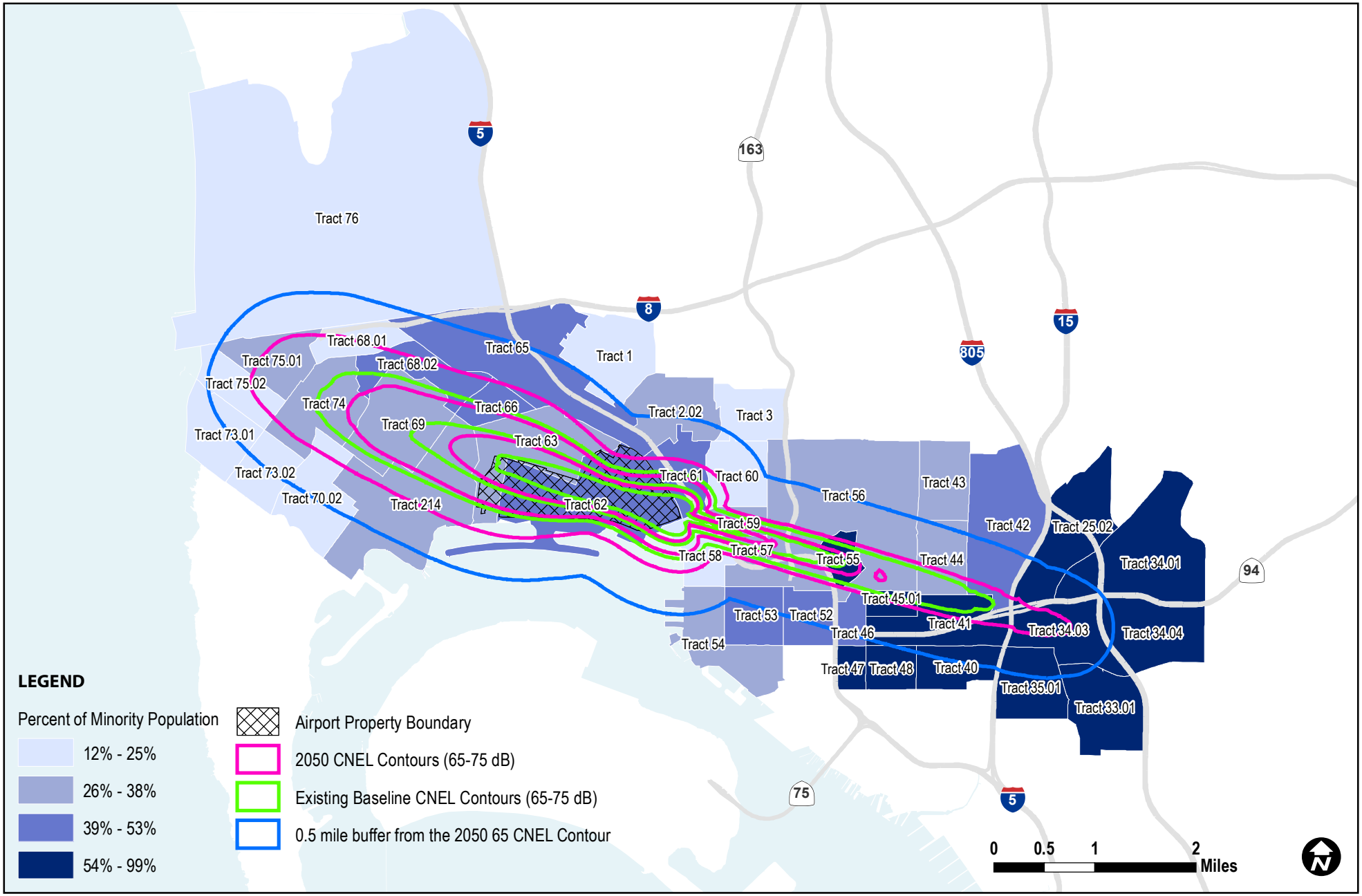
1. Footnote 12 on page 3.11-7 of the Recirculated Draft EIR is hereby revised as follows:

[12] San Diego Association of Governments. San Diego Forward: The ~~2019-2050~~*2021* Regional Plan Fact Sheet. April 2019. Available: https://www.sandag.org/uploads/publicationid/publicationid_1811_16978.pdf.

2. The second sentence of Section 3.11.4.2.5, Minority and Low-Income Population, on page 3.11-30 of the Recirculated Draft EIR is hereby revised as follows.

The study area for evaluating potential environmental justice impacts consists of the census tracts within 0.5 mile of the Airport's ~~existing baseline~~ *2050 65* CNEL contours, which includes 43 census tracts.

3. Figure 3.11-7 and Figure 3.11-8 on pages 3.11-31 and 3.11-33, respectively, of the Recirculated Draft EIR are hereby revised as shown on the next pages:



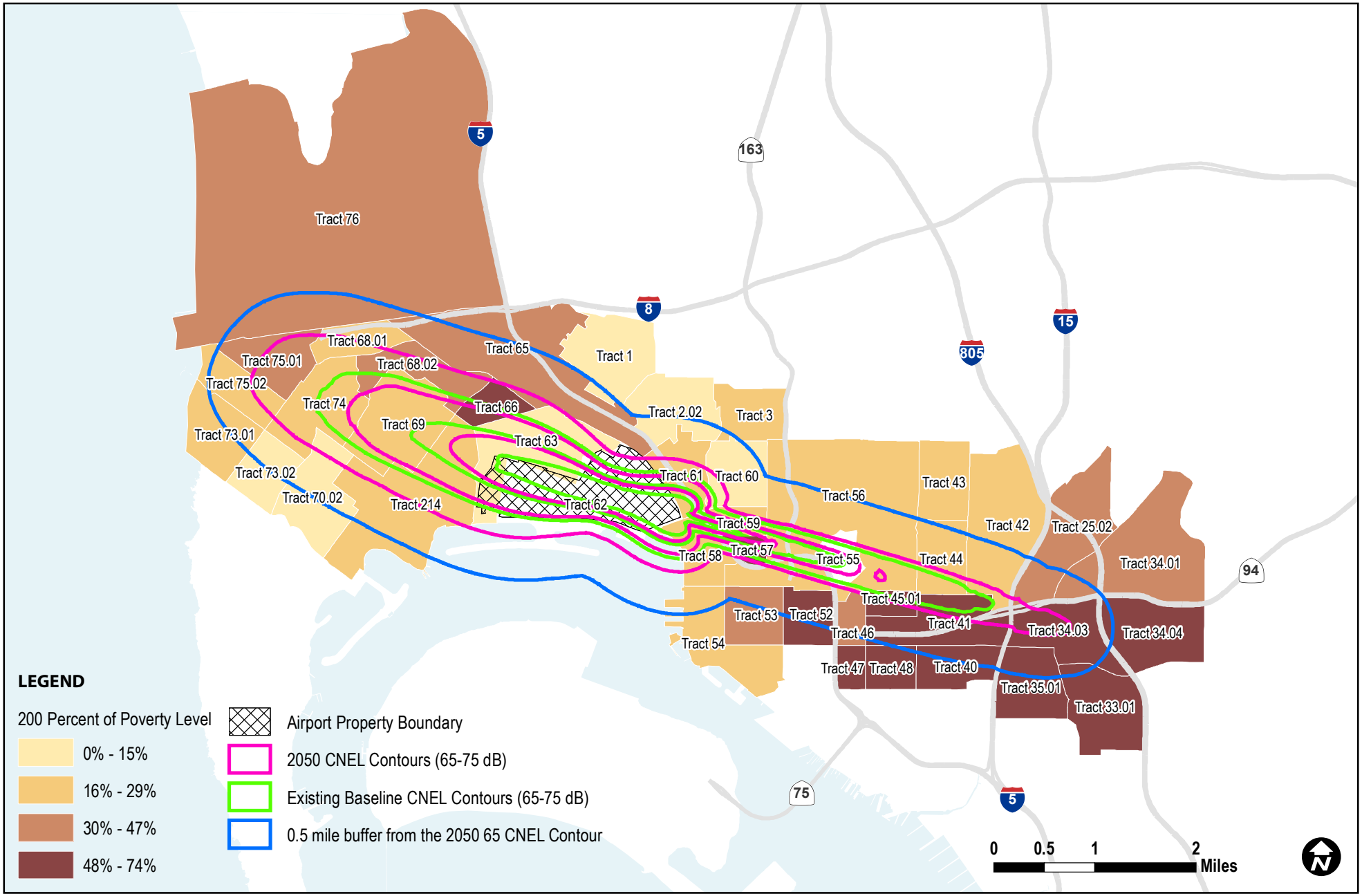

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

Figure 3.11-7

San Diego International Airport
Airport Development Plan

**PERCENT OF MINORITY POPULATION**

January 2020 | Final EIR




Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

Figure 3.11-8

San Diego International Airport
Airport Development Plan

**PERCENT OF INDIVIDUALS WITH INCOME BELOW 200 PERCENT OF NATIONAL POVERTY LEVEL**

January 2020 | Final EIR

4. Footnote 41 on page 3.11-66 of the Recirculated Draft EIR is hereby revised as follows:

[4] City of San Diego Planning Department. Midway-Pacific Highway Community Plan Update Revised Final Program Environmental Impact Report San Diego, *Main Document,* California Sch #2015111013. Prepared by AECOM. May 2018.

## Section 3.12, Noise

### Background

As described in Section 3.12.3.1, General Approach and Methodology, of the Recirculated Draft EIR, the evaluation of project-related noise exposure levels due to SDIA aircraft operations utilized the latest version of the FAA Aviation Environmental Design Tool (AEDT). In addition to AEDT specifying aircraft type in its database for aircraft noise modeling, AEDT has "STANDARD" and "ICAO" (International Civil Aviation Organization) aircraft flight profiles for takeoffs, landings, and flight patterns or touch-and-go operations. For the aircraft noise modeling completed for the Recirculated Draft EIR, standard profiles for all aircraft types for were used for landings to Runway 09 and takeoffs from Runways 09 and 27.

Landings to Runway 27 at SDIA descend at a 3.5-degree glide slope on the final approach. AEDT standard approach profiles account for a 3-degree glide slope. For the Recirculated Draft EIR, modeling was conducted using a trajectory-driven flight performance model in AEDT; however, in subsequent discussions with the FAA after the Recirculated Draft EIR, it was recommended that custom profiles be created for every aircraft type to more accurately account for the 3.5-degree approach to Runway 27. With those revised profiles that accounted for the 3.5-degree approach to Runway 27, the aircraft noise characteristics of SDIA were remodeled for each of the EIR analysis years (i.e., 2018, 2024, 2026, 2030, 2035, and 2050). The following indicates where and how portions of Section 3.12, Noise, including text, tables, and figures of the Recirculated Draft EIR are accordingly hereby revised.

1. References to "SIMMOD PRO!" in the first paragraph on page 3.12-18 of the Recirculated Draft EIR and the associated Footnote 28 at the bottom of the page are hereby changed to "SIMMOD" to more clearly reflect and describe the basic function of SIMMOD rather than describing a particular version of SIMMOD. The subject change also includes deleting "SIMMOD PRO!" from the list of references on page 7-20 of the Recirculated Draft EIR.

2. The first two paragraphs in Section 3.12.3.3 on page 3.12-34 of the Recirculated Draft EIR are hereby modified to note that the figures cited therein have been revised:

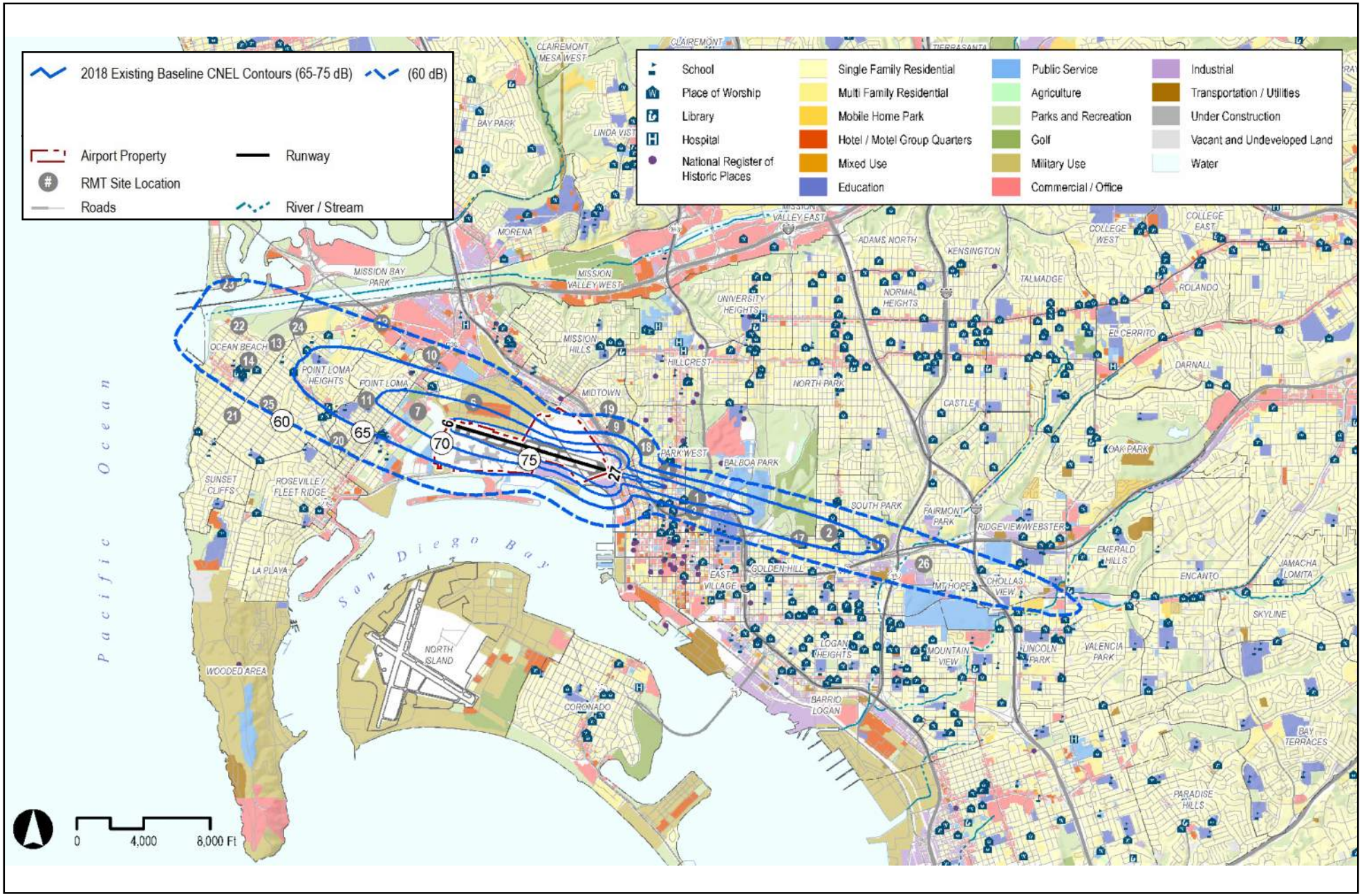
The aircraft noise impacts analysis study area includes the land uses shown on the base map used throughout Section 3.12, Noise, of this Recirculated Draft EIR (i.e., Figures 3.12-5 through 3.12-27 *(Revised)* later in this section). The boundaries of the study area are generally defined on the north and south by the northern and southern limits of the SDIA AIA, shown on page 1-5, of the SDIA Airport Land Use Compatibility Plan,[1] and on the east and west by the geographic extent of the 60 CNEL aircraft noise contour for future conditions. Existing land uses within the 65 CNEL contour

[1] Airport Land Use Commission San Diego County Regional Airport Authority. San Diego International Airport - Airport Land Use Compatibility Plan. Adopted April 3, 2014, Amended May 1, 2014. Available: http://www.san.org/Portals /0/Documents/Land%20Use%20Compatibility/SDIA/SDIA%20ALUCP%20Ch%201-6%20(May%202014).pdf.

include, but are not limited to, residential, commercial/office, park, education, industrial, and military uses, with the predominant land use type being residential.

Utilizing the FAA's AEDT Version 2d, CNEL contours were developed for noise levels associated with existing (2018) aircraft operations at SDIA. Figure 3.12-5 ***(Revised)*** delineates the 60-75 CNEL aircraft noise contours for existing baseline conditions, and also shows the underlying land use types. As shown, the 65 CNEL extends southeast, along the aircraft approach path to Runway 9-27, for approximately four miles from the end of the runway, and extends northwest, for aircraft departure routes, for approximately 2.25 miles.

3. Figure 3.12-5 on page 3.12-35 of Recirculated Draft EIR is hereby revised as shown on the next page:




Source: HMMH, 2019

Figure 3.12-5

San Diego International Airport
Airport Development Plan

**CNEL CONTOURS (60-75 dB) FOR EXISTING (2018) BASELINE CONDITIONS**

January 2020 | Final EIR

4. Tables 3.12-5 and 3.12-6 of the Recirculated Draft EIR are hereby revised as follows:

**Table 3.12-5: Estimated Population, Housing Unit Counts, and Acreage within the Aircraft Noise Contours for Existing (2018) Conditions**

| Population | | | | | Housing Units | | | | | Acreage | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 60-65 CNEL | 65-70 CNEL | 70-75 CNEL | 75+ CNEL | TOTAL | 60-65 CNEL | 65-70 CNEL | 70-75 CNEL | 75+ CNEL | TOTAL | 60-65 CNEL | 65-70 CNEL | 70-75 CNEL | 75+ CNEL | TOTAL |
| *45,548* | *16,198* | *2,960* | *181* | *64,887* | *21,691* | *6,527* | *1,107* | *132* | *29,457* | *3,893* | *1,665* | *658* | *320* | *6,536* |
| ~~53,381~~ | ~~25,835~~ | ~~5,532~~ | ~~829~~ | ~~85,577~~ | ~~24,906~~ | ~~11,460~~ | ~~1,456~~ | ~~612~~ | ~~38,434~~ | ~~5,513~~ | ~~2,196~~ | ~~994~~ | ~~477~~ | ~~9,180~~ |

Source: HMMH, 2019.

**Table 3.12-6: Other Noise-Sensitive Uses Counts for Existing (2018) Conditions**

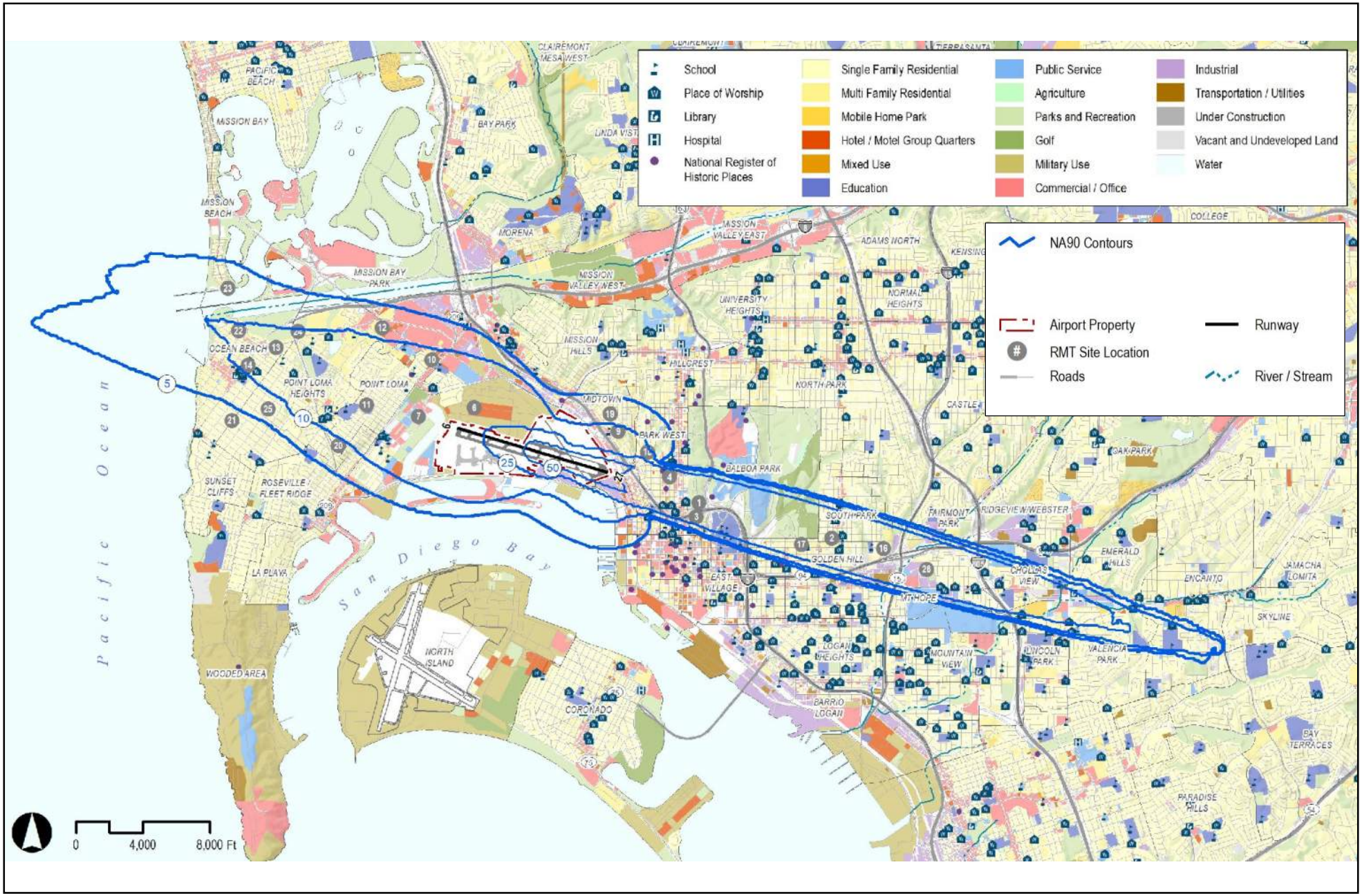
| | 60-65 CNEL | 65-70 CNEL | 70-75 CNEL | 75+ CNEL |
|---|---|---|---|---|
| Church | *27* ~~25~~ | *5* ~~14~~ | 2 | 0 |
| School | *25* ~~33~~ | *13* ~~18~~ | *0* ~~2~~ | 0 |
| Library | *1* ~~2~~ | 1 | 0 | 0 |
| Hospital | 0 | 0 | 0 | 0 |
| College | 1 | 0 | 0 | 0 |
| Historic | *1* ~~2~~ | *3* ~~2~~ | 2 | *0*~~1~~ |
| **Total** | ***55*** ~~**63**~~ | ***22*** ~~**35**~~ | ***4*** ~~**6**~~ | *0*~~1~~ |

Source: HMMH, 2019.

5. The first sentence in Section 3.12.3.1.2 on page 3.12-37 of the Recirculated Draft EIR is hereby modified to indicate that the figures cited therein have been revised:

Figures 3.12-6 and 3.12-7 *(Revised)* show contours for the number of aircraft operations above 80 and 90 SEL, respectively, for the existing (2018) baseline conditions. These contours show areas that are affected by an approximate number of aircraft overflights that produce noise levels at or above a specific SEL threshold.

6. Figure 3.12-6 and 3.12-7 on pages 3.12-38 and 3.12-39 of the Recirculated Draft EIR have been revised as shown on the following pages:

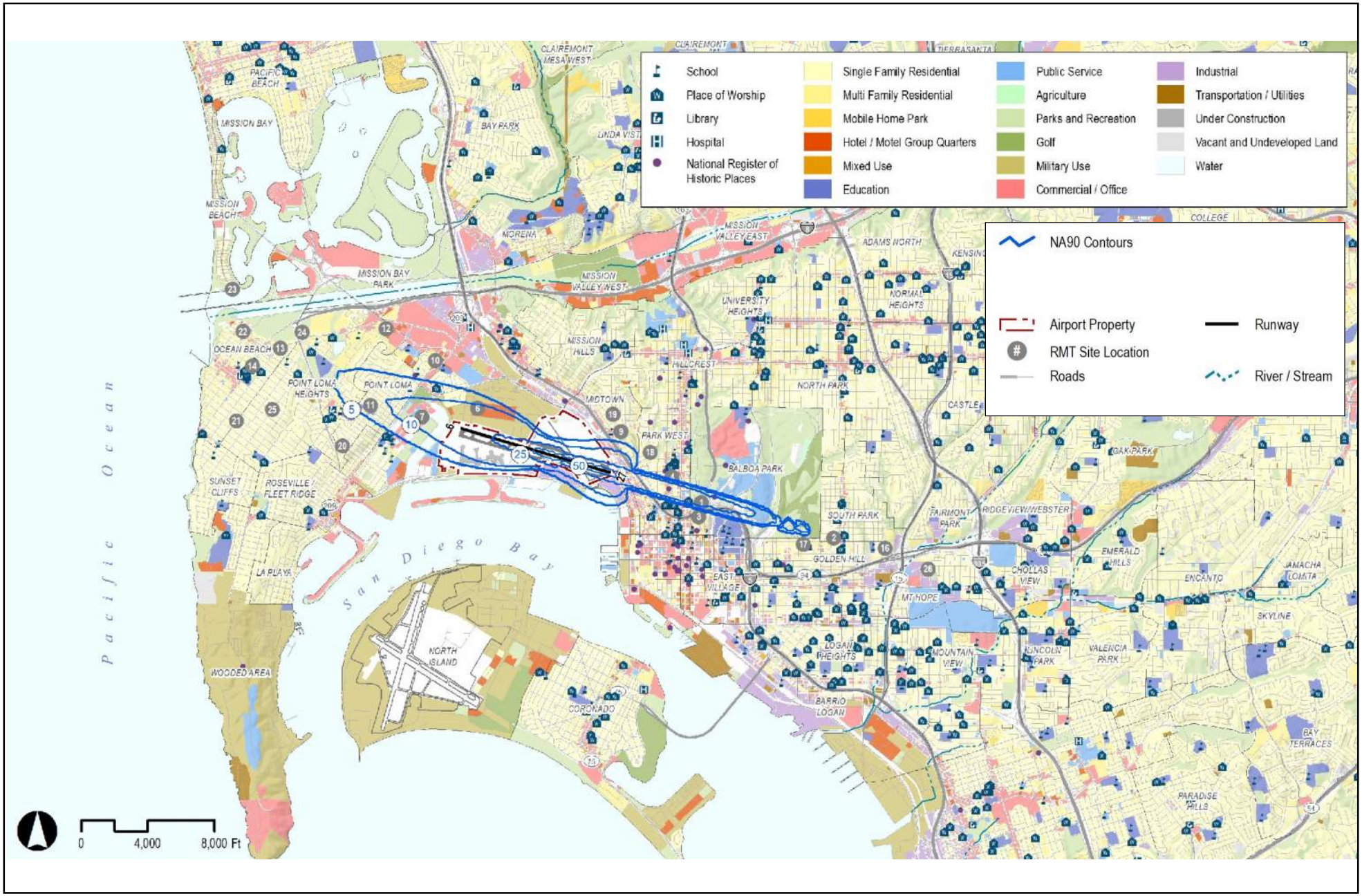



Source: HMMH, 2019

Figure 3.12-6



**NA80 NIGHTTIME CONTOURS EXISTING (2018) BASELINE CONDITIONS**




Source: HMMH, 2019

Figure 3.12-7



**NA90 NIGHTTIME CONTOURS EXISTING (2018) BASELINE CONDITIONS**

7. The first sentence in the fourth paragraph of Section 3.12.3.5 on page 3.12-42 of the Recirculated Draft EIR is hereby modified to indicate that the figures cited therein have been revised:

Figures 3.12-8 through 3.12-12 ***(Revised)*** present the aircraft noise contours projected to occur at the completion of each major phase of the proposed project (i.e., Phase 1a in 2024, Phase 1b in 2026, Phase 2a in 2030, and Phase 2b in 2035), as well as the 2050 analysis year.

8. Tables 3.12-8 and 3.12-9 on pages 3.12-43 and 3.12-44 of the Recirculated Draft EIR have been revised as shown on the following pages:

**Table 3.12-8: Estimated Population, Housing Unit Counts, and Acreage within the Aircraft Noise Contours for Existing and Future Conditions (2018, 2024, 2026, 2030, 2035, and 2050)**

| | Population | | | | | Housing Units | | | | | Acreage | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 60-65 CNEL | 65-70 CNEL | 70-75 CNEL | 75+ CNEL | TOTAL | 60-65 CNEL | 65-70 CNEL | 70-75 CNEL | 75+ CNEL | TOTAL | 60-65 CNEL | 65-70 CNEL | 70-75 CNEL | 75+ CNEL | TOTAL |
| **Existing (2018) Baseline** | *45,548*<br>~~51,445~~ | *16,198*<br>~~17,815~~ | *2,960*<br>~~2,873~~ | *181*<br>~~477~~ | *64,887*<br>~~72,610~~ | *21,691*<br>~~23,471~~ | *6,527*<br>~~7,311~~ | *1,107*<br>~~994~~ | *132*<br>~~354~~ | *29,457*<br>~~32,130~~ | *3,893*<br>~~4,307~~ | *1,665*<br>~~1,741~~ | *658*<br>~~681~~ | *320*<br>~~336~~ | *6,536*<br>~~7,064~~ |
| **2024 Conditions** | | | | | | | | | | | | | | | |
| 2024 – Proposed Project | *52,515*<br>~~57,260~~ | *25,757*<br>~~27,927~~ | *6,856*<br>~~6,897~~ | *706*<br>~~872~~ | *85,834*<br>~~92,956~~ | *25,466*<br>~~26,982~~ | *12,127*<br>~~13,026~~ | *1,988*<br>~~1,992~~ | *481*<br>~~600~~ | *40,062*<br>~~42,600~~ | *5,997*<br>~~6,406~~ | *2,238*<br>~~2,370~~ | *1,031*<br>~~1,066~~ | *521*<br>~~538~~ | *9,787*<br>~~10,380~~ |
| Difference Between Proposed Project in 2024 and Existing Baseline | *6,967*<br>~~5,815~~ | *9,559*<br>~~10,112~~ | *3,896*<br>~~4,024~~ | *525*<br>~~395~~ | *20,947*<br>~~20,346~~ | *3,775*<br>~~3,511~~ | *5,600*<br>~~5,715~~ | *881*<br>~~998~~ | *349*<br>~~246~~ | *10,605*<br>~~10,470~~ | *2,104*<br>~~2,099~~ | *573*<br>~~629~~ | *373*<br>~~386~~ | *201*<br>~~202~~ | *3,251*<br>~~3,315~~ |
| **2026 Conditions** | | | | | | | | | | | | | | | |
| 2026 – Proposed Project | *53,276*<br>~~57,999~~ | *26,310*<br>~~28,791~~ | *7,172*<br>~~7,225~~ | *794*<br>~~959~~ | *87,552*<br>~~94,974~~ | *25,802*<br>~~27,215~~ | *12,447*<br>~~13,446~~ | *2,109*<br>~~2,121~~ | *515*<br>~~633~~ | *40,873*<br>~~43,415~~ | *6,137*<br>~~6,566~~ | *2,285*<br>~~2,409~~ | *1,054*<br>~~1,102~~ | *540*<br>~~557~~ | *10,017*<br>~~10,634~~ |
| Difference Between Proposed Project in 2026 and Existing Baseline | *7,728*<br>~~6,554~~ | *10,112*<br>~~10,976~~ | *4,212*<br>~~4,352~~ | *613*<br>~~482~~ | *22,665*<br>~~22,364~~ | *4,111*<br>~~3,744~~ | *5,920*<br>~~6,135~~ | *1,002*<br>~~1,127~~ | *383*<br>~~279~~ | *11,416*<br>~~11,285~~ | *2,244*<br>~~2,259~~ | *620*<br>~~668~~ | *397*<br>~~421~~ | *220*<br>~~222~~ | *3,481*<br>~~3,570~~ |
| **2030 Conditions** | | | | | | | | | | | | | | | |
| 2030 – Proposed Project | *55,276*<br>~~60,105~~ | *27,234*<br>~~30,954~~ | *8,181*<br>~~8,254~~ | *944*<br>~~1,148~~ | *91,635*<br>~~100,461~~ | *26,534*<br>~~27,807~~ | *13,030*<br>~~14,440~~ | *2,554*<br>~~2,579~~ | *523*<br>~~668~~ | *42,641*<br>~~45,494~~ | *6,593*<br>~~7,071~~ | *2,378*<br>~~2,541~~ | *1,111*<br>~~1,175~~ | *586*<br>~~607~~ | *10,669*<br>~~11,394~~ |
| Difference Between Proposed Project in 2030 and Existing Baseline | *9,728*<br>~~8,660~~ | *11,036*<br>~~13,139~~ | *5,221*<br>~~5,381~~ | *763*<br>~~671~~ | *26,748*<br>~~27,851~~ | *4,843*<br>~~4,336~~ | *6,503*<br>~~7,129~~ | *1,447*<br>~~1,585~~ | *391*<br>~~314~~ | *13,184*<br>~~13,364~~ | *2,700*<br>~~2,764~~ | *713*<br>~~800~~ | *453*<br>~~494~~ | *266*<br>~~272~~ | *4,133*<br>~~4,330~~ |

**Table 3.12-8: Estimated Population, Housing Unit Counts, and Acreage within the Aircraft Noise Contours for Existing and Future Conditions (2018, 2024, 2026, 2030, 2035, and 2050)**

| | Population | | | | | Housing Units | | | | | Acreage | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 60-65 CNEL | 65-70 CNEL | 70-75 CNEL | 75+ CNEL | TOTAL | 60-65 CNEL | 65-70 CNEL | 70-75 CNEL | 75+ CNEL | TOTAL | 60-65 CNEL | 65-70 CNEL | 70-75 CNEL | 75+ CNEL | TOTAL |
| **2035 Conditions** | | | | | | | | | | | | | | | |
| 2035 – Proposed Project | *56,722*<br>~~61,359~~ | *27,988*<br>~~32,435~~ | *8,840*<br>~~8,963~~ | *1,175*<br>~~1,402~~ | *94,725*<br>~~104,159~~ | *26,981*<br>~~28,198~~ | *13,447*<br>~~15,078~~ | *2,852*<br>~~2,901~~ | *539*<br>~~703~~ | *43,819*<br>~~46,880~~ | *6,862*<br>~~7,340~~ | *2,453*<br>~~2,653~~ | *1,155*<br>~~1,238~~ | *632*<br>~~655~~ | *11,102*<br>~~11,885~~ |
| Difference Between Proposed Project in 2035 and Existing Baseline | *11,174*<br>~~9,914~~ | *11,790*<br>~~14,620~~ | *5,880*<br>~~6,090~~ | *994*<br>~~925~~ | *29,838*<br>~~31,549~~ | *5,290*<br>~~4,727~~ | *6,920*<br>~~7,767~~ | *1,745*<br>~~1,907~~ | *407*<br>~~349~~ | *14,362*<br>~~14,750~~ | *2,969*<br>~~3,033~~ | *788*<br>~~912~~ | *497*<br>~~557~~ | *312*<br>~~319~~ | *4,566*<br>~~4,821~~ |
| **2050 Conditions** | | | | | | | | | | | | | | | |
| 2050 – Proposed Project | *56,916*<br>~~61,228~~ | *29,401*<br>~~33,979~~ | *9,402*<br>~~9,590~~ | *1,371*<br>~~1,589~~ | *97,090*<br>~~106,386~~ | *26,942*<br>~~28,108~~ | *14,247*<br>~~15,875~~ | *3,132*<br>~~3,214~~ | *565*<br>~~721~~ | *44,886*<br>~~47,918~~ | *7,173*<br>~~7,632~~ | *2,565*<br>~~2,772~~ | *1,193*<br>~~1,283~~ | *669*<br>~~692~~ | *11,599*<br>~~12,378~~ |
| Difference Between Proposed Project in 2050 and Existing Baseline | *11,368*<br>~~9,783~~ | *13,203*<br>~~16,164~~ | *6,442*<br>~~6,717~~ | *1,190*<br>~~1,112~~ | *32,203*<br>~~33,776~~ | *5,251*<br>~~4,637~~ | *7,720*<br>~~8,564~~ | *2,025*<br>~~2,220~~ | *433*<br>~~367~~ | *15,429*<br>~~15,788~~ | *3,280*<br>~~3,325~~ | *900*<br>~~1,031~~ | *535*<br>~~602~~ | *350*<br>~~356~~ | *5,064*<br>~~5,314~~ |

Source: HMMH, 2019.

**Table 3.12-9: Estimated Other Noise-Sensitive *Uses* within the Aircraft Noise Contours ~~Uses~~ for Existing and Future Conditions (2018, 2024, 2026, 2030, 2035, and 2050)**

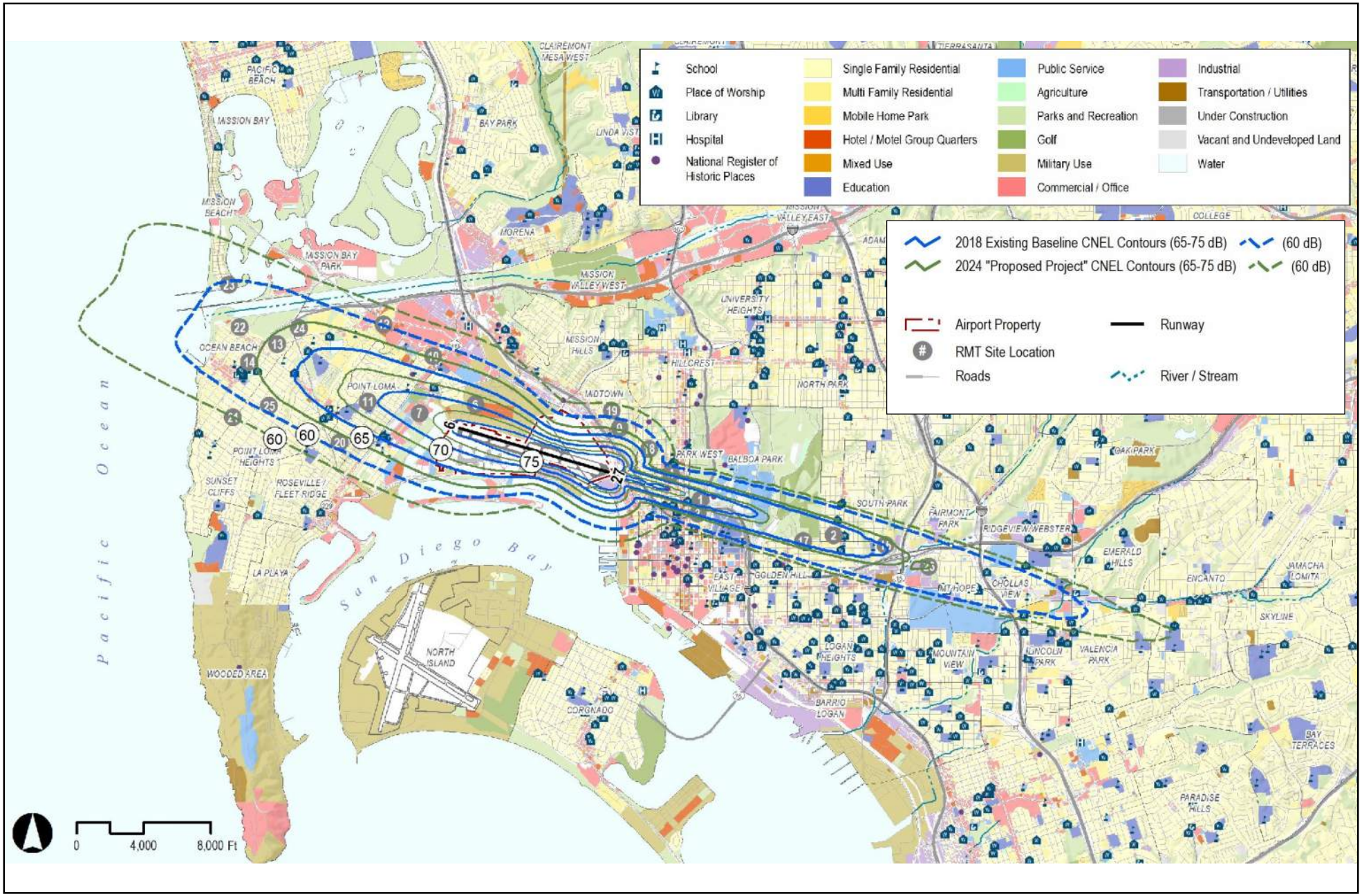
| | Church | | | | | School | | | | | Library | | | | | Hospital | | | | | College | | | | | Historic | | | | | Total of All Uses | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 60-65 CNEL | 65-70 CNEL | 70-75 CNEL | 75+ CNEL | Total | 60-65 CNEL | 65-70 CNEL | 70-75 CNEL | 75+ CNEL | Total | 60-65 CNEL | 65-70 CNEL | 70-75 CNEL | 75+ CNEL | Total | 60-65 CNEL | 65-70 CNEL | 70-75 CNEL | 75+ CNEL | Total | 60-65 CNEL | 65-70 CNEL | 70-75 CNEL | 75+ CNEL | Total | 60-65 CNEL | 65-70 CNEL | 70-75 CNEL | 75+ CNEL | Total | 60-65 CNEL | 65-70 CNEL | 70-75 CNEL | 75+ CNEL | Total |
| **Existing (2018) Baseline** | *27*<br>~~27~~ | *5*<br>~~7~~ | *2*<br>~~2~~ | *0*<br>~~0~~ | *34*<br>~~36~~ | *25*<br>~~29~~ | *13*<br>~~13~~ | *0*<br>~~0~~ | *0*<br>~~0~~ | *38*<br>~~42~~ | *1*<br>~~2~~ | *1*<br>~~1~~ | *0*<br>~~0~~ | *0*<br>~~0~~ | *2*<br>~~3~~ | *0*<br>~~0~~ | *0*<br>~~0~~ | *0*<br>~~0~~ | *0*<br>~~0~~ | *0*<br>~~0~~ | *1*<br>~~1~~ | *0*<br>~~0~~ | *0*<br>~~0~~ | *0*<br>~~0~~ | *1*<br>~~1~~ | *1*<br>~~1~~ | *3*<br>~~2~~ | *2*<br>~~2~~ | *0*<br>~~1~~ | *6*<br>~~6~~ | *55*<br>~~60~~ | *22*<br>~~23~~ | *4*<br>~~4~~ | *0*<br>~~1~~ | *81*<br>~~88~~ |
| **2024 Conditions** | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2024 – Proposed Project | *25*<br>~~29~~ | *12*<br>~~14~~ | *3*<br>~~3~~ | *0*<br>~~0~~ | *40*<br>~~46~~ | *30*<br>~~37~~ | *19*<br>~~20~~ | *3*<br>~~3~~ | *0*<br>~~0~~ | *52*<br>~~60~~ | *2*<br>~~2~~ | *1*<br>~~1~~ | *0*<br>~~0~~ | *0*<br>~~0~~ | *3*<br>~~3~~ | *0*<br>~~0~~ | *0*<br>~~0~~ | *0*<br>~~0~~ | *0*<br>~~0~~ | *0*<br>~~0~~ | *1*<br>~~2~~ | *0*<br>~~0~~ | *0*<br>~~0~~ | *0*<br>~~0~~ | *1*<br>~~2~~ | *3*<br>~~2~~ | *2*<br>~~3~~ | *2*<br>~~2~~ | *1*<br>~~1~~ | *8*<br>~~8~~ | *61*<br>~~72~~ | *34*<br>~~38~~ | *8*<br>~~8~~ | *1*<br>~~1~~ | *104*<br>~~119~~ |
| Difference Between Proposed Project in 2024 and Existing Baseline | *-2*<br>~~2~~ | *7*<br>~~7~~ | *1*<br>~~1~~ | *0*<br>~~0~~ | *6*<br>~~10~~ | *5*<br>~~8~~ | *6*<br>~~7~~ | *3*<br>~~3~~ | *0*<br>~~0~~ | *14*<br>~~18~~ | *1*<br>~~0~~ | *0*<br>~~0~~ | *0*<br>~~0~~ | *0*<br>~~0~~ | *1*<br>~~0~~ | *0*<br>~~0~~ | *0*<br>~~0~~ | *0*<br>~~0~~ | *0*<br>~~0~~ | *0*<br>~~0~~ | *0*<br>~~1~~ | *0*<br>~~0~~ | *0*<br>~~0~~ | *0*<br>~~0~~ | *0*<br>~~1~~ | *2*<br>~~1~~ | *-1*<br>~~1~~ | *0*<br>~~0~~ | *1*<br>~~0~~ | *2*<br>~~2~~ | *6*<br>~~12~~ | *12*<br>~~15~~ | *4*<br>~~4~~ | *1*<br>~~0~~ | *23*<br>~~31~~ |
| **2026 Conditions** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2026 – Proposed Project | *24*<br>~~28~~ | *14*<br>~~15~~ | *3*<br>~~3~~ | *0*<br>~~0~~ | *41*<br>~~46~~ | *32*<br>~~38~~ | *19*<br>~~20~~ | *3*<br>~~3~~ | *0*<br>~~0~~ | *54*<br>~~61~~ | *2*<br>~~2~~ | *1*<br>~~1~~ | *0*<br>~~0~~ | *0*<br>~~0~~ | *3*<br>~~3~~ | *0*<br>~~0~~ | *0*<br>~~0~~ | *0*<br>~~0~~ | *0*<br>~~0~~ | *0*<br>~~0~~ | *1*<br>~~2~~ | *0*<br>~~0~~ | *0*<br>~~0~~ | *0*<br>~~0~~ | *1*<br>~~2~~ | *4*<br>~~3~~ | *2*<br>~~3~~ | *2*<br>~~2~~ | *1*<br>~~1~~ | *9*<br>~~9~~ | *63*<br>~~73~~ | *36*<br>~~39~~ | *8*<br>~~8~~ | *1*<br>~~1~~ | *108*<br>~~121~~ |
| Difference Between Proposed Project in 2026 and Existing Baseline | *-3*<br>~~1~~ | *9*<br>~~8~~ | *1*<br>~~1~~ | *0*<br>~~0~~ | *7*<br>~~10~~ | *7*<br>~~9~~ | *6*<br>~~7~~ | *3*<br>~~3~~ | *0*<br>~~0~~ | *16*<br>~~19~~ | *1*<br>~~0~~ | *0*<br>~~0~~ | *0*<br>~~0~~ | *0*<br>~~0~~ | *1*<br>~~0~~ | *0*<br>~~0~~ | *0*<br>~~0~~ | *0*<br>~~0~~ | *0*<br>~~0~~ | *0*<br>~~0~~ | *0*<br>~~1~~ | *0*<br>~~0~~ | *0*<br>~~0~~ | *0*<br>~~0~~ | *0*<br>~~1~~ | *3*<br>~~2~~ | *-1*<br>~~1~~ | *0*<br>~~0~~ | *1*<br>~~0~~ | *3*<br>~~3~~ | *8*<br>~~13~~ | *14*<br>~~16~~ | *4*<br>~~4~~ | *1*<br>~~0~~ | *27*<br>~~33~~ |
| **2030 Conditions** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2030 – Proposed Project | *25*<br>~~27~~ | *16*<br>~~16~~ | *3*<br>~~3~~ | *0*<br>~~0~~ | *44*<br>~~46~~ | *37*<br>~~39~~ | *20*<br>~~21~~ | *4*<br>~~4~~ | *0*<br>~~0~~ | *61*<br>~~64~~ | *2*<br>~~2~~ | *1*<br>~~1~~ | *0*<br>~~0~~ | *0*<br>~~0~~ | *3*<br>~~3~~ | *0*<br>~~0~~ | *0*<br>~~0~~ | *0*<br>~~0~~ | *0*<br>~~0~~ | *0*<br>~~0~~ | *1*<br>~~2~~ | *0*<br>~~0~~ | *0*<br>~~0~~ | *0*<br>~~0~~ | *1*<br>~~2~~ | *3*<br>~~3~~ | *3*<br>~~3~~ | *2*<br>~~2~~ | *1*<br>~~1~~ | *9*<br>~~9~~ | *68*<br>~~73~~ | *40*<br>~~41~~ | *9*<br>~~9~~ | *1*<br>~~1~~ | *118*<br>~~124~~ |
| Difference Between Proposed Project in 2030 and Existing Baseline | *-2*<br>~~0~~ | *11*<br>~~9~~ | *1*<br>~~1~~ | *0*<br>~~0~~ | *10*<br>~~10~~ | *12*<br>~~10~~ | *7*<br>~~8~~ | *4*<br>~~4~~ | *0*<br>~~0~~ | *23*<br>~~22~~ | *1*<br>~~0~~ | *0*<br>~~0~~ | *0*<br>~~0~~ | *0*<br>~~0~~ | *1*<br>~~0~~ | *0*<br>~~0~~ | *0*<br>~~0~~ | *0*<br>~~0~~ | *0*<br>~~0~~ | *0*<br>~~0~~ | *0*<br>~~1~~ | *0*<br>~~0~~ | *0*<br>~~0~~ | *0*<br>~~0~~ | *0*<br>~~1~~ | *2*<br>~~2~~ | *0*<br>~~1~~ | *0*<br>~~0~~ | *1*<br>~~0~~ | *3*<br>~~3~~ | *13*<br>~~13~~ | *18*<br>~~18~~ | *5*<br>~~5~~ | *1*<br>~~0~~ | *37*<br>~~36~~ |
| **2035 Conditions** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

**Table 3.12-9: Estimated Other Noise-Sensitive *Uses* within the Aircraft Noise Contours ~~Uses~~ for Existing and Future Conditions (2018, 2024, 2026, 2030, 2035, and 2050)**

| | Church | | | | | School | | | | | Library | | | | | Hospital | | | | | College | | | | | Historic | | | | | Total of All Uses | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 60-65 CNEL | 65-70 CNEL | 70-75 CNEL | 75+ CNEL | Total | 60-65 CNEL | 65-70 CNEL | 70-75 CNEL | 75+ CNEL | Total | 60-65 CNEL | 65-70 CNEL | 70-75 CNEL | 75+ CNEL | Total | 60-65 CNEL | 65-70 CNEL | 70-75 CNEL | 75+ CNEL | Total | 60-65 CNEL | 65-70 CNEL | 70-75 CNEL | 75+ CNEL | Total | 60-65 CNEL | 65-70 CNEL | 70-75 CNEL | 75+ CNEL | Total | 60-65 CNEL | 65-70 CNEL | 70-75 CNEL | 75+ CNEL | Total |
| 2035 – Proposed Project | *25*<br>~~28~~ | *17*<br>~~20~~ | *3*<br>~~3~~ | *0*<br>~~0~~ | *45*<br>~~51~~ | *38*<br>~~41~~ | *20*<br>~~21~~ | *4*<br>~~4~~ | *0*<br>~~0~~ | *62*<br>~~66~~ | *2*<br>~~2~~ | *1*<br>~~1~~ | *0*<br>~~0~~ | *0*<br>~~0~~ | *3*<br>~~3~~ | *0*<br>~~0~~ | *0*<br>~~0~~ | *0*<br>~~0~~ | *0*<br>~~0~~ | *0*<br>~~0~~ | *2*<br>~~3~~ | *0*<br>~~0~~ | *0*<br>~~0~~ | *0*<br>~~0~~ | *2*<br>~~3~~ | *3*<br>~~3~~ | *2*<br>~~2~~ | *3*<br>~~3~~ | *1*<br>~~1~~ | *9*<br>~~9~~ | *70*<br>~~77~~ | *40*<br>~~44~~ | *10*<br>~~10~~ | *1*<br>~~1~~ | *121*<br>~~132~~ |
| Difference Between Proposed Project in 2035 and Existing Baseline | *-2*<br>~~1~~ | *12*<br>~~13~~ | *1*<br>~~1~~ | *0*<br>~~0~~ | *11*<br>~~15~~ | *13*<br>~~12~~ | *7*<br>~~8~~ | *4*<br>~~4~~ | *0*<br>~~0~~ | *24*<br>~~24~~ | *1*<br>~~0~~ | *0*<br>~~0~~ | *0*<br>~~0~~ | *0*<br>~~0~~ | *1*<br>~~0~~ | *0*<br>~~0~~ | *0*<br>~~0~~ | *0*<br>~~0~~ | *0*<br>~~0~~ | *0*<br>~~0~~ | *1*<br>~~2~~ | *0*<br>~~0~~ | *0*<br>~~0~~ | *0*<br>~~0~~ | *1*<br>~~2~~ | *2*<br>~~2~~ | *-1*<br>~~0~~ | *1*<br>~~1~~ | *1*<br>~~0~~ | *3*<br>~~3~~ | *15*<br>~~17~~ | *18*<br>~~21~~ | *6*<br>~~6~~ | *1*<br>~~0~~ | *40*<br>~~44~~ |
| **2050 Conditions** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2050 – Proposed Project | *24*<br>~~24~~ | *18*<br>~~24~~ | *3*<br>~~3~~ | *0*<br>~~0~~ | *45*<br>~~51~~ | *38*<br>~~39~~ | *20*<br>~~23~~ | *5*<br>~~5~~ | *0*<br>~~0~~ | *63*<br>~~67~~ | *2*<br>~~2~~ | *1*<br>~~1~~ | *0*<br>~~0~~ | *0*<br>~~0~~ | *3*<br>~~3~~ | *0*<br>~~1~~ | *0*<br>~~0~~ | *0*<br>~~0~~ | *0*<br>~~0~~ | *0*<br>~~1~~ | *3*<br>~~4~~ | *0*<br>~~0~~ | *0*<br>~~0~~ | *0*<br>~~0~~ | *3*<br>~~4~~ | *3*<br>~~3~~ | *2*<br>~~2~~ | *3*<br>~~3~~ | *1*<br>~~1~~ | *9*<br>~~9~~ | *70*<br>~~73~~ | *41*<br>~~50~~ | *11*<br>~~11~~ | *1*<br>~~1~~ | *123*<br>~~135~~ |
| Difference Between Proposed Project in 2050 and Existing Baseline | *-3*<br>~~-3~~ | *13*<br>~~17~~ | *1*<br>~~1~~ | *0*<br>~~0~~ | *11*<br>~~15~~ | *13*<br>~~10~~ | *7*<br>~~10~~ | *5*<br>~~5~~ | *0*<br>~~0~~ | *25*<br>~~25~~ | *1*<br>~~0~~ | *0*<br>~~0~~ | *0*<br>~~0~~ | *0*<br>~~0~~ | *1*<br>~~0~~ | *0*<br>~~1~~ | *0*<br>~~0~~ | *0*<br>~~0~~ | *0*<br>~~0~~ | *0*<br>~~1~~ | *2*<br>~~3~~ | *0*<br>~~0~~ | *0*<br>~~0~~ | *0*<br>~~0~~ | *2*<br>~~3~~ | *2*<br>~~2~~ | *-1*<br>~~0~~ | *1*<br>~~1~~ | *1*<br>~~0~~ | *3*<br>~~3~~ | *15*<br>~~13~~ | *19*<br>~~27~~ | *7*<br>~~7~~ | *1*<br>~~0~~ | *42*<br>~~47~~ |

Source: HMMH, 2019.

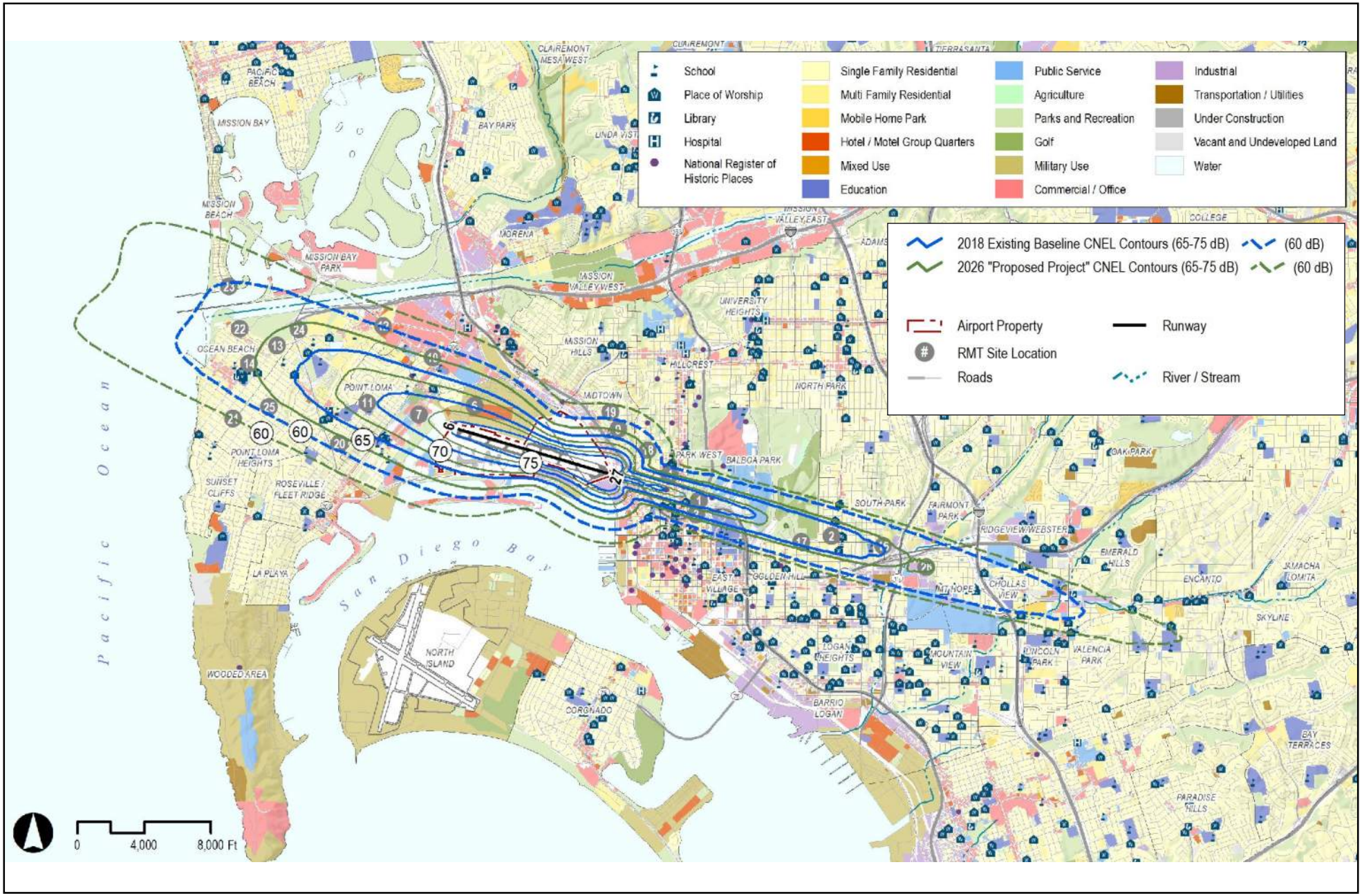
9. Figures 3.12-8 through 3.12-12 on pages 3.12-45 and 3.12-49 of the Recirculated Draft EIR have been revised as shown on the following pages:




Source: HMMH, 2019

Figure 3.12-8

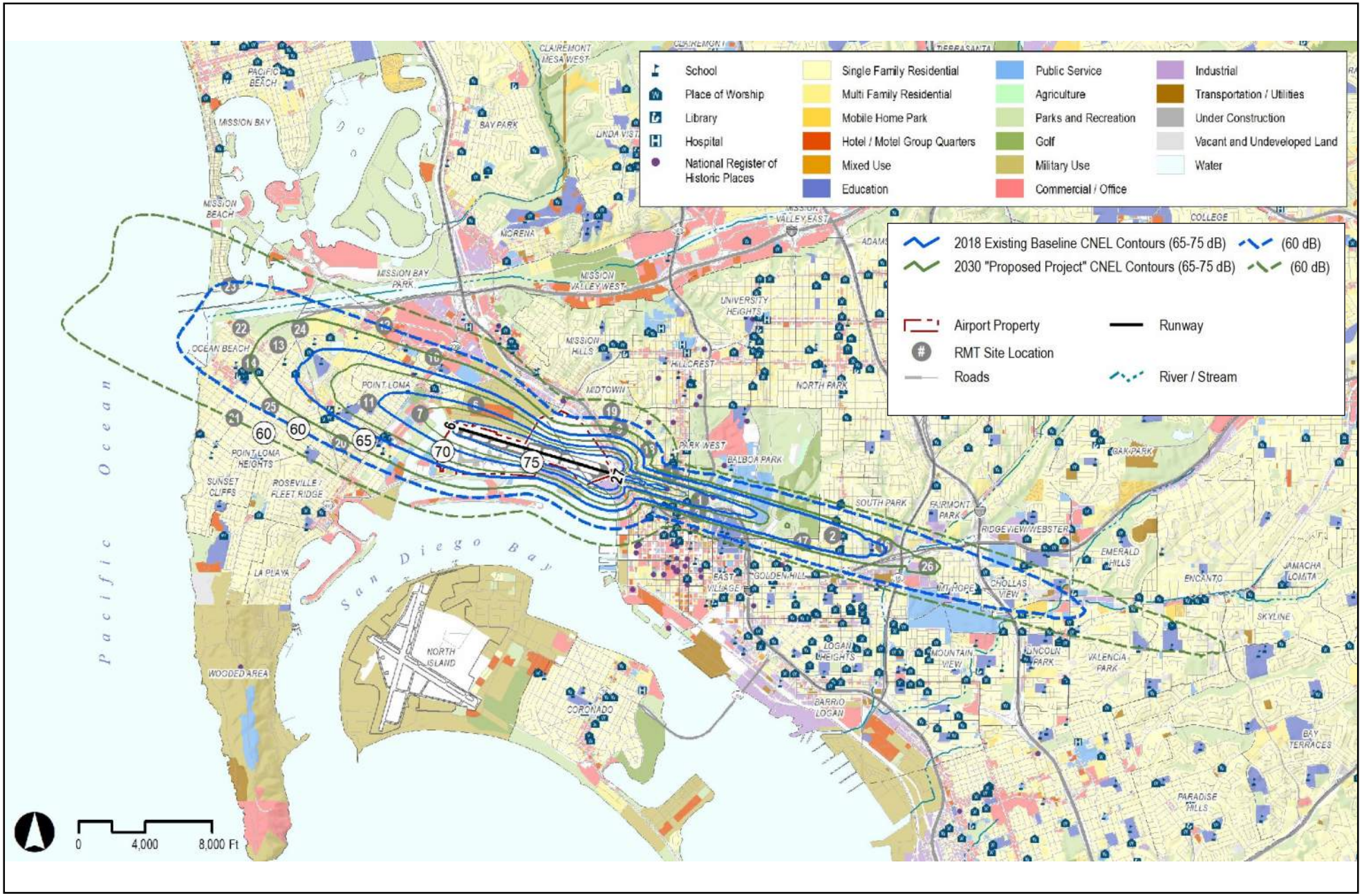
**2024 CNEL CONTOURS (60-75 dB)**




Source: HMMH, 2019

Figure 3.12-9

**2026 CNEL CONTOURS (60-75 dB)**

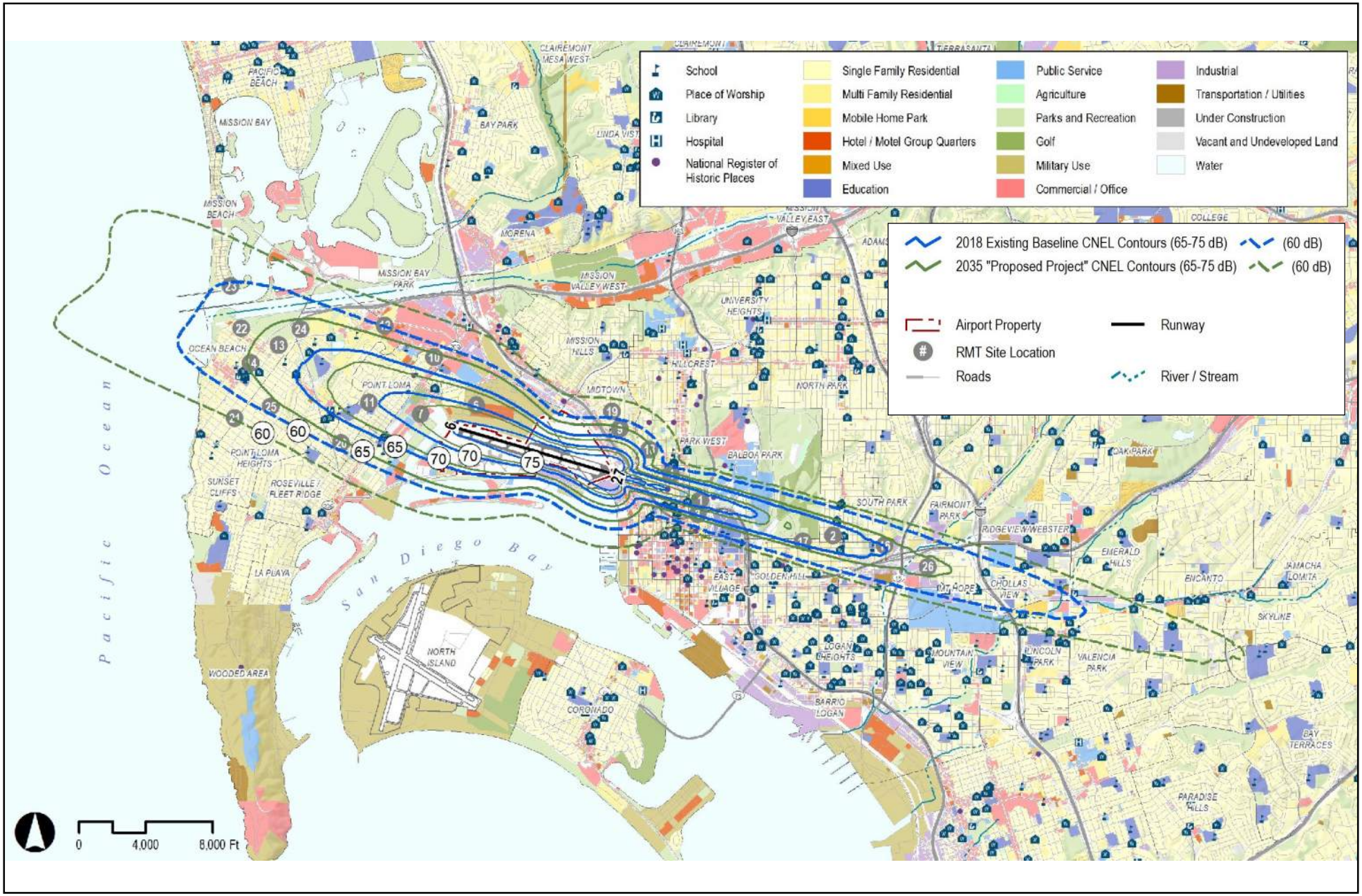



Source: HMMH, 2019

Figure 3.12-10



**2030 CNEL CONTOURS (60-75 dB)**



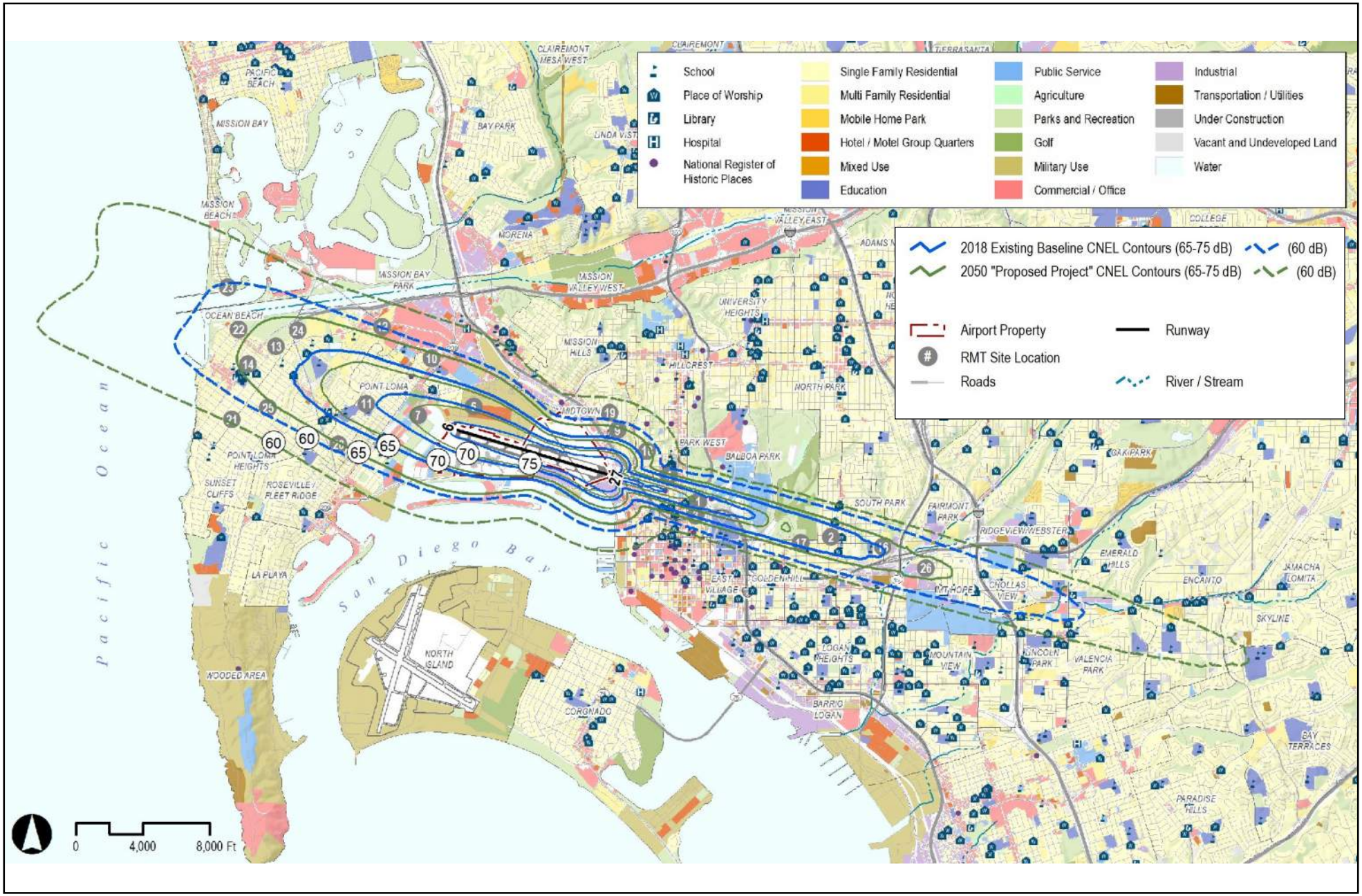

Source: HMMH, 2019

Figure 3.12-11

San Diego International Airport
Airport Development Plan

**2035 CNEL CONTOURS (60-75 dB)**

January 2020 | Final EIR




Source: HMMH, 2019

Figure 3.12-12

**2050 CNEL CONTOURS (60-75 dB)**

10. The description of aircraft noise impacts, as related to various Community Noise Equivalent Level (CNEL) brackets, for each of the analysis horizon years (i.e., 2024, 2026, 2030, 2035, and 2050) on pages 3.12-50 and 3.12-51 of the Recirculated Draft EIR have been revised as follows:

*Impacts in 2024*

As shown in Figure 3.12-8, the 65 CNEL contour projected to occur in 2024 extends beyond the 65 CNEL contour for existing (2018) baseline conditions, at the end of the contours (i.e., very little, if any, change along the sides of the contours). As indicated in Table 3.12-8, the increase in population and housing units within the 65-70 CNEL bracket from existing conditions to 2024 conditions would be *9,559* ~~10,112~~ and *5,600* ~~5,715~~, respectively. As indicated in Table 3.12-9, the increase in churches *and* schools~~, and historic uses~~ within the 65-70 CNEL bracket from existing conditions to 2024 conditions would be *7 and 6* ~~7, and 1~~, respectively*, and there would also be a decrease of one historic use exposed to such noise levels*. The~~se~~ increases are considered to represent a noise-sensitive use newly exposed to 65 CNEL or greater, which would be a ***significant impact***.

*Impacts in 2026*

As shown in Figure 3.12-9, the 65 CNEL contour projected to occur in 2026 extends beyond the 65 CNEL contour for existing (2018) baseline conditions, at the end of the contours (i.e., very little, if any, change along the sides of the contours). As indicated in Table 3.12-8, the increase in population and housing units within the 65-70 CNEL bracket from existing conditions to 2026 conditions would be *10,112* ~~10,976~~ and *5,920* ~~6,135~~, respectively. As indicated in Table 3.12-9, the increase in churches *and* schools~~, and historic uses~~ within the 65-70 CNEL bracket from existing conditions to 2026 conditions would be *9* ~~8,~~ *and 6* ~~7~~, ~~and 1,~~ respectively*, and there would also be a decrease of one historic use exposed to such noise levels*. The~~se~~ increases are considered to represent noise-sensitive uses newly exposed to 65 CNEL or greater, which would be a ***significant impact***.

*Impacts in 2030*

As shown in Figure 3.12-10, the 65 CNEL contour projected to occur in 2030 extends beyond the 65 CNEL contour for existing (2018) baseline conditions, at the end of the contours (i.e., very little change along the sides of the contours). As indicated in Table 3.12-8, the increase in population and housing units within the 65-70 CNEL bracket from existing conditions to 2030 conditions would be *11,036* ~~13,139~~ and *6,503* ~~7,129~~, respectively. As indicated in Table 3.12-9, the increase in churches and schools~~, and historic uses~~ within the 65-70 CNEL bracket from existing conditions to 2030 conditions would be *11* ~~9,~~ *and 7* ~~8~~, ~~and 1~~, respectively. These increases are considered to represent noise-sensitive uses newly exposed to 65 CNEL or greater, which would be a ***significant impact***.

*Impacts in 2035*

As shown in Figure 3.12-11, the 65 CNEL contour projected to occur in 2035 extends beyond the 65 CNEL contour for existing (2018) baseline conditions, at the end of the contours (i.e., very little change along the sides of the contours). As indicated in Table 3.12-8, the increase in population and housing units within the 65-70 CNEL bracket from existing conditions to 2035 conditions would be *11,790* ~~14,620~~ and *5,290* ~~7,767~~, respectively. As indicated in Table 3.12-9, the increase in churches and schools within the 65-70 CNEL bracket from existing conditions to 2035 conditions would be *12* ~~13~~ and *7* ~~8~~, respectively*, and there would also be a decrease of one historic use exposed*

*to such noise levels*. The~~se~~ increases are considered to represent noise-sensitive uses newly exposed to 65 CNEL or greater, which would be a ***significant impact***.

*Impacts in 2050*

As shown in Figure 3.12-12, the 65 CNEL contour projected to occur in 2050 extends beyond the 65 CNEL contour for existing (2018) baseline conditions, at the end of the contours (i.e., very little, if any, change along the sides of the contours). As indicated in Table 3.12-8, the increase in population and housing units within the 65-70 CNEL bracket from existing conditions to 2050 conditions would be *13,203* ~~16,164~~ and *7,720* ~~8,564~~, respectively. As indicated in Table 3.12-9, the increase in churches and schools within the 65-70 CNEL bracket from existing conditions to 2050 conditions would be *13* ~~17~~ and *7* ~~10~~, respectively*, and there would also be a decrease of one historic use exposed to such noise levels*. The~~se~~ increases are considered to represent noise-sensitive uses newly exposed to 65 CNEL or greater, which would be a ***significant impact***.

11. The first sentence in each paragraph describing the 1.5 dB increase in noise levels within the 65 CNEL or greater noise contour for each of the analysis horizon years (i.e., 2024, 2026, 2030, 2035, and 2050) on pages 3.12-53 and 3.12-57 of the Recirculated Draft EIR is hereby modified to indicate that the figures cited therein have been revised:

*Impacts in 2024*

Figure 3.12-13 *(Revised)* presents a summary depiction of whether, and where, there would be a 1.5 dB increase in the noise level within the 65 CNEL or greater noise contour, with completion of Phase 1a in 2024 compared to existing (2018) baseline conditions.

*Impacts in 2026*

Figure 3.12-14 *(Revised)* presents a summary depiction of whether, and where, there would be a 1.5 dB increase in the noise level within the 65 CNEL or greater noise contour, with completion of Phase 1b in 2026 compared to existing (2018) baseline conditions.

*Impacts in 2030*

Figure 3.12-15 *(Revised)* presents a summary depiction of whether, and where, there would be a 1.5 dB increase in the noise level within the 65 CNEL or greater noise contour, with completion of Phase 2a in 2030 based on forecast airport operations compared to existing (2018) baseline conditions.

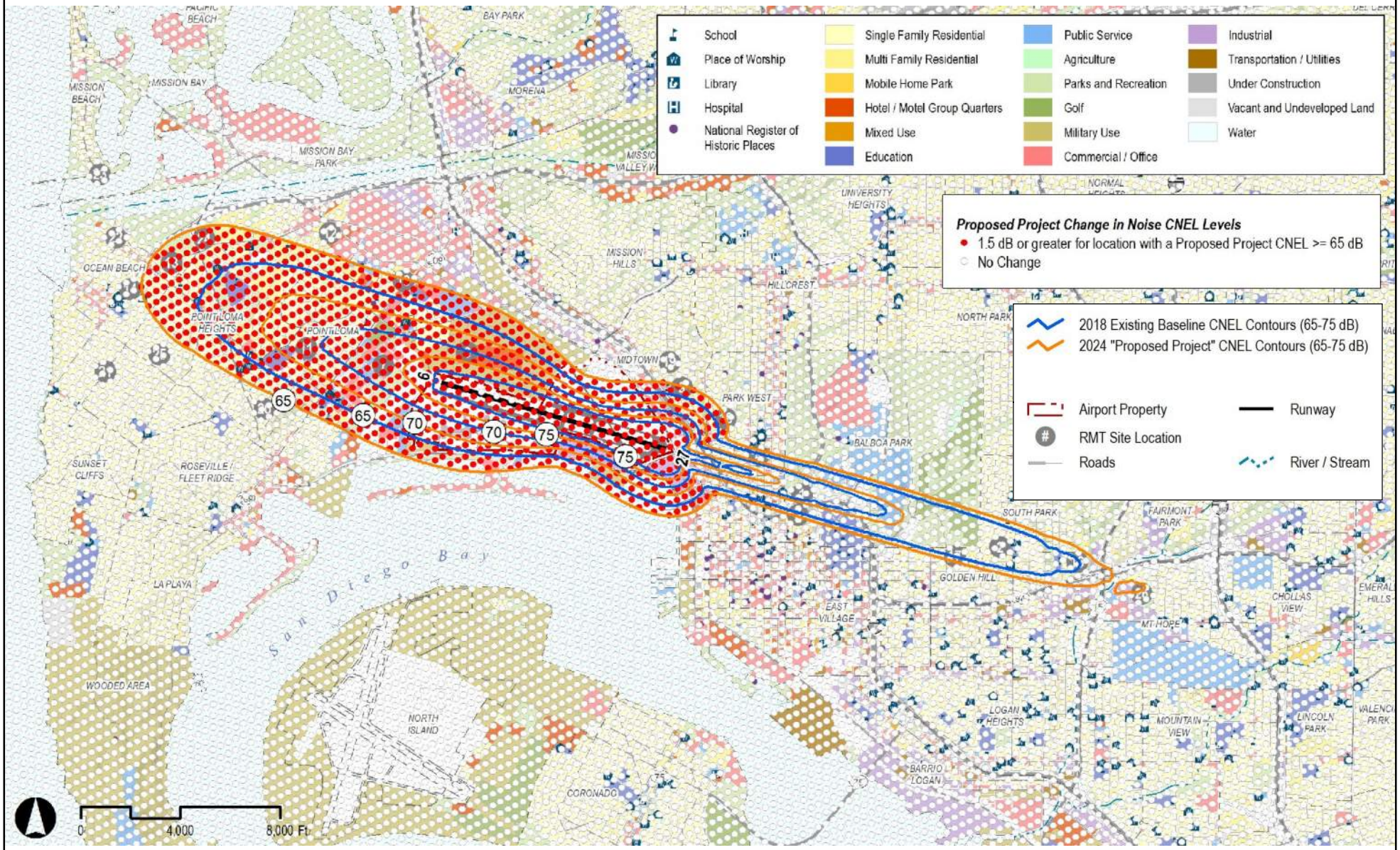
*Impacts in 2035*

Figure 3.12-16 *(Revised)* presents a summary depiction of whether, and where, there would be a 1.5 dB increase in the noise level within the 65 CNEL or greater noise contour, with completion of Phase 2b in 2035 (Project Buildout) compared to existing (2018) baseline conditions.

*Impacts in 2050*

Figure 3.12-17 *(Revised)* presents a summary depiction of whether, and where, there would be a 1.5 dB increase in the noise level within the 65 CNEL or greater noise contour in 2050 compared to existing (2018) baseline conditions.

12. Figures 3.12-13 through 3.12-17 on pages 3.12-54 through 3.12-56 and pages 3.12-58 and 3.12-59 of the Recirculated Draft EIR have been revised as shown on the following pages:

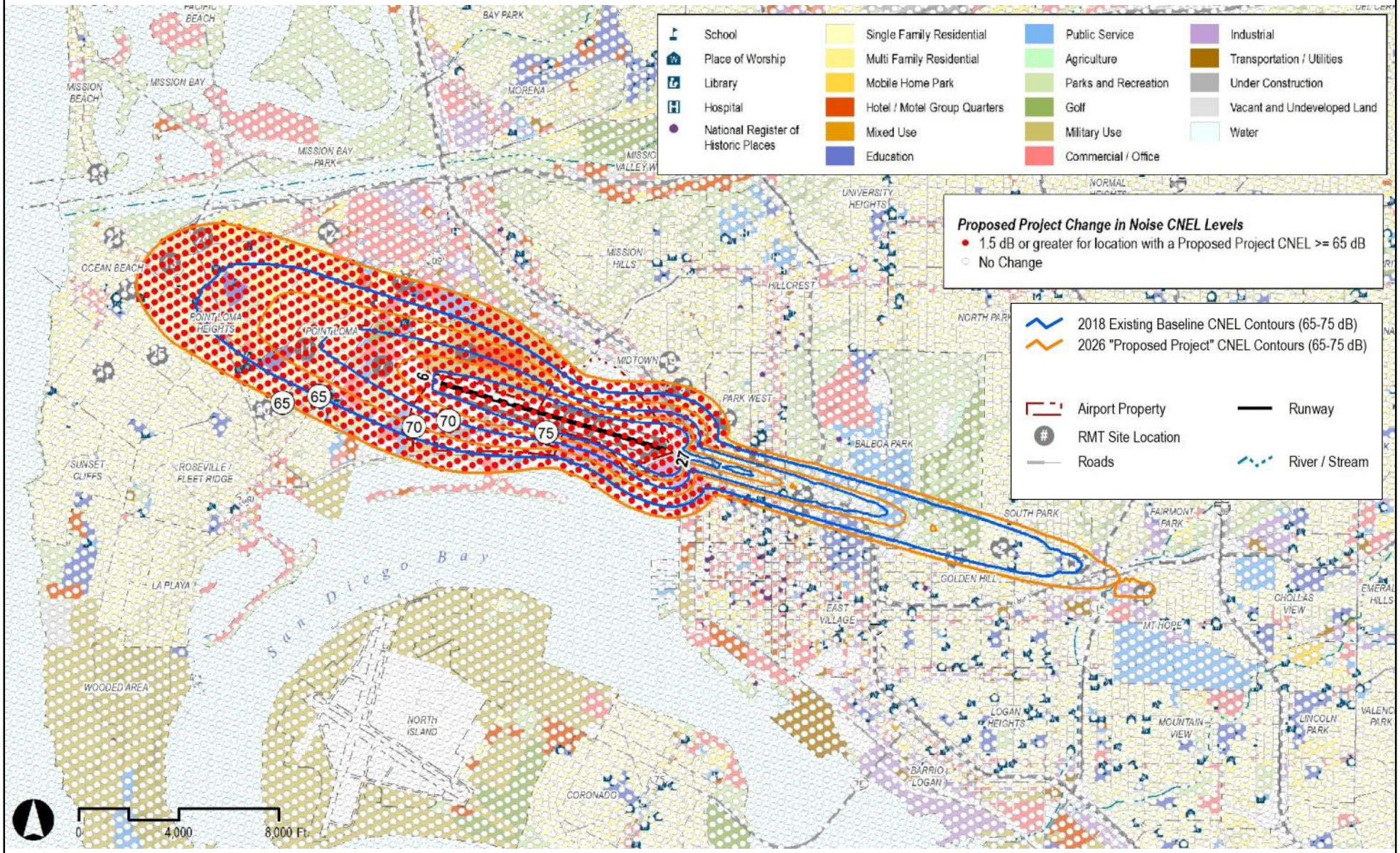



Source: HMMH, 2019

Figure 3.12-13

**1.5 dB OR GREATER INCREASE IN CNEL:**

**2024 PROPOSED PROJECT COMPARED TO EXISTING (2018) BASELINE CONDITIONS**

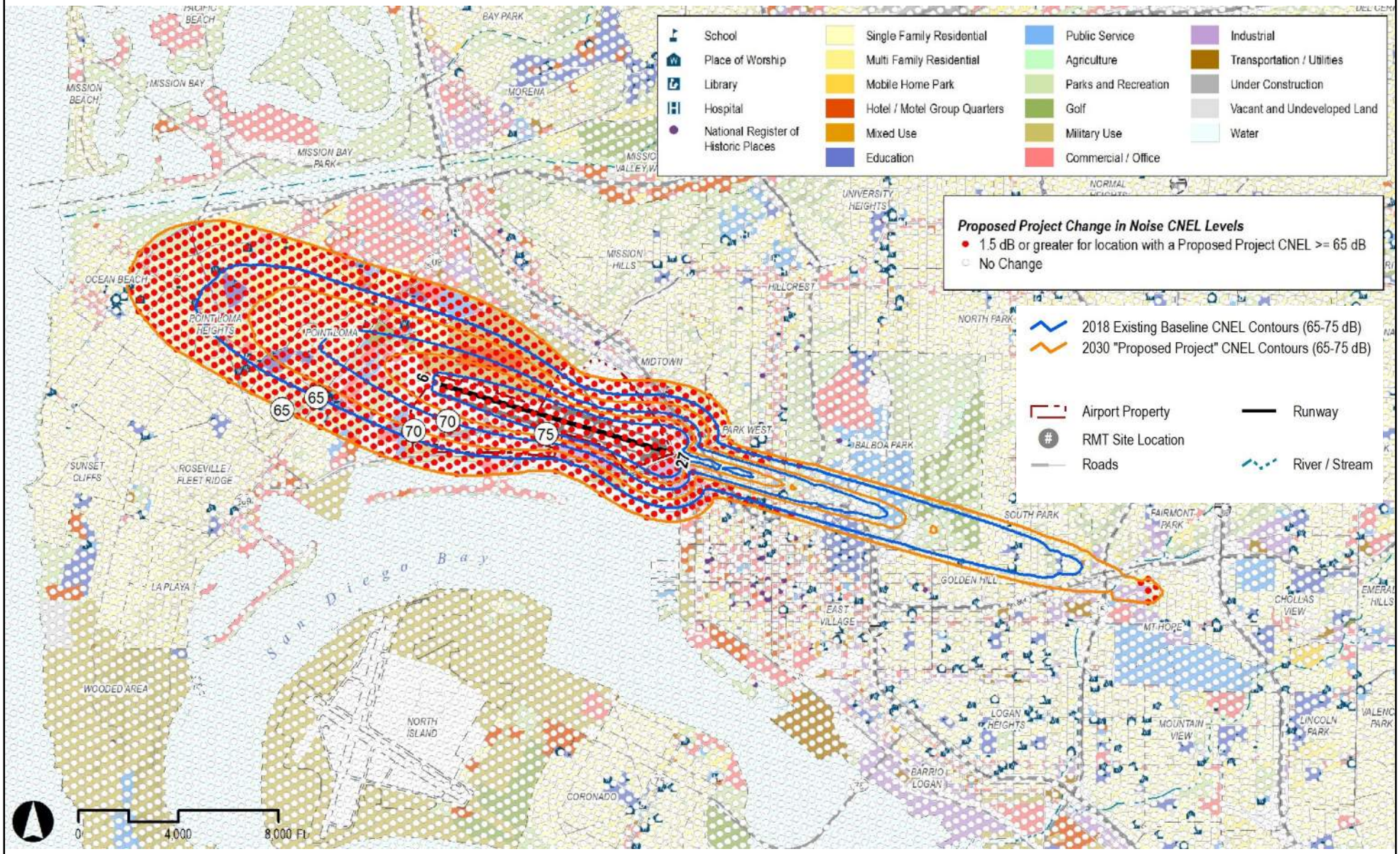



Source: HMMH, 2019

Figure 3.12-14

**1.5 dB OR GREATER INCREASE IN CNEL:**

**2026 PROPOSED PROJECT COMPARED TO EXISTING (2018) BASELINE CONDITIONS**

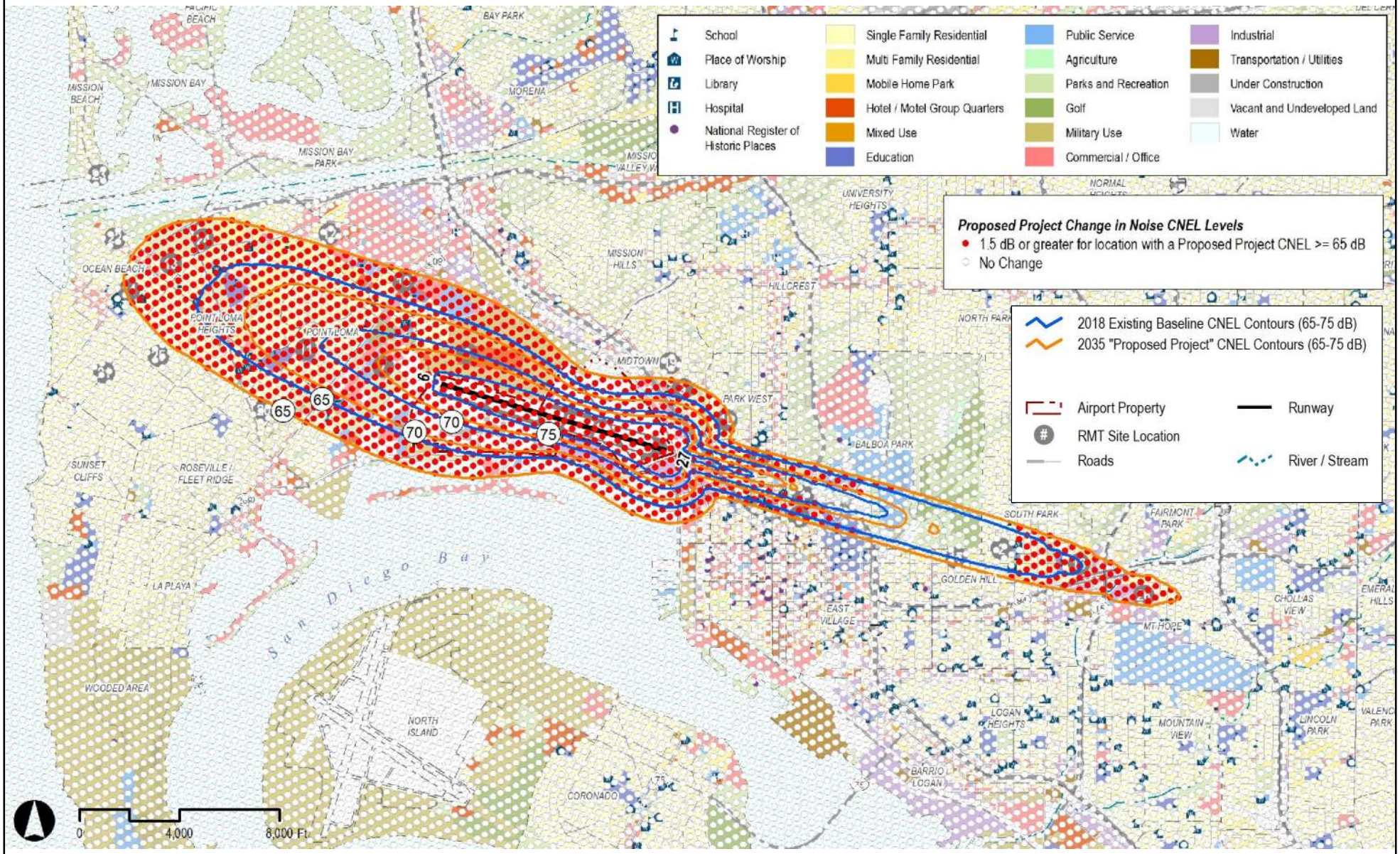



Source: HMMH, 2018

Figure 3.12-15

**1.5 dB OR GREATER INCREASE IN CNEL:**

**2030 PROPOSED PROJECT COMPARED TO EXISTING (2018) BASELINE CONDITIONS**

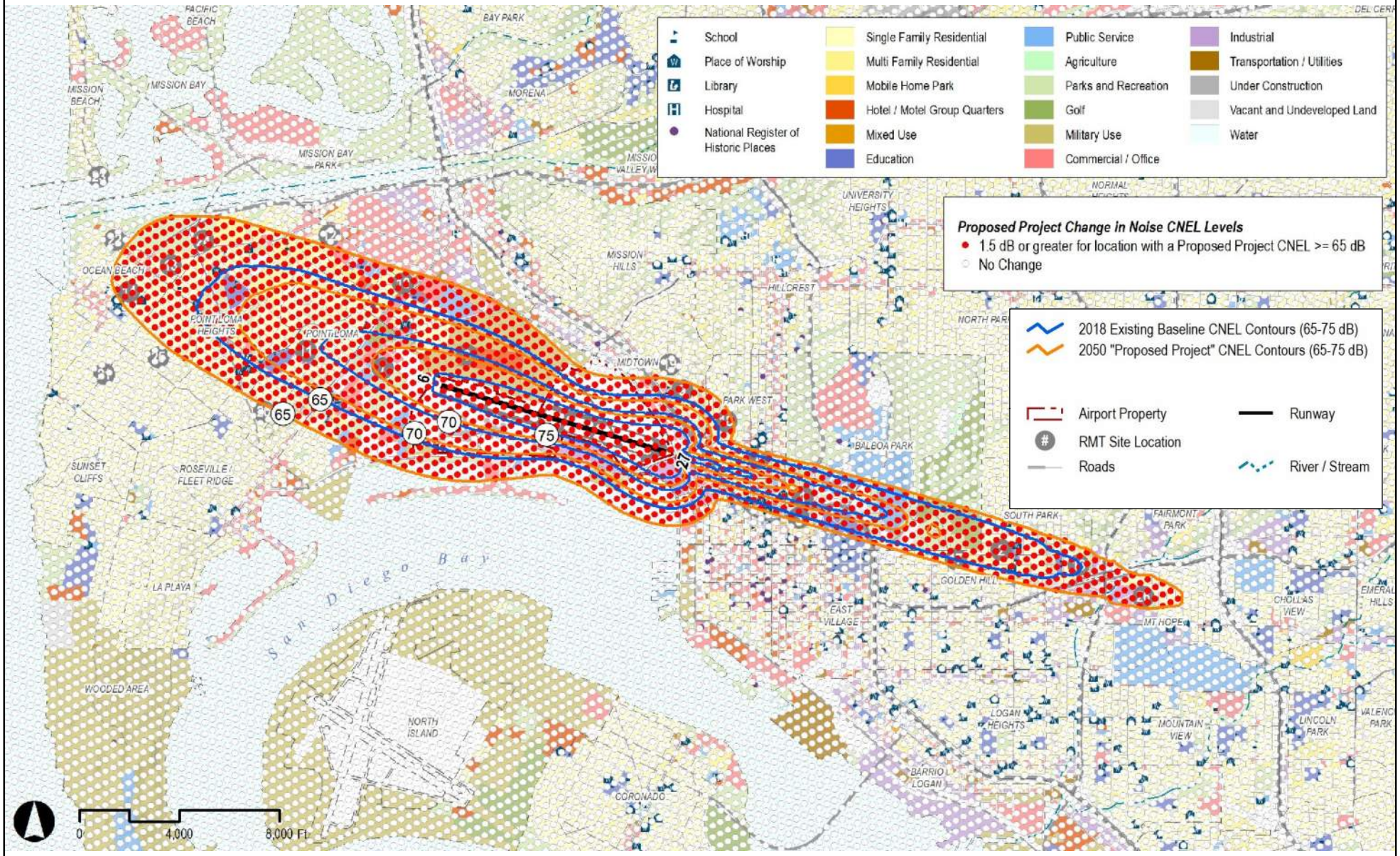



Source: HMMH, 2019

Figure 3.12-16

**1.5 dB OR GREATER INCREASE IN CNEL:**

**2035 PROPOSED PROJECT COMPARED TO EXISTING (2018) BASELINE CONDITIONS**




Source: HMMH, 2019

Figure 3.12-17

**1.5 dB OR GREATER INCREASE IN CNEL:**

**2050 PROPOSED PROJECT COMPARED TO EXISTING (2018) BASELINE CONDITIONS**

13. The first sentence in each paragraph describing whether there would be a 3 dB or more increase resulting in noise-sensitive areas being exposed to 60 CNEL to less than 65 CNEL for each of the analysis horizon years (i.e., 2024, 2026, 2030, 2035, and 2050) on pages 3.12-61 and 3.12-65 of the Recirculated Draft EIR is hereby modified to indicate that the figures cited therein have been revised:

*Impacts in 2024*

Figure 3.12-18 ***(Revised)*** presents a summary depiction of whether, and where, there would be a 3 dB or more increase resulting in noise-sensitive areas being exposed to 60 CNEL to less than 65 CNEL with completion of Phase 1a in 2024 compared to existing (2018) conditions.

*Impacts in 2026*

Figure 3.12-19 ***(Revised)*** presents a summary depiction of whether, and where, there would be a 3 dB or more increase resulting in noise-sensitive areas being exposed to 60 CNEL to less than 65 CNEL with completion of Phase 1b in 2026 compared to existing (2018) conditions.

*Impacts in 2030*

Figure 3.12-20 ***(Revised)*** presents a summary depiction of whether, and where, there would be a 3 dB or more increase resulting in noise-sensitive areas being exposed to 60 CNEL to less than 65 CNEL with completion of Phase 2a in 2030 compared to existing (2018) conditions.

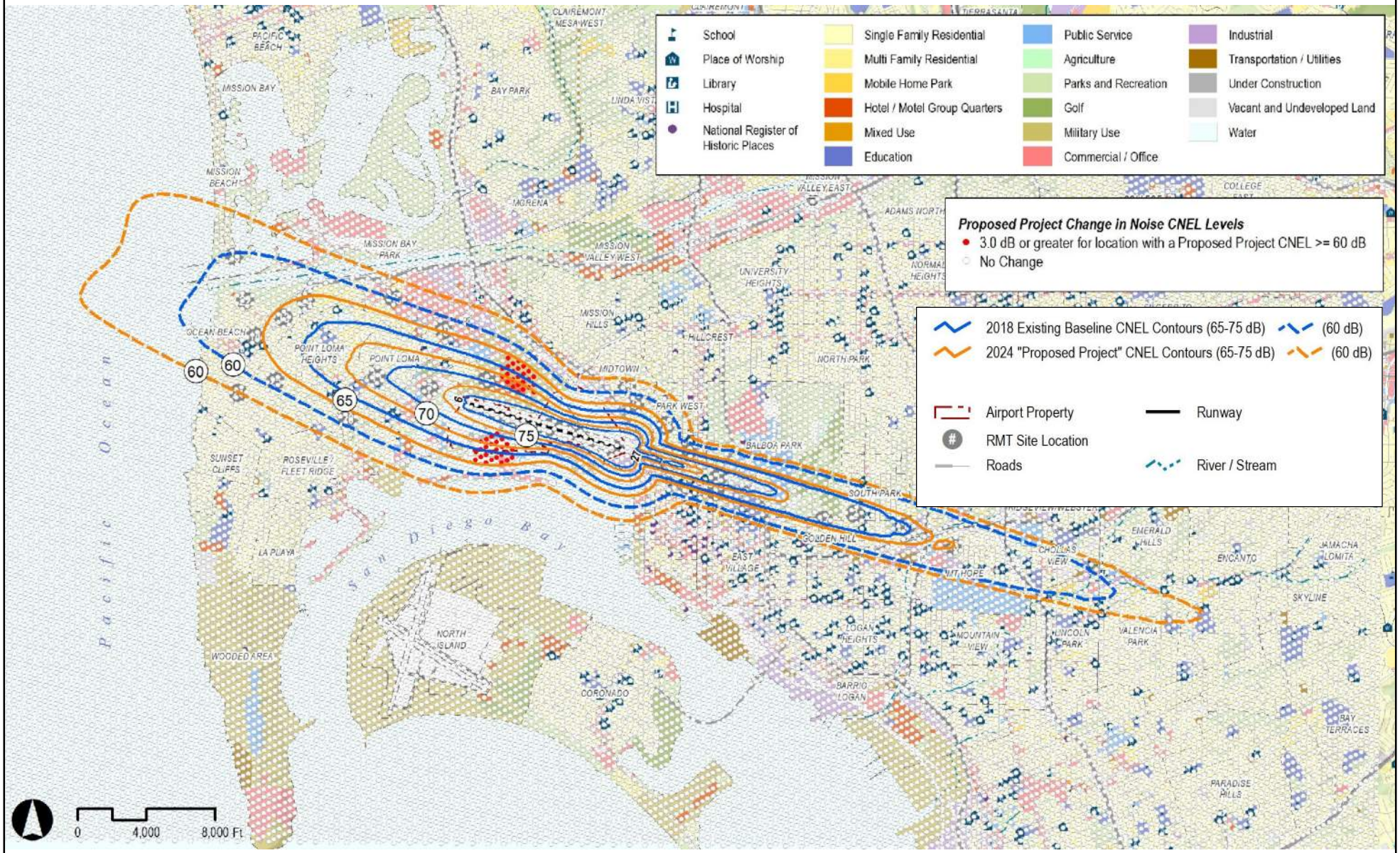
*Impacts in* 2035

Figure 3.12-21 ***(Revised)*** presents a summary depiction of whether, and where, there would be a 3 dB or more increase resulting in noise-sensitive areas being exposed to 60 CNEL to less than 65 CNEL with completion of Phase 2b in 2035 compared to existing (2018) conditions.

*Impacts in 2050*

Figure 3.12-22 ***(Revised)*** presents a summary depiction of whether, and where, there would be a 3 dB or more increase resulting in noise-sensitive areas being exposed to 60 CNEL to less than 65 CNEL in 2050 compared to existing (2018) conditions.

14. Figures 3.12-18 through 3.12-22 on pages 3.12-62 through 3.12-64 and pages 3.12-66 and 3.12-67 of the Recirculated Draft EIR have been revised as shown on the following pages:

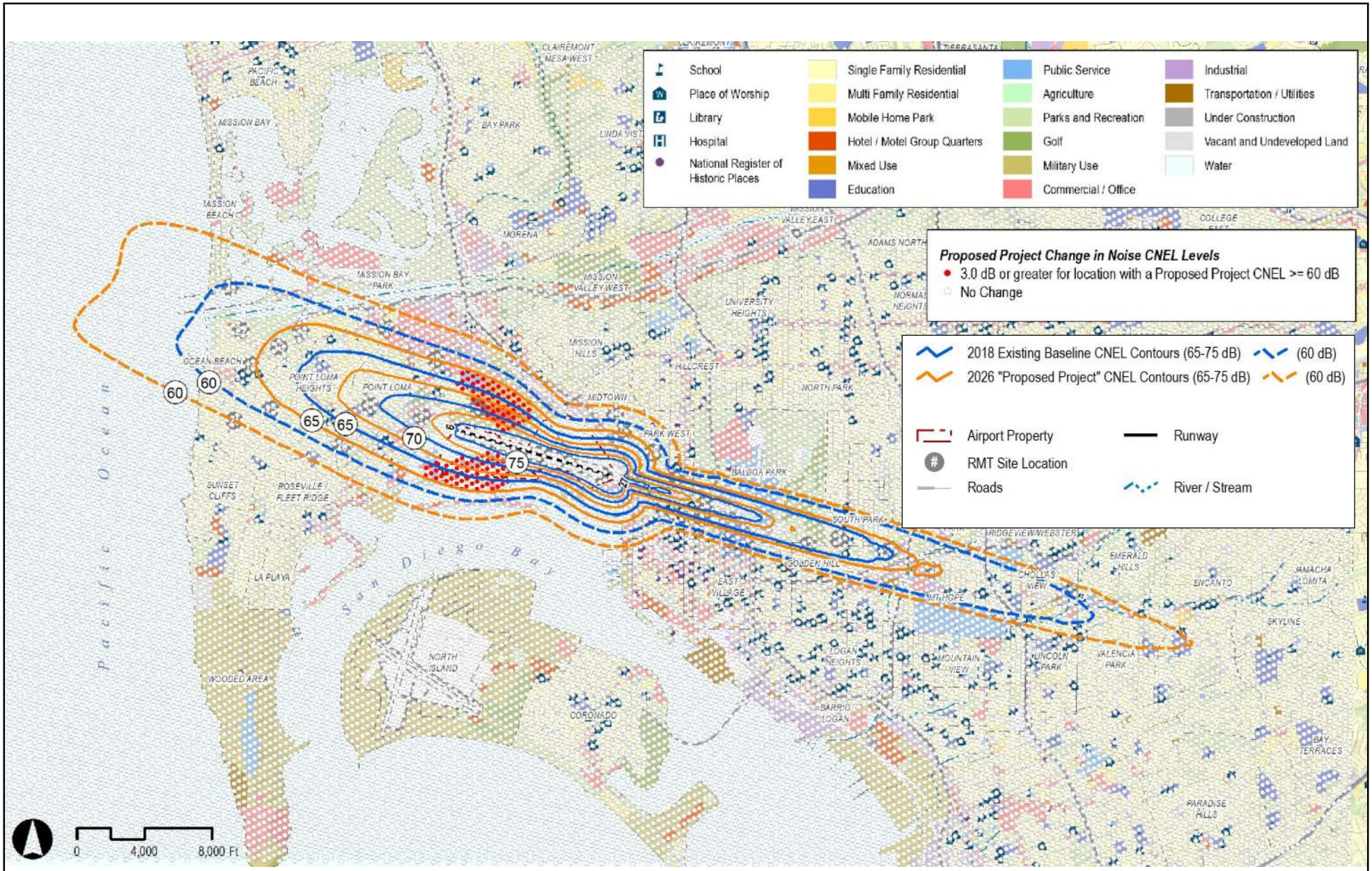



Source: HMMH, 2019

Figure 3.12-18

**3 dB OR GREATER INCREASE IN CNEL:**

**2024 PROPOSED PROJECT COMPARED TO EXISTING (2018) BASELINE CONDITIONS**

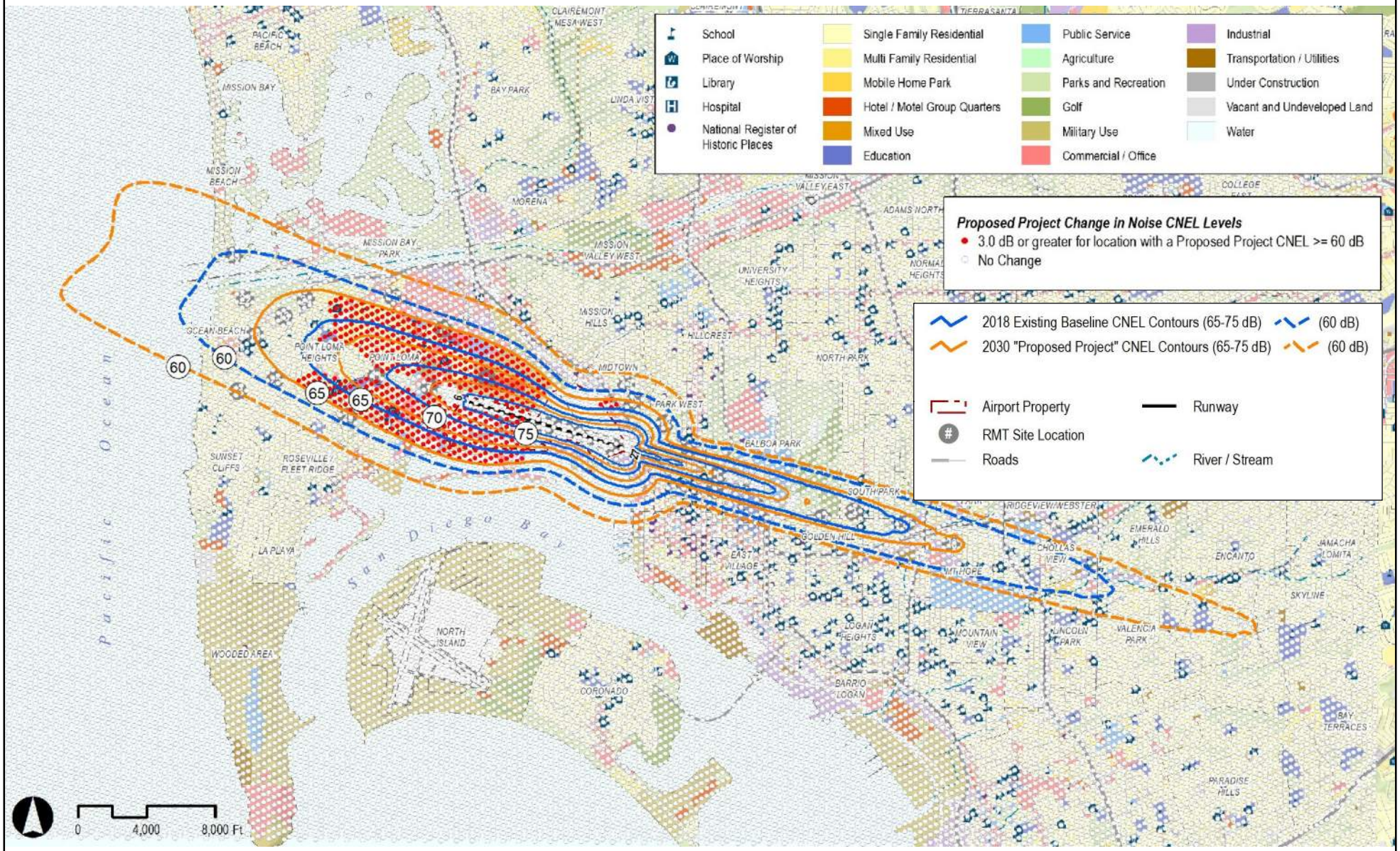



Source: HMMH, 2019

Figure 3.12-19

**3 dB OR GREATER INCREASE IN CNEL:**

**2026 PROPOSED PROJECT COMPARED TO EXISTING (2018) BASELINE CONDITIONS**

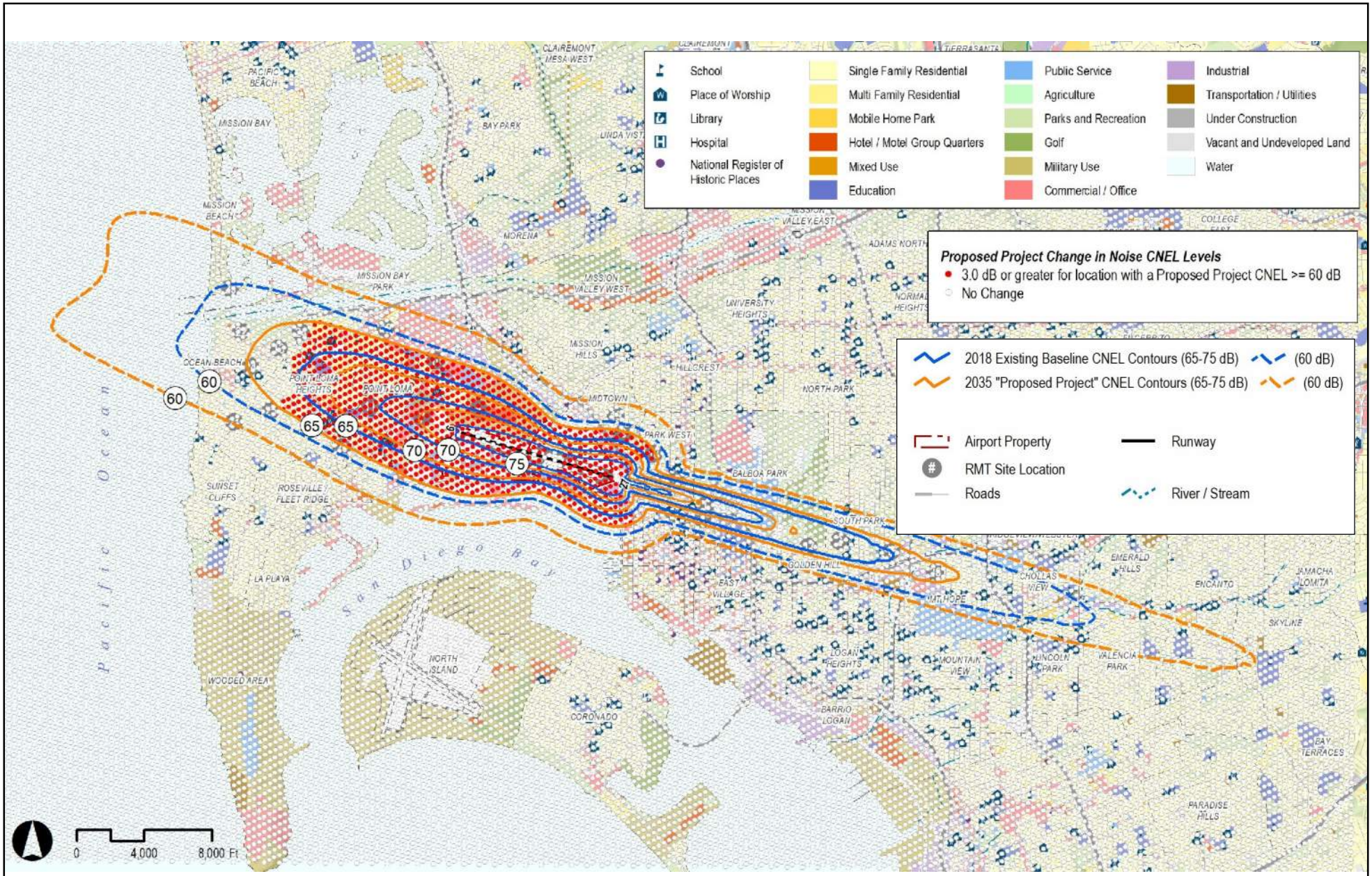



Source: HMMH, 2019

Figure 3.12-20

**3 dB OR GREATER INCREASE IN CNEL:**

**2030 PROPOSED PROJECT COMPARED TO EXISTING (2018) BASELINE CONDITIONS**

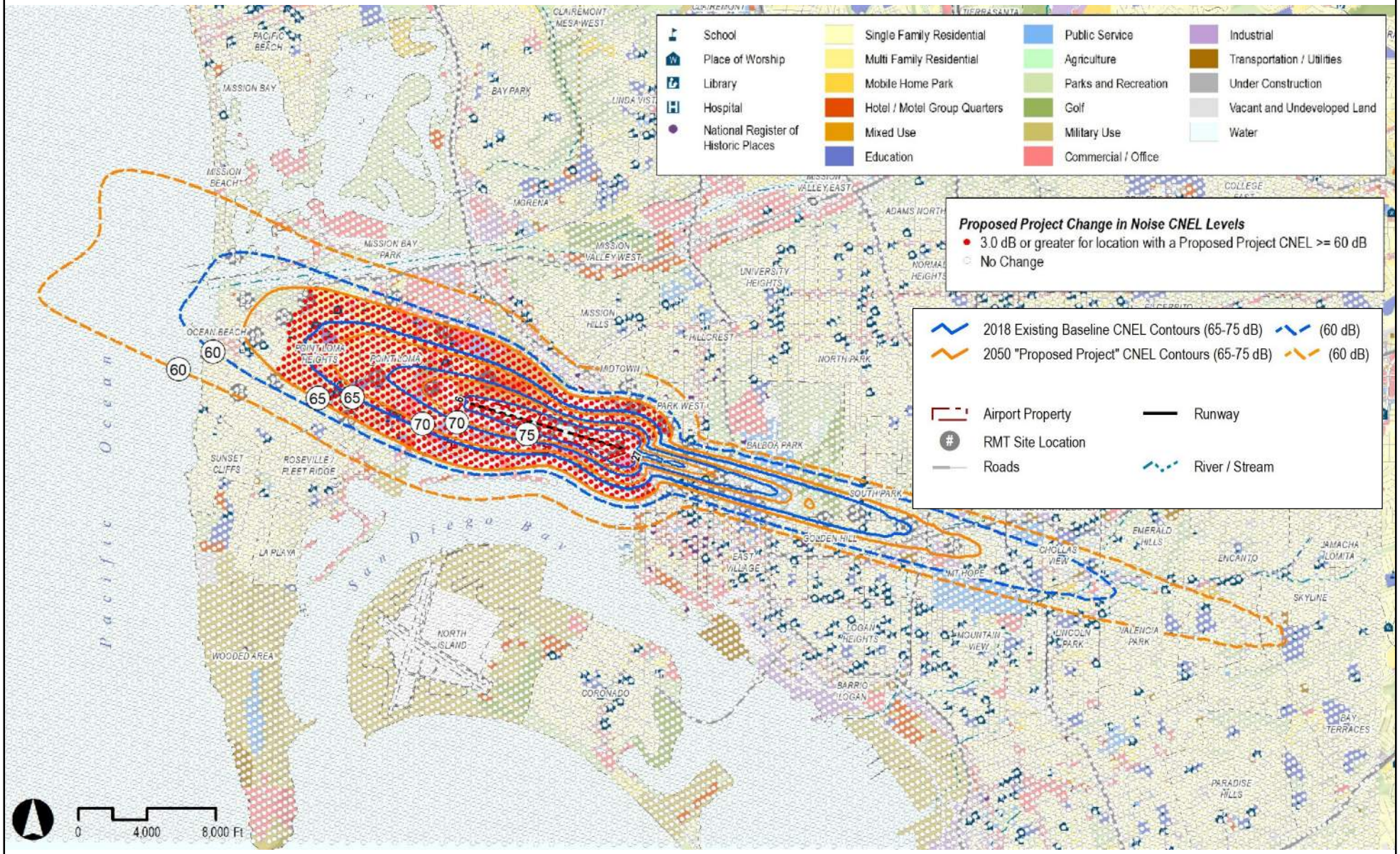



Source: HMMH, 2019

Figure 3.12-21

**3 dB OR GREATER INCREASE IN CNEL:**

**2035 PROPOSED PROJECT COMPARED TO EXISTING (2018) BASELINE CONDITIONS**




Source: HMMH, 2019

Figure 3.12-22

**3 dB OR GREATER INCREASE IN CNEL:**

**2050 PROPOSED PROJECT COMPARED TO EXISTING (2018) BASELINE CONDITIONS**

15. Table 3.12-10 on pages 3.12-69 through 3.12-73 of the Recirculated Draft EIR is hereby revised as shown on the following pages:

**Table 3.12-10: Time Above Exterior Noise Level (minutes)**

| School | Threshold Level | 2018 Existing Baseline | 2024 Proposed Project | Baseline - 2024 Delta | 2026 Proposed Project | Baseline - 2026 Delta | 2030 Proposed Project | Baseline - 2030 Delta | 2035 Proposed Project | Baseline - 2035 Delta | 2050 Proposed Project | Baseline - 2050 Delta |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Collier Junior High School** | 65 | 82.1 | 85.8 | 3.7 | 87.7 | 5.6 | 92.2 | 10.1 | 94.6 | 12.5 | 95.8 | 13.7 |
| | 70 | 41 | 43 | 2 | 44.2 | 3.2 | 47.7 | 6.7 | 48.5 | 7.5 | 49.5 | 8.5 |
| | 75 | 8.6 | 8.7 | 0.1 | 9.2 | 0.6 | 10.9 | 2.3 | 11.6 | 3 | 12.2 | 3.6 |
| | 80 | 0.8 | 0.6 | -0.2 | 0.7 | -0.1 | 0.8 | 0 | 0.8 | 0 | 1 | 0.2 |
| | 85 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Loma Portal Elementary School** | 65 | 87.2 | 92 | 4.8 | 95.2 | 8 | 102.1 | 14.9 | 107.3 | 20.1 | 108.3 | 21.1 |
| | 70 | 48.2 | 51.4 | 3.2 | 53.4 | 5.2 | 58.8 | 10.6 | 62.2 | 14 | 63 | 14.8 |
| | 75 | 18.8 | 20.4 | 1.6 | 21.5 | 2.7 | 25.4 | 6.6 | 27.7 | 8.9 | 28.2 | 9.4 |
| | 80 | 3.7 | 4.1 | 0.4 | 4.4 | 0.7 | 5.8 | 2.1 | 6.6 | 2.9 | 6.8 | 3.1 |
| | 85 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.1 | 0.1 |
| **Saint Charles School** | 65 | 109.8 | 115.4 | 5.6 | 120.3 | 10.5 | 128.7 | 18.9 | 136.9 | 27.1 | 137.7 | 27.9 |
| | 70 | 69.6 | 73.5 | 3.9 | 76.9 | 7.3 | 83.2 | 13.6 | 88.8 | 19.2 | 89.4 | 19.8 |
| | 75 | 37.9 | 40.4 | 2.5 | 42.8 | 4.9 | 47.6 | 9.7 | 51.5 | 13.6 | 52 | 14.1 |
| | 80 | 13 | 14.1 | 1.1 | 15.4 | 2.4 | 19.1 | 6.1 | 21.9 | 8.9 | 22.2 | 9.2 |
| | 85 | 1.4 | 1.6 | 0.2 | 1.7 | 0.3 | 2.2 | 0.8 | 2.4 | 1 | 2.5 | 1.1 |
| **Dewey Elementary School** | 65 | 100.3 | 106.2 | 5.9 | 111.2 | 10.9 | 120.4 | 20.1 | 128.4 | 28.1 | 129.2 | 28.9 |
| | 70 | 53.9 | 57.6 | 3.7 | 61 | 7.1 | 67.9 | 14 | 72.9 | 19 | 73.3 | 19.4 |
| | 75 | 17.6 | 19.1 | 1.5 | 20.5 | 2.9 | 25.3 | 7.7 | 29 | 11.4 | 29.2 | 11.6 |
| | 80 | 1.9 | 2.1 | 0.2 | 2.2 | 0.3 | 3 | 1.1 | 3.6 | 1.7 | 3.7 | 1.8 |
| | 85 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Brooklyn Children's Center** | 65 | *69.8* ~~74.2~~ | *77.1* ~~82.3~~ | *7.3* ~~8.1~~ | *78.6* ~~84~~ | *8.8* ~~9.8~~ | *79.4* ~~87.3~~ | *9.6* ~~13.1~~ | *79.4* ~~89.7~~ | *9.6* ~~15.5~~ | *82* ~~92.5~~ | *12.2* ~~18.3~~ |
| | 70 | *44.3* ~~47.6~~ | *49.3* ~~53.3~~ | *5* ~~5.7~~ | *50.3* ~~54.5~~ | *6* ~~6.9~~ | *51.2* ~~57.2~~ | *6.9* ~~9.6~~ | *51.2* ~~59.2~~ | *6.9* ~~11.6~~ | *53.2* ~~61.3~~ | *8.9* ~~13.7~~ |
| | 75 | *19.9* | *22.5* | *2.6* | *22.9* | *3* | *24* | *4.1* | *24.4* | *4.5* | *25.6* | *5.7* |

**Table 3.12-10: Time Above Exterior Noise Level (minutes)**

| School | Threshold Level | 2018 Existing Baseline | 2024 Proposed Project | Baseline - 2024 Delta | 2026 Proposed Project | Baseline - 2026 Delta | 2030 Proposed Project | Baseline - 2030 Delta | 2035 Proposed Project | Baseline - 2035 Delta | 2050 Proposed Project | Baseline - 2050 Delta |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | ~~22.8~~ | ~~26~~ | ~~3.2~~ | ~~26.5~~ | ~~3.7~~ | ~~29.2~~ | ~~6.4~~ | ~~31.3~~ | ~~8.5~~ | ~~32.6~~ | ~~9.8~~ |
| | 80 | *0.4* ~~1.4~~ | *0.3* ~~1.5~~ | *-0.1* ~~0.1~~ | *0.2* ~~1.5~~ | *-0.2* ~~0.1~~ | *0.2* ~~2~~ | *-0.2* ~~0.6~~ | *0.2* ~~2.6~~ | *-0.2* ~~1.2~~ | *0.2* ~~2.6~~ | *-0.2* ~~1.2~~ |
| | 85 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Montessori School of San Diego Private Elementary School** | 65 | 108.5 | 115.2 | 6.7 | 120.2 | 11.7 | 136.6 | 28.1 | 147.1 | 38.6 | 148.6 | 40.1 |
| | 70 | 26.8 | 28.2 | 1.4 | 29.5 | 2.7 | 38.7 | 11.9 | 46.2 | 19.4 | 46.7 | 19.9 |
| | 75 | 0.7 | 0.7 | 0 | 0.7 | 0 | 0.8 | 0.1 | 0.8 | 0.1 | 0.8 | 0.1 |
| | 80 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 85 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Loma Alta Children's Private Elementary School** | 65 | 80.1 | 83.8 | 3.7 | 85.8 | 5.7 | 90.7 | 10.6 | 92.8 | 12.7 | 93.6 | 13.5 |
| | 70 | 38.8 | 40.7 | 1.9 | 42 | 3.2 | 45.3 | 6.5 | 45.9 | 7.1 | 46.7 | 7.9 |
| | 75 | 9.5 | 9.9 | 0.4 | 10.4 | 0.9 | 12.2 | 2.7 | 13 | 3.5 | 13.5 | 4 |
| | 80 | 1.6 | 1.6 | 0 | 1.7 | 0.1 | 2.1 | 0.5 | 2.2 | 0.6 | 2.4 | 0.8 |
| | 85 | 0 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 |
| **Barnard Elementary School** | 65 | 72.8 | 76.9 | 4.1 | 79.6 | 6.8 | 86.5 | 13.7 | 89.4 | 16.6 | 90.2 | 17.4 |
| | 70 | 28.5 | 30.3 | 1.8 | 31.6 | 3.1 | 36.3 | 7.8 | 38.3 | 9.8 | 38.8 | 10.3 |
| | 75 | 5.2 | 5.5 | 0.3 | 5.9 | 0.7 | 7.2 | 2 | 7.8 | 2.6 | 8 | 2.8 |
| | 80 | 0.3 | 0.4 | 0.1 | 0.4 | 0.1 | 0.5 | 0.2 | 0.6 | 0.3 | 0.6 | 0.3 |
| | 85 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Dewey Elementary** | 65 | 93.1 | 99.3 | 6.2 | 104.8 | 11.7 | 114.4 | 21.3 | 121.5 | 28.4 | 121.9 | 28.8 |
| | 70 | 39.1 | 42.3 | 3.2 | 45.5 | 6.4 | 53.4 | 14.3 | 58 | 18.9 | 58.1 | 19 |
| | 75 | 5.5 | 5.9 | 0.4 | 6.2 | 0.7 | 8.6 | 3.1 | 10.7 | 5.2 | 10.8 | 5.3 |
| | 80 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 85 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

**Table 3.12-10: Time Above Exterior Noise Level (minutes)**

| School | Threshold Level | 2018 Existing Baseline | 2024 Proposed Project | Baseline - 2024 Delta | 2026 Proposed Project | Baseline - 2026 Delta | 2030 Proposed Project | Baseline - 2030 Delta | 2035 Proposed Project | Baseline - 2035 Delta | 2050 Proposed Project | Baseline - 2050 Delta |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Loma Portal Elementary | 65 | 98.7 | 103.5 | 4.8 | 107.6 | 8.9 | 114.7 | 16 | 121.6 | 22.9 | 122.4 | 23.7 |
| | 70 | 63.2 | 66.8 | 3.6 | 69.6 | 6.4 | 75 | 11.8 | 79.9 | 16.7 | 80.6 | 17.4 |
| | 75 | 34.7 | 37.3 | 2.6 | 39.4 | 4.7 | 43.7 | 9 | 46.9 | 12.2 | 47.6 | 12.9 |
| | 80 | 11.9 | 13.2 | 1.3 | 14.4 | 2.5 | 17.5 | 5.6 | 19.9 | 8 | 20.3 | 8.4 |
| | 85 | 1.8 | 2 | 0.2 | 2.2 | 0.4 | 2.8 | 1 | 3 | 1.2 | 3.2 | 1.4 |
| Correia Middle | 65 | 90.4 | 94.7 | 4.3 | 97.3 | 6.9 | 102.6 | 12.2 | 105.7 | 15.3 | 106.8 | 16.4 |
| | 70 | 50 | 53 | 3 | 54.6 | 4.6 | 59 | 9 | 60.9 | 10.9 | 61.9 | 11.9 |
| | 75 | 17.7 | 19 | 1.3 | 20 | 2.3 | 23.1 | 5.4 | 24.2 | 6.5 | 24.8 | 7.1 |
| | 80 | 2.9 | 3 | 0.1 | 3.2 | 0.3 | 4 | 1.1 | 4.3 | 1.4 | 4.6 | 1.7 |
| | 85 | 0 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 |
| High Tech Middle | 65 | 99.9 | 105.8 | 5.9 | 110.6 | 10.7 | 119.7 | 19.8 | 127.6 | 27.7 | 128.6 | 28.7 |
| | 70 | 55.1 | 59 | 3.9 | 62.3 | 7.2 | 69.1 | 14 | 74.3 | 19.2 | 74.9 | 19.8 |
| | 75 | 20 | 21.6 | 1.6 | 23.4 | 3.4 | 28.3 | 8.3 | 31.7 | 11.7 | 32 | 12 |
| | 80 | 2.2 | 2.3 | 0.1 | 2.4 | 0.2 | 3.4 | 1.2 | 4.1 | 1.9 | 4.2 | 2 |
| | 85 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| High Tech High | 65 | 97.7 | 103.7 | 6 | 108.5 | 10.8 | 117.6 | 19.9 | 125.4 | 27.7 | 126.3 | 28.6 |
| | 70 | 52.1 | 55.8 | 3.7 | 59.2 | 7.1 | 66 | 13.9 | 71 | 18.9 | 71.6 | 19.5 |
| | 75 | 16.8 | 18.3 | 1.5 | 19.8 | 3 | 24.6 | 7.8 | 27.8 | 11 | 28 | 11.2 |
| | 80 | 1 | 1 | 0 | 1 | 0 | 1.4 | 0.4 | 1.6 | 0.6 | 1.7 | 0.7 |
| | 85 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Albert Einstein Academy Charter Elementary | 65 | *70.6* ~~74.1~~ | *78* ~~82.1~~ | *7.4* ~~8~~ | *79.5* ~~83.7~~ | *8.9* ~~9.6~~ | *80.4* ~~86.6~~ | *9.8* ~~12.5~~ | *80.4* ~~88.5~~ | *9.8* ~~14.4~~ | *83* ~~91.3~~ | *12.4* ~~17.2~~ |
| | 70 | *44.7* ~~47.6~~ | *49.9* ~~53.3~~ | *5.2* ~~5.7~~ | *50.9* ~~54.4~~ | *6.2* ~~6.8~~ | *51.7* ~~56.8~~ | *7* ~~9.2~~ | *51.6* ~~58.4~~ | *6.9* ~~10.8~~ | *53.6* ~~60.5~~ | *8.9* ~~12.9~~ |

**Table 3.12-10: Time Above Exterior Noise Level (minutes)**

| School | Threshold Level | 2018 Existing Baseline | 2024 Proposed Project | Baseline - 2024 Delta | 2026 Proposed Project | Baseline - 2026 Delta | 2030 Proposed Project | Baseline - 2030 Delta | 2035 Proposed Project | Baseline - 2035 Delta | 2050 Proposed Project | Baseline - 2050 Delta |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 75 | *20.5* ~~23.3~~ | *23.2* ~~26.5~~ | *2.7* ~~3.2~~ | *23.5* ~~27~~ | *3* ~~3.7~~ | *24.5* ~~29.5~~ | *4* ~~6.2~~ | *24.4* ~~31~~ | *3.9* ~~7.7~~ | *25.6* ~~32.3~~ | *5.1* ~~9~~ |
| | 80 | *0.4* ~~1~~ | *0.3* ~~1.1~~ | *-0.1* ~~0.1~~ | *0.2* ~~1~~ | *-0.2* ~~0~~ | *0.2* ~~1.4~~ | *-0.2* ~~0.4~~ | *0.2* ~~1.8~~ | *-0.2* ~~0.8~~ | *0.2* ~~1.8~~ | *-0.2* ~~0.8~~ |
| | 85 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Point Loma High** | 65 | 90.7 | 95.5 | 4.8 | 99 | 8.3 | 106 | 15.3 | 111.9 | 21.2 | 112.9 | 22.2 |
| | 70 | 53.4 | 56.9 | 3.5 | 59.1 | 5.7 | 64.7 | 11.3 | 68.7 | 15.3 | 69.5 | 16.1 |
| | 75 | 24.5 | 26.6 | 2.1 | 28.1 | 3.6 | 32.3 | 7.8 | 34.9 | 10.4 | 35.4 | 10.9 |
| | 80 | 5.6 | 6.1 | 0.5 | 6.6 | 1 | 8.6 | 3 | 10 | 4.4 | 10.2 | 4.6 |
| | 85 | 0.3 | 0.3 | 0 | 0.3 | 0 | 0.3 | 0 | 0.3 | 0 | 0.4 | 0.1 |
| **High Tech High Media Arts** | 65 | 88.4 | 94.1 | 5.7 | 98.6 | 10.2 | 107.5 | 19.1 | 114.8 | 26.4 | 115.6 | 27.2 |
| | 70 | 42.8 | 45.8 | 3 | 48.8 | 6 | 55.6 | 12.8 | 60 | 17.2 | 60.4 | 17.6 |
| | 75 | 10.4 | 11.3 | 0.9 | 12.1 | 1.7 | 15.7 | 5.3 | 18.3 | 7.9 | 18.5 | 8.1 |
| | 80 | 0 | 0 | 0 | 0 | 0 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 |
| | 85 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Golden Hill K-8** | 65 | *66* ~~69.5~~ | *73.3* ~~77.5~~ | *7.3* ~~8~~ | *74.8* ~~79.1~~ | *8.8* ~~9.6~~ | *76.8* ~~83.1~~ | *10.8* ~~13.6~~ | *78.8* ~~87.1~~ | *12.8* ~~17.6~~ | *81.6* ~~90~~ | *15.6* ~~20.5~~ |
| | 70 | *38.9* ~~41.1~~ | *43.8* ~~46.4~~ | *4.9* ~~5.3~~ | *44.7* ~~47.5~~ | *5.8* ~~6.4~~ | *46.1* ~~50.2~~ | *7.2* ~~9.1~~ | *47.1* ~~52.4~~ | *8.2* ~~11.3~~ | *49.1* ~~54.6~~ | *10.2* ~~13.5~~ |
| | 75 | *10.2* ~~14.3~~ | *11.5* ~~16.3~~ | *1.3* ~~2~~ | *11.7* ~~16.7~~ | *1.5* ~~2.4~~ | *12.2* ~~19.6~~ | *2* ~~5.3~~ | *10.9* ~~20.5~~ | *0.7* ~~6.2~~ | *11.6* ~~21.5~~ | *1.4* ~~7.2~~ |
| | 80 | 0.2 | 0.1 | -0.1 | 0.1 | -0.1 | 0.1 | -0.1 | 0.1 | -0.1 | 0.1 | -0.1 |
| | 85 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **High Tech Middle Media Arts** | 65 | 88.4 | 94.1 | 5.7 | 98.6 | 10.2 | 107.5 | 19.1 | 114.8 | 26.4 | 115.6 | 27.2 |

**Table 3.12-10: Time Above Exterior Noise Level (minutes)**

| School | Threshold Level | 2018 Existing Baseline | 2024 Proposed Project | Baseline - 2024 Delta | 2026 Proposed Project | Baseline - 2026 Delta | 2030 Proposed Project | Baseline - 2030 Delta | 2035 Proposed Project | Baseline - 2035 Delta | 2050 Proposed Project | Baseline - 2050 Delta |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 70 | 42.8 | 45.8 | 3 | 48.8 | 6 | 55.6 | 12.8 | 60 | 17.2 | 60.4 | 17.6 |
| | 75 | 10.4 | 11.3 | 0.9 | 12.1 | 1.7 | 15.7 | 5.3 | 18.3 | 7.9 | 18.5 | 8.1 |
| | 80 | 0 | 0 | 0 | 0 | 0 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 |
| | 85 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **High Tech Elementary Explorer** | 65 | 88.4 | 94.1 | 5.7 | 98.6 | 10.2 | 107.5 | 19.1 | 114.8 | 26.4 | 115.6 | 27.2 |
| | 70 | 42.8 | 45.8 | 3 | 48.8 | 6 | 55.6 | 12.8 | 60 | 17.2 | 60.4 | 17.6 |
| | 75 | 10.4 | 11.3 | 0.9 | 12.1 | 1.7 | 15.7 | 5.3 | 18.3 | 7.9 | 18.5 | 8.1 |
| | 80 | 0 | 0 | 0 | 0 | 0 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 |
| | 85 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **The Rock Academy** | 65 | 100.4 | 106.3 | 5.9 | 111 | 10.6 | 119.9 | 19.5 | 127.9 | 27.5 | 128.9 | 28.5 |
| | 70 | 56.9 | 60.8 | 3.9 | 64.1 | 7.2 | 70.7 | 13.8 | 75.9 | 19 | 76.6 | 19.7 |
| | 75 | 22.3 | 24.1 | 1.8 | 25.9 | 3.6 | 30.8 | 8.5 | 34.2 | 11.9 | 34.5 | 12.2 |
| | 80 | 3.1 | 3.4 | 0.3 | 3.6 | 0.5 | 5 | 1.9 | 6.1 | 3 | 6.2 | 3.1 |
| | 85 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Saint Charles Borromeo Academy** | 65 | 120.1 | 126.5 | 6.4 | 132.2 | 12.1 | 141.4 | 21.3 | 150 | 29.9 | 150.8 | 30.7 |
| | 70 | 71.4 | 76 | 4.6 | 80 | 8.6 | 87.3 | 15.9 | 93.5 | 22.1 | 94.1 | 22.7 |
| | 75 | 34 | 36.6 | 2.6 | 39.3 | 5.3 | 44.9 | 10.9 | 48.4 | 14.4 | 48.7 | 14.7 |
| | 80 | 7.1 | 7.7 | 0.6 | 8.2 | 1.1 | 10.9 | 3.8 | 13.2 | 6.1 | 13.4 | 6.3 |
| | 85 | 0.2 | 0.1 | -0.1 | 0.2 | 0 | 0.2 | 0 | 0.2 | 0 | 0.2 | 0 |

16. Table 3.12-11 on page 3.12-74 of the Recirculated Draft EIR is hereby revised as follows:

**Table 3.12-11: Summary of Impacts: Schools Exposed to TA ≥ 80 dB**

| | | Analysis Year | | | | | |
|---|---|---|---|---|---|---|---|
| | | 2018 | 2024 | 2026 | 2030 | 2035 | 2050 |
| Number of schools: | Total in Study Area | 21 | 21 | 21 | 21 | 21 | 21 |
| | Exposed to TA ≥80 dB | 16 | 16 | 16 | 19 | 19 | 19 |
| | Currently exposed to TA ≥80 dB that would not experience an increase in the amount of time exposed to TA ≥80 dB in a given year | NA | *6* ~~4~~ | *5* ~~4~~ | *4* ~~2~~ | *4* ~~2~~ | *3* ~~1~~ |
| | Currently exposed to TA >80 dB that would experience an increase in the amount of time exposed to TA >80 dB in a given year | NA | *10* ~~12~~ | *11* ~~12~~ | *15* ~~17~~ | *15* ~~17~~ | *16* ~~18~~ |
| | Where increase in exposure to ≥80 dB would be <1 minute in a given year | NA | *8* ~~10~~ | *7* ~~8~~ | *6* ~~8~~ | *6* ~~7~~ | *7* ~~8~~ |
| | Where increase in exposure to ≥80 dB in a given year would be >1 minute | NA | 2 | 4 | 9 | *9* ~~10~~ | *9* ~~10~~ |
| | Maximum time increase in a given year, in minutes, of exposure to > 80 dB | NA | 1.3 | 2.5 | 6.1 | 8.9 | 9.2 |

Source: HMMH, 2019; CDM Smith 2019.

17. Based on the modifications reflected in revised Table 3.12-11 above, the text in the associated discussion of impacts on pages 3.12-74 through 3.12-76 of the Recirculated Draft EIR is hereby revised as follows:

*Impacts in 2024*

As indicated in Table 3.12-10 and summarized in Table 3.12-11, 16 of the 21 schools evaluated in the study area currently experience exterior noise levels of 80 dB or greater, and *10* ~~12~~ of those schools would experience an increase in the amount of exposure time to that noise level with the aircraft activity levels anticipated to occur in 2024 at the completion of Phase 1a, compared to existing (2018) baseline conditions. Of those *10* ~~12~~ schools, *8* ~~10~~ of them would experience an increase of less than one minute per day and two schools would experience an increase of more than one minute per day, with a maximum 1.3-minute increase per day in such exposure.

Based on the above, operation of the proposed project in 2024 compared to the existing (2018) baseline condition would not cause a substantial increase in the amount of time that aircraft-induced noise would affect classroom learning. As such, there would be a less than significant impact.

*Impacts in 2026*

As indicated in Table 3.12-10 and summarized in Table 3.12-11, 16 of the 21 schools evaluated in the study area currently experience exterior noise levels of 80 dB or greater, and *11* ~~12~~ of those schools would experience an increase in the amount of exposure time to that noise level with the aircraft activity levels anticipated to occur in 2026 at the completion of Phase 1b, compared to existing (2018) baseline conditions. Of those *11* ~~12~~ schools, *seven* ~~eight~~ of them would experience an increase of less than one minute per day and four schools would experience an increase of more than one minute per day, with a maximum 2.5-minute increase per day in such exposure.

Based on the above, operation of the proposed project in 2026 compared to the existing (2018) baseline condition would not cause a substantial increase in the amount of time that aircraft-induced noise would affect classroom learning. As such, there would be a less than significant impact.

*Impacts in 2030*

As indicated in Table 3.12-10 and summarized in Table 3.12-11, 19 of the 21 schools evaluated in the study area currently experience exterior noise levels of 80 dB or greater, and *15* ~~17~~ of those schools would experience an increase in the amount of exposure time to that noise level with the aircraft activity levels anticipated to occur in 2030 at the completion of Phase 2a, compared to existing (2018) baseline conditions. Of those *15* ~~17~~ schools, *six* ~~eight~~ of them would experience an increase of one minute or less per day and nine schools would experience an increase of more than one minute per day, with a maximum 6.~~7~~*1*-minute increase per day in such exposure.

Based on the above, operation of the proposed project in 2030 compared to the existing (2018) baseline condition would not cause a substantial increase in the amount of time that aircraft-induced noise would affect classroom learning. As such, there would be a less than significant impact.

*Impacts in 2035*

As indicated in Table 3.12-10 and summarized in Table 3.12-11, 19 of the 21 schools evaluated in the study area currently experience exterior noise levels of 80 dB or greater, and *15* ~~17~~ of those schools would experience an increase in the amount of exposure time to that noise level with the aircraft activity levels anticipated to occur in 2035 at the completion of Phase 2b (Project Buildout), compared to existing (2018) baseline conditions. Of those *15* ~~17~~ schools, *six* ~~seven~~ of them would experience an increase of one minute or less per day and *nine* ~~10~~ schools would experience an increase of more than one minute per day, with a maximum 8.9-minute increase per day in such exposure.

Based on the above, operation of the proposed project in 2035 compared to the existing (2018) baseline condition would not cause a substantial increase in the amount of time that aircraft-induced noise would affect classroom learning. As such, there would be a less than significant impact.

*Impacts in 2050*

As indicated in Table 3.12-10 and summarized in Table 3.12-11, *16* ~~19~~ of the 21 schools evaluated in the study area currently experience exterior noise levels of 80 dB or greater, and *16* ~~18~~ of those schools would experience an increase in the amount of exposure time to that noise level with the aircraft activity levels anticipated to occur in 2050, compared to existing (2018) baseline conditions. Of those *16* ~~18~~ schools, *seven* ~~eight~~ of them would experience an increase of one minute or less per day and *nine* ~~10~~ would experience an increase of more than one minute per day, with a maximum 9.2-minute increase per day in such exposure.

Based on the above, operation of the proposed project in 2050 compared to the existing (2018) baseline condition would not cause a substantial increase in the amount of time that aircraft-induced noise would affect classroom learning. As such, there would be a less than significant impact.

*Summary of Conclusions Regarding School Impacts*

As indicated by the modeling results presented in Table 3.12-10 and summarized in Table 3.12-11, the vast majority (approximately 76 to 90 percent) of the 21 schools that were evaluated would not experience exterior noise levels of 80 dBA or above. Of the 16 schools that would experience such noise levels in 2024 and 2026, *approximately 37* ~~25~~ percent *and approximately 31 percent, respectively,* of them already experience such noise levels and would not experience any increase in time of exposure to such noise levels. Of those schools in 2024 and 2026 that would experience an increase, the majority (i.e., approximately *64* ~~67~~ to *80* ~~83~~ percent) of them would experience an increase of less than one minute per day. In 2030, approximately *32* ~~42~~ percent of the 19 schools with an increase in time of exposure to exterior noise levels of 80 dBA or above such noise levels would experience an increase of less than one minute per day. In 2035 and 2050, approximately *32* ~~37~~ to *37* ~~42~~ percent of the 19 schools with an increase in time of exposure to exterior noise levels of 80 dBA or above such noise levels would experience an increase of less than one minute per day.

18. The first two paragraphs in discussion of each analysis horizon year (i.e., 2024, 2026, 2030, 2035, and 2050) of whether implementation of the proposed project would cause a substantial increase in the number of nighttime flight operations that produce exterior SELs sufficient to awaken an increasing proportion of the population, as compared to the existing (2018) baseline condition, on pages 3.12-77, 3.12-80, 3.12-83, and 3.12-88 of the Recirculated Draft EIR is hereby modified to indicate that the figures cited therein have been revised:

*Impacts in 2024*

Figure 3.12-23 *(Revised)* shows the change in the number of nighttime aircraft operations above 80 SEL with the proposed project in 2024 at the completion of Phase 1a, as compared to existing (2018) CNEL values, and Figure 3.12-24 *(Revised)* provides a similar comparison for noise levels above 90 SEL.

As can be seen in Figures 3.12-23 and 3.12-24 *(Revised)*, there would be substantial increases in the number of nighttime events at 80 or 90 SEL in 2024, as compared to existing (2018) baseline conditions, for areas around SDIA, especially to the north, west, and south of SDIA. The affected areas include noise-sensitive land uses, primarily in the form of existing residential development.

*Impacts in 2026*

Figure 3.12-25 *(Revised)* shows the change in the number of nighttime aircraft operations above 80 SEL with the proposed project in 2026 at the completion of Phase 1b, as compared to existing (2018) CNEL values, and Figure 3.12-26 *(Revised)* provides a similar comparison for noise levels above 90 SEL.

As can be seen in Figures 3.12-25 and 3.12-26 *(Revised)*, there would be substantial increases in the number of nighttime events at 80 or 90 SEL in 2026, as compared to existing (2018) baseline conditions, especially to the north, west, and south of SDIA. The affected areas include noise-sensitive land uses, primarily in the form of existing residential development.

*Impacts in 2030*

Figure 3.12-27 *(Revised)* shows the change in the number of nighttime aircraft operations above 80 SEL with the proposed project in 2030 at the completion of Phase 2a, as compared to existing

(2018) CNEL values, and Figure 3.12-28 *(Revised)* provides a similar comparison for noise levels above 90 SEL.

As can be seen in Figures 3.12-27 and 3.12-28 *(Revised)*, there would be substantial increases in the number of nighttime events at 80 or 90 SEL in 2030, as compared to existing (2018) baseline conditions, especially to the north, west, and south of SDIA and, to a lesser degree, in areas east of SDIA. The affected areas include noise-sensitive land uses, primarily in the form of existing residential development.

*Impacts in 2035*

Figure 3.12-29 *(Revised)* shows the change in the number of nighttime aircraft operations above 80 SEL with the proposed project in 2035 at the completion of Phase 2b (Project Buildout), as compared to existing (2018) CNEL values, and Figure 3.12-30 *(Revised)* provides a similar comparison for noise levels above 90 SEL.

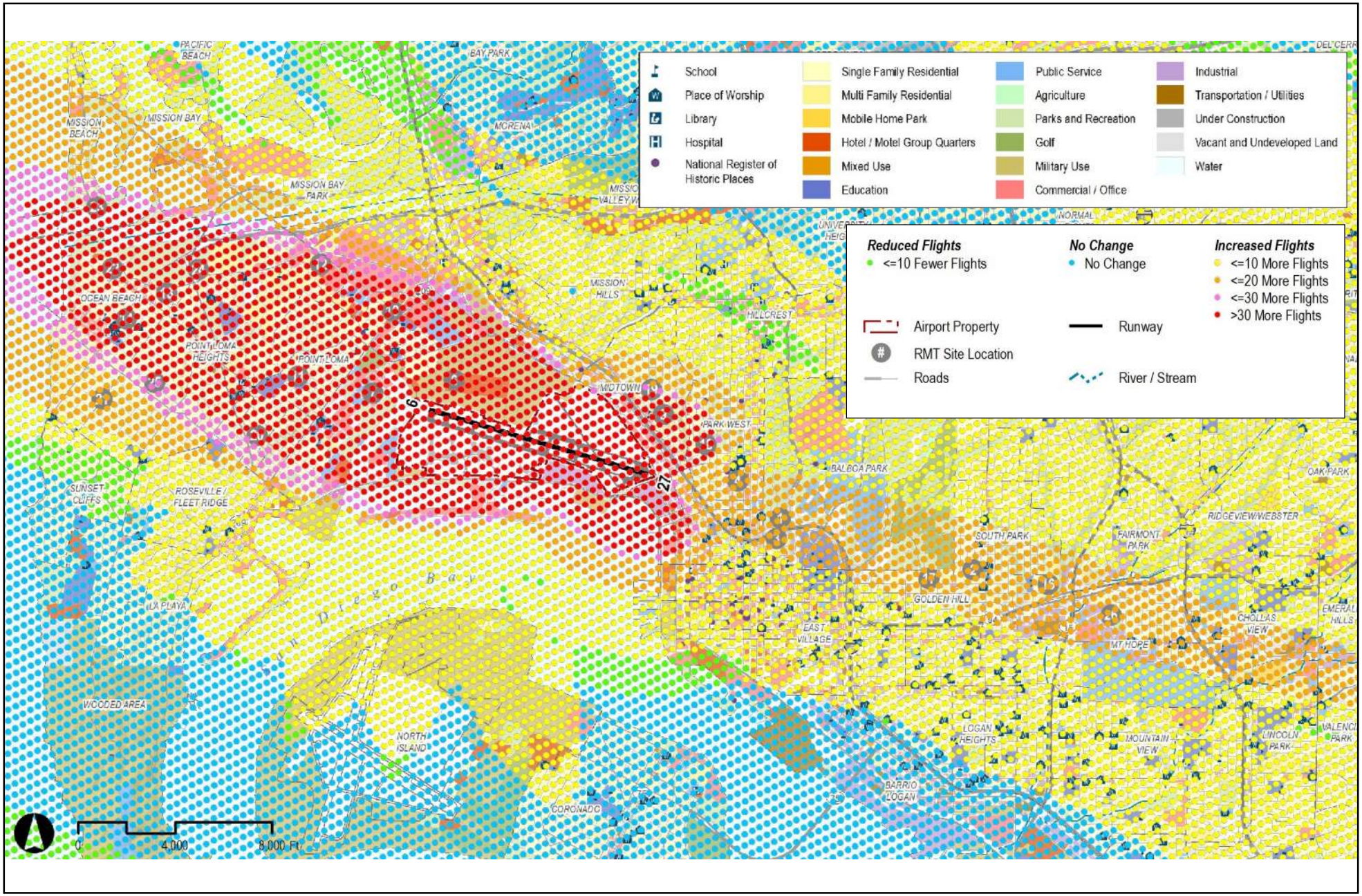
As can be seen in Figures 3.12-29 and 3.12-30 *(Revised)*, there would be substantial increases in the number of nighttime events at 80 or 90 SEL in 2035, as compared to existing (2018) baseline conditions, especially to the north, west, and south of SDIA, and, to a lesser degree, in areas east of SDIA. The affected areas include noise-sensitive land uses, primarily in the form of existing residential development.

*Impacts in 2050*

Figure 3.12-31 *(Revised)* shows the change in the number of nighttime aircraft operations above 80 SEL with the proposed project in 2050, as compared to existing (2018) CNEL values, and Figure 3.12-32 *(Revised)* provides a similar comparison for noise levels above 90 SEL.

As can be seen in Figures 3.12-31 and 3.12-3 *(Revised)*, there would be substantial increases in the number of nighttime events at 80 or 90 SEL in 2050, as compared to existing (2018) baseline conditions, especially to the north, west, and south of SDIA, and, to a lesser degree, in areas east of SDIA. The affected areas include noise-sensitive land uses, primarily in the form of existing residential development.

19. Figures 3.12-23 through 3.12-32 on pages 3.12-78 and 3.12-79, 3.12-81 and 3.12-82, 3.12-84 through 3.12-87, and 3.12-89 and 3.12-90 of the Recirculated Draft EIR have been revised as shown on the following pages:

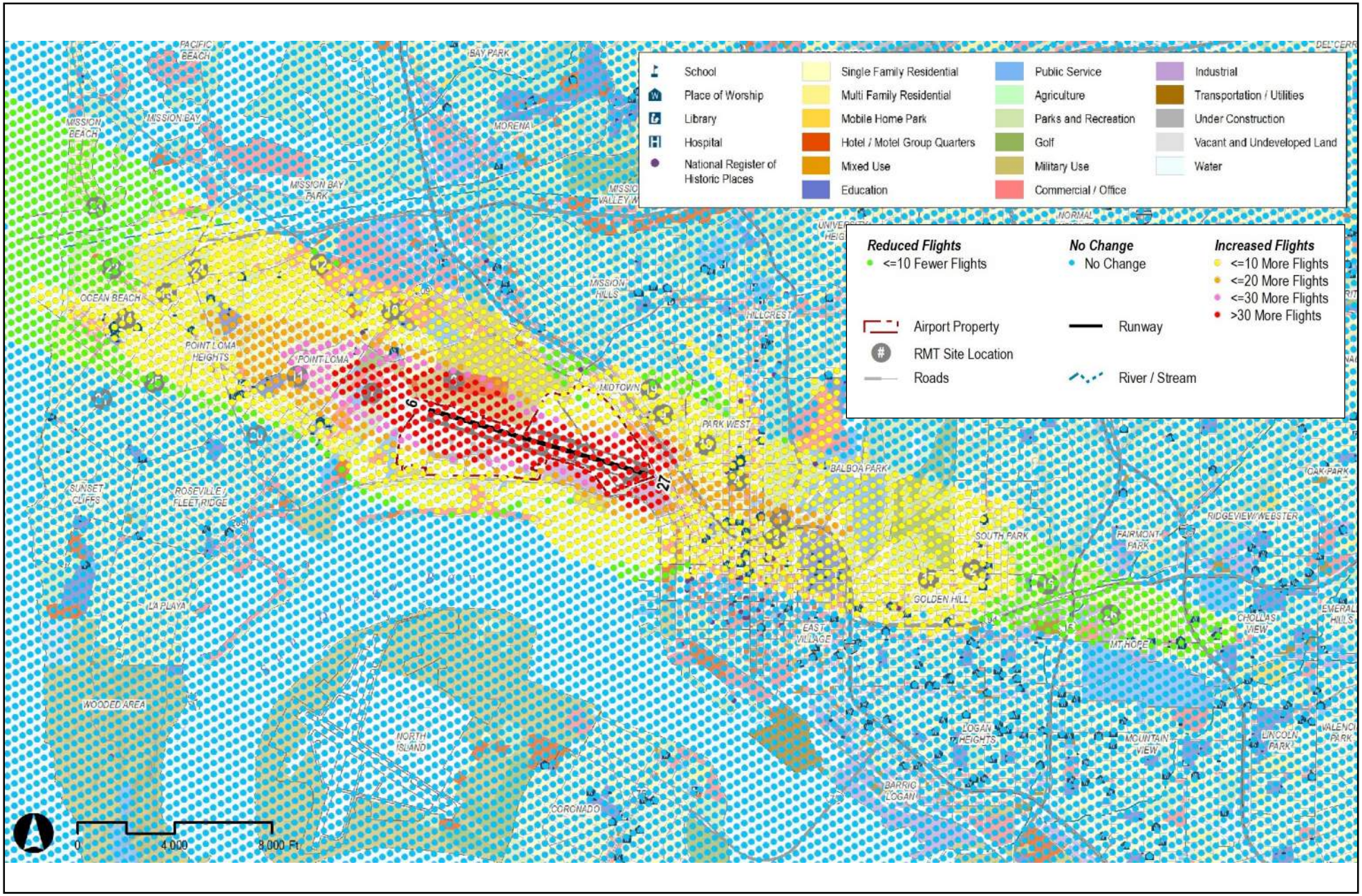



Source: HMMH, 2019

Figure 3.12-23

**NA80 NIGHTTIME CHANGE ANALYSIS:**

**2024 PROPOSED PROJECT COMPARED TO EXISTING (2018) BASELINE**

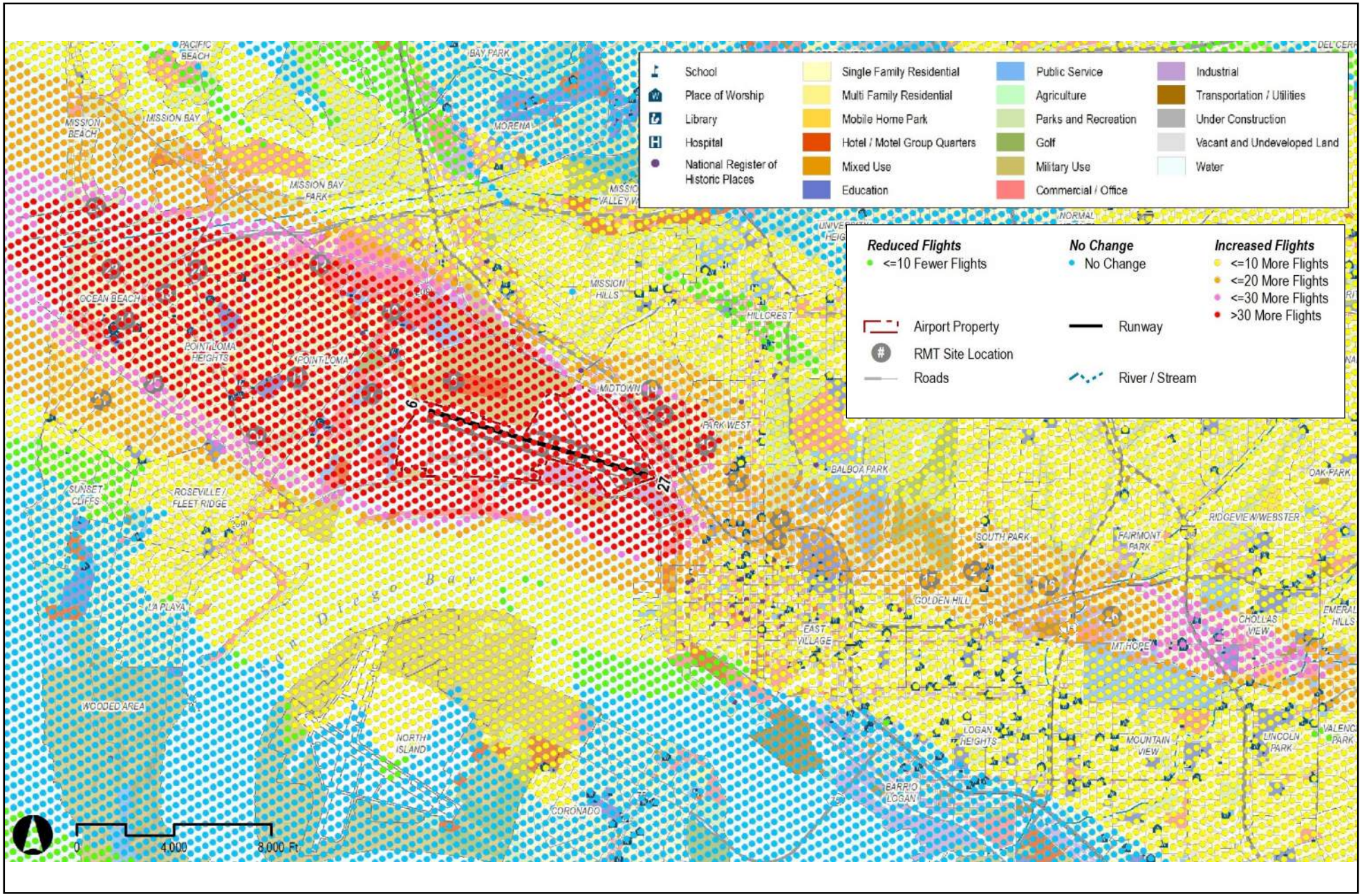



Source: HMMH, 2019

Figure 3.12-24

**NA90 NIGHTTIME CHANGE ANALYSIS:**

**2024 PROPOSED PROJECT COMPARED TO EXISTING (2018) BASELINE**

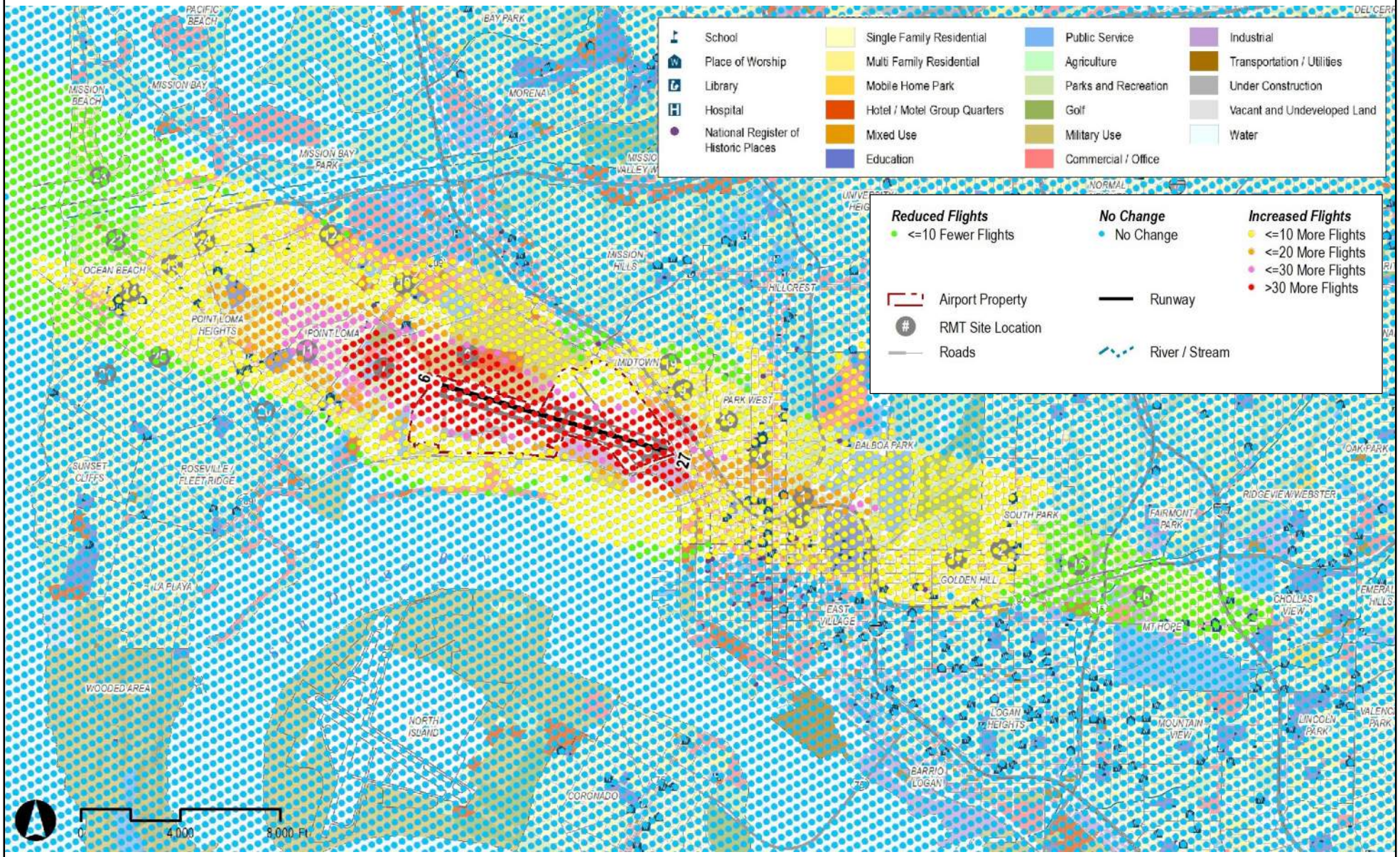



Source: HMMH, 2019

Figure 3.12-25

**NA80 NIGHTTIME CHANGE ANALYSIS:**

**2026 PROPOSED PROJECT COMPARED TO EXISTING (2018) BASELINE**

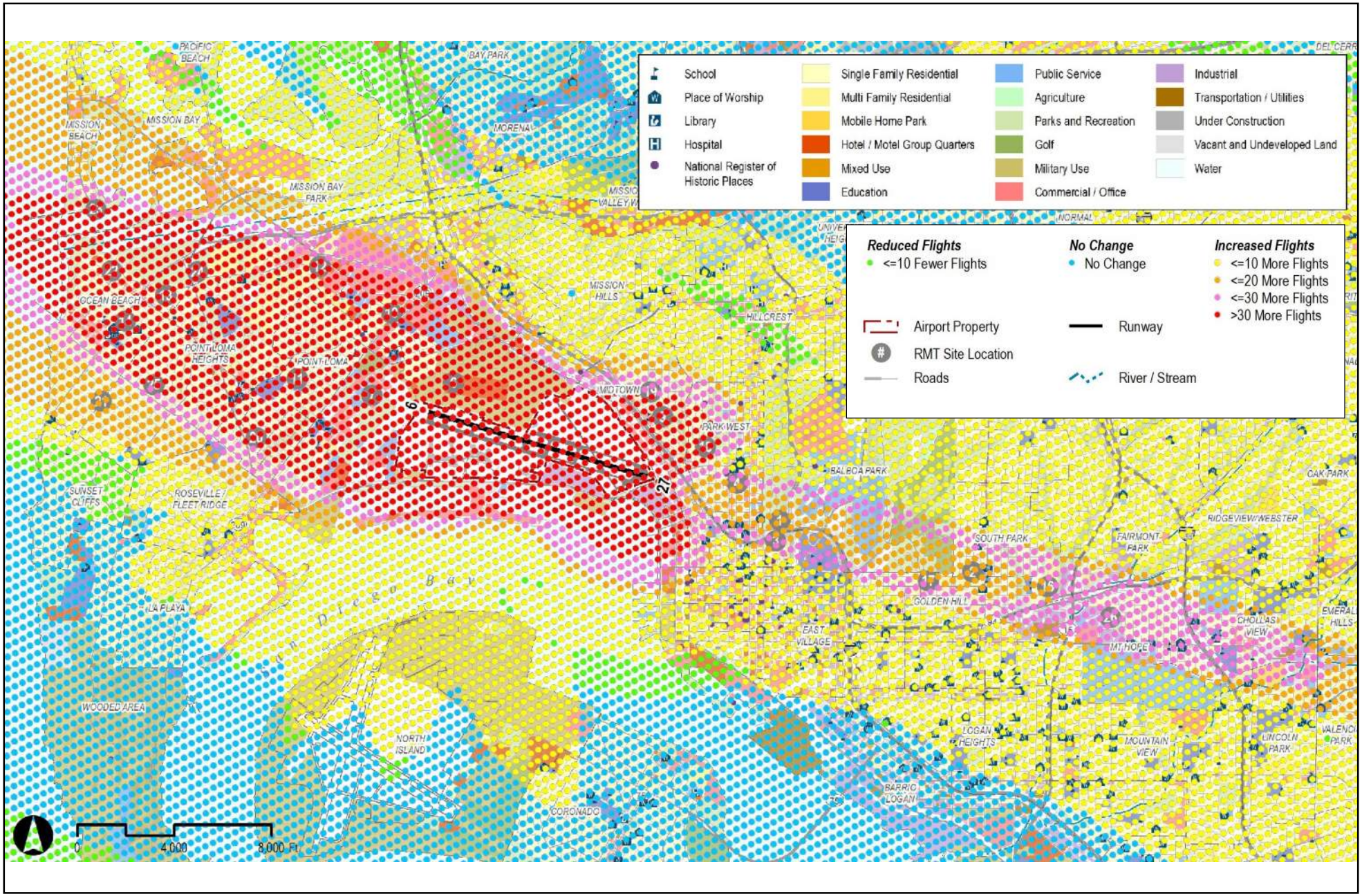



Source: HMMH, 2019

Figure 3.12-26

**NA90 NIGHTTIME CHANGE ANALYSIS:**

**2026 PROPOSED PROJECT COMPARED TO EXISTING (2018) BASELINE**

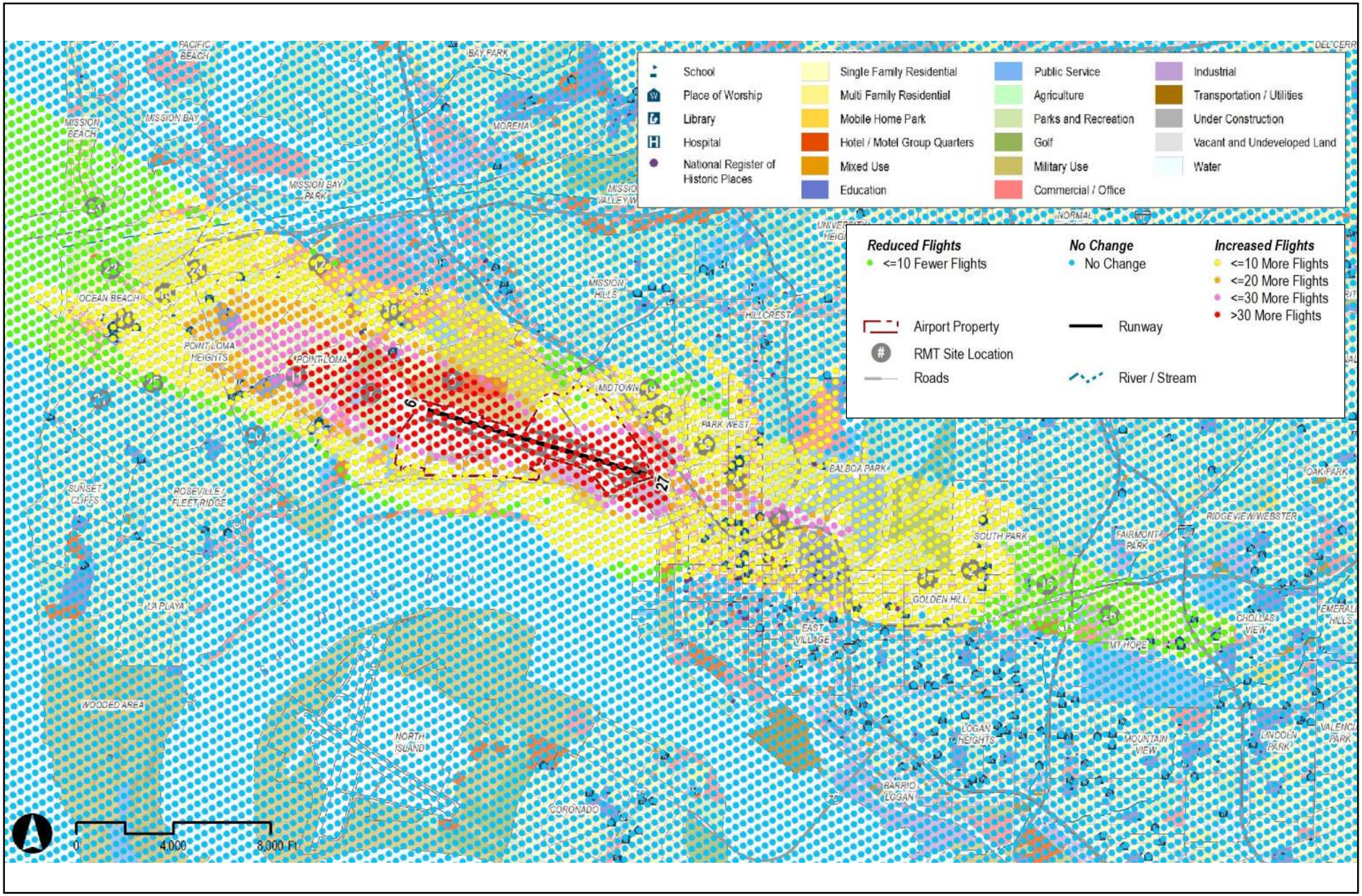



Source: HMMH, 2019

Figure 3.12-27

**NA80 NIGHTTIME CHANGE ANALYSIS:**

**2030 PROPOSED PROJECT COMPARED TO EXISTING (2018) BASELINE**

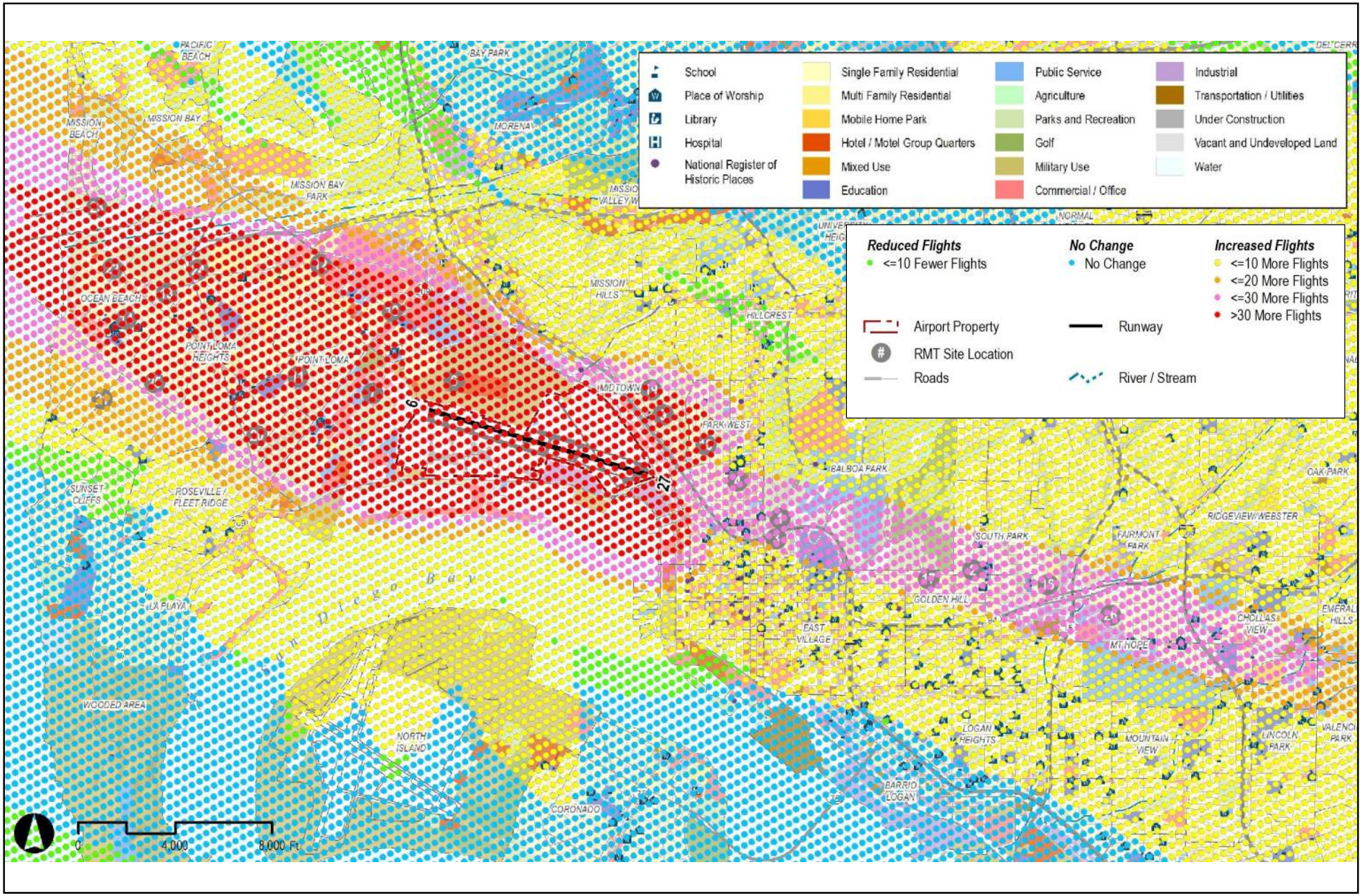



Source: HMMH, 2019

Figure 3.12-28

**NA90 NIGHTTIME CHANGE ANALYSIS:**

**2030 PROPOSED PROJECT COMPARED TO EXISTING (2018) BASELINE**

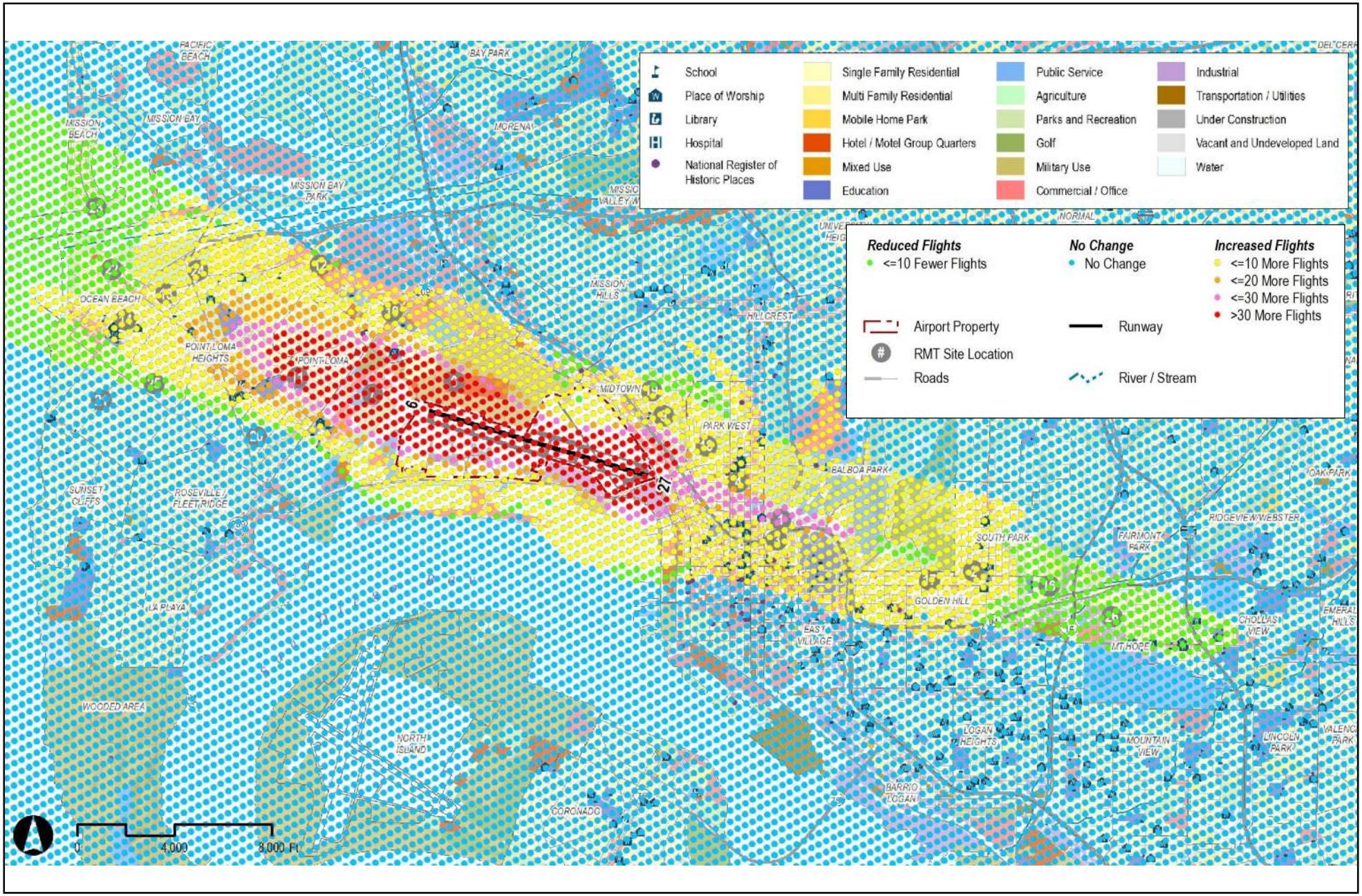



Source: HMMH, 2019

Figure 3.12-29

**NA80 NIGHTTIME CHANGE ANALYSIS:**

**2035 PROPOSED PROJECT COMPARED TO EXISTING (2018) BASELINE**

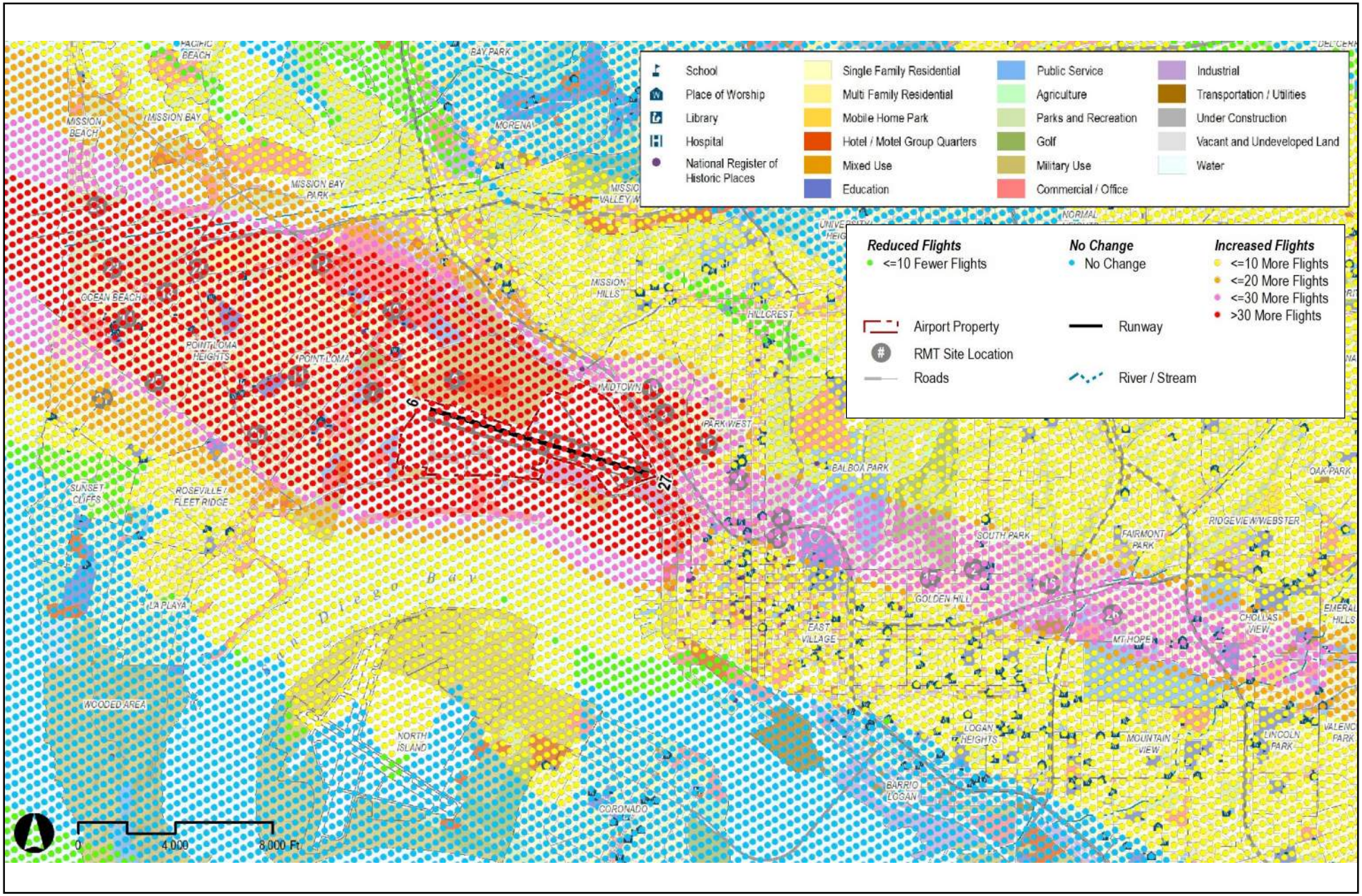



Source: HMMH, 2019

Figure 3.12-30

**NA90 NIGHTTIME CHANGE ANALYSIS:**

**2035 PROPOSED PROJECT COMPARED TO EXISTING (2018) BASELINE**

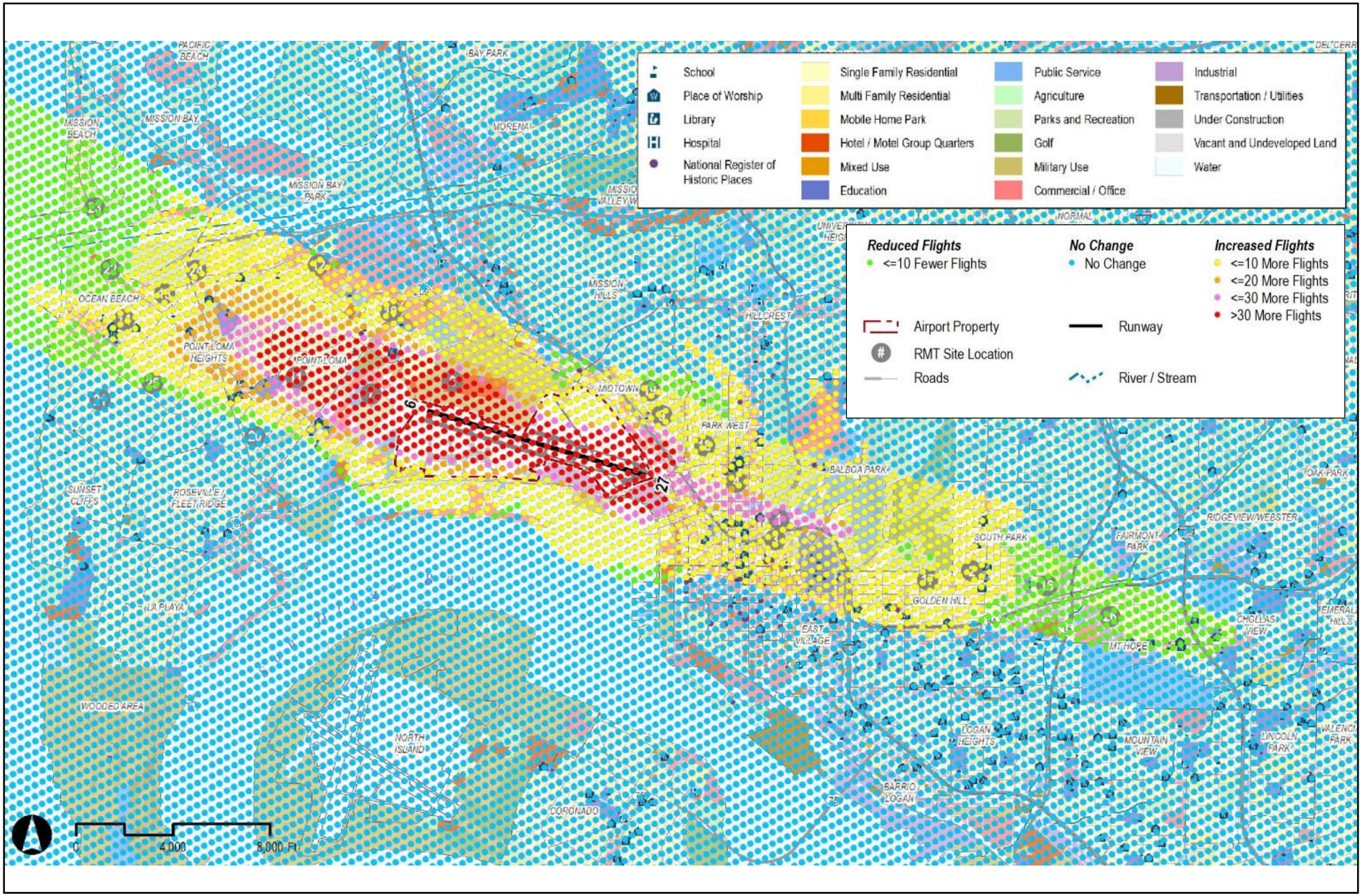



Source: HMMH, 2019

Figure 3.12-31

**NA80 NIGHTTIME CHANGE ANALYSIS:**

**2050 PROPOSED PROJECT COMPARED TO EXISTING (2018) BASELINE**




Source: HMMH, 2019

Figure 3.12-32

**NA90 NIGHTTIME CHANGE ANALYSIS:**

**2050 PROPOSED PROJECT COMPARED TO EXISTING (2018) BASELINE**

## Section 3.13, Public Services

None

## Section 3.14, Traffic and Circulation

The following corrections and additions to Section 3.14, Traffic and Circulation, of the Recirculated Draft EIR provide revisions regarding the feasibility of proposed traffic mitigation measures for the proposed project, as well as revisions based on comments received on the Recirculated Draft EIR.

1. Measure 1. of Mitigation Measure MM-TDM-1: TDM and Transit Measures on page 3.14-36 of the Recirculated Draft EIR is hereby revised as follows:

    1. Implement a shuttle service connecting the Old Town Transit Center and Amtrak Station to SDIA. Adding a new shuttle service from the Old Town Transit Center would enhance Airport access for COASTER, Trolley, Amtrak, and *MTS* bus line riders who could connect at the station. Implementation of this service ~~is dependent on~~ *will include* further outreach with Old Town stakeholders to ~~ensure~~ *implement measures* that *discourage* Airport passengers ~~do not~~ *from using* ~~attempt to drive to the station and overrun~~ the parking available for the Transit Center, Old Town San Diego Historic Park, California Department of Transportation (Caltrans) District 11 office, or other area businesses.

2. Mitigation Measure MM-TR-I-1a: Improve the Intersection of Laurel Street at North Harbor Drive on page 3.14-41 of the Recirculated Draft EIR is hereby revised as follows:

**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 ~~presently~~ is ***presently not considered fully feasible***, because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-1a are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.~~ *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, 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 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.*

3. Mitigation Measure MM-TR-I-1b: Improve the Intersection of Pacific Highway at West Laurel Street on page 3.14-43 of the Recirculated Draft EIR is hereby revised as follows:

**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 provide *feasible intersection features, such as corner islands and dedicated* ~~protected~~ traffic signal phasing for bicycles on Pacific Highway. The bicycle improvements will extend from Laurel Street to Washington Street affecting the intersections of Pacific ~~Hwy~~ *Highway* at Sassafras St*reet* / Admiral Boland Way and Pacific Highway at Palm Str*eet*. ~~The bicycle improvements will extend from Laurel Street to Washington Street affecting the intersections of Pacific Highway at Sassafras St / Admiral Boland Way and Pacific Highway at Palm Str.~~ Proposed Mitigation Measure MM-TR-I-1b ~~presently~~ is ***presently not considered fully feasible***, because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-1b are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the~~

~~Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.~~ *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 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.*

4. Mitigation Measure MM-TR-I-1c: Improve the Intersection of Kettner Boulevard at West Laurel Street on page 3.14-44 of the Recirculated Draft EIR is hereby revised as follows:

**MM-TR-I-1c:** **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 ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-1c are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure~~

~~is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.~~ *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 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 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.*

5. Mitigation Measure MM-TR-I-1d: Improve the Intersection on North Harbor Drive from Harbor Island Drive to Grape Street on pages 3.14-44 and 3.14-45 of the Recirculated Draft EIR is hereby revised as follows:

**MM-TR-I-1d:** **Improve the Intersection 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 ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-1d are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible***, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to~~

~~SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.~~ *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 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 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.*

6. Mitigation Measure MM-TR-I-1e: Improve the Intersection of Kettner Boulevard at Palm Street on page 3.14-45 of the Recirculated Draft EIR is hereby revised as follows:

**MM-TR-I-1e:** **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 ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-1e are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible***, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible.~~

~~If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.~~ *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-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 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.*

7. Mitigation Measure MM-TR-RS-1a: Improve Sassafras Street from Pacific Highway to Kettner Boulevard on pages 3.14-50 and 3.14-51 of the Recirculated Draft EIR is hereby revised as follows:

**MM-TR-RS-1a:** **Improve Sassafras 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, 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 ~~presently~~ is ***presently not considered fully feasible***, because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-RS-1a are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** within the existing roadway width, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does~~

~~not approve the funding, then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.~~ *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 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.*

8. Text regarding the feasibility of Mitigation Measure MM-TR-I-1b: Improve the Intersection of Pacific Highway at West Laurel Street on page 3.14-64 of the Recirculated Draft EIR is hereby revised as follows:

***#15 Pacific Highway at W Laurel Street***

This intersection would experience an increase in delay greater than two seconds in the AM, Airport, and PM peak hours with the addition of the proposed project traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

*Proposed Mitigation Measure*

~~Potential~~ Implementation of Mitigation Measure MM-TR-I-1b, as previously described in Section 3.14.6.1~~.1~~, would ensure that the intersection operates at LOS C during the Airport peak hour and LOS D during the AM and PM peak hours, thereby reducing this potentially significant impact to a less-than-significant level, as shown in Table 3.14-16. Proposed Mitigation Measure MM-TR-I-1b ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-1b are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this~~

~~improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.~~ *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.*

9. Text regarding the feasibility of Mitigation Measure MM-TR-I-1c: Improve the Intersection of Kettner Boulevard at West Laurel Street on page 3.14-66 of the Recirculated Draft EIR is hereby revised as follows:

***#16 Kettner Boulevard at W Laurel Street***

This intersection would experience an increase in delay greater than one second in the PM peak hour and continue to operate at LOS F with the addition of the proposed project traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

~~Potential~~ Implementation of Mitigation Measure MM-TR-I-1c, as previously described in Section 3.14.6.1~~.1~~, would ensure that the intersection operates at LOS C during all of the peak hours, thereby reducing this potentially significant impact to a less-than-significant level, as shown in Table 3.14-16. Proposed Mitigation Measure MM-TR-I-1c ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-1c are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.~~ *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.*

10. Text regarding the feasibility of Mitigation Measure MM-TR-I-1e: Improve the Intersection of Kettner Boulevard at Palm Street on page 3.14-66 of the Recirculated Draft EIR is hereby revised as follows:

***#41 Kettner Boulevard at Palm Street***

The intersection of Kettner Boulevard at Palm Street operates at LOS F during the AM, Airport, and PM peak hour under 2024 Without Project conditions. This intersection would experience an increase in delay greater than one second in the PM peak hour and continue to operate at LOS F with the addition of the proposed project traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

*Proposed Mitigation Measure*

~~Potential~~ Implementation of Mitigation Measure MM-TR-I-1e, as previously described in Section 3.14.6.1.~~1~~, would ensure that the intersection operates at LOS A during the PM peak hour, thereby reducing this potentially significant impact to a less-than-significant level, as shown in Table 3.14-16. Proposed Mitigation Measure MM-TR-I-1e ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-1e are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** because there is ability to install a traffic signal at this location, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.~~ *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-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.*

11. Text regarding the feasibility of Mitigation Measure MM-TR-RS-1a: Improve Sassafras Street from Pacific Highway to Kettner Boulevard on page 3.14-75 of the Recirculated Draft EIR is hereby revised as follows:

***Sassafras Street from Pacific Highway to Kettner Boulevard***

This roadway segment would experience an increase in the volume to capacity ratio by greater than 0.01 and continue to operate at LOS F with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

*Proposed Mitigation Measure*

Implementation of Mitigation Measure MM-TR-RS-1a, as previously described in Section 3.14.6.1~~.1~~, would reduce the roadway segment v/c ratio to be less than Existing conditions, thereby reducing this potentially significant impact to a less-than-significant level, as shown in Table 3.14-18. Proposed Mitigation Measure MM-TR-RS-1a ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-RS-1a are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible***, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.~~ *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.*

12. Mitigation Measure MM-TR-RS-4a: Improve Palm Street from Pacific Highway to Kettner Boulevard on pages 3.14-75 and 3.14-76 of the Recirculated Draft EIR is hereby revised as follows:

**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 ~~presently~~

is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-RS-4a are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** within the existing roadway width, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.~~ *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 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.*

13. Text regarding the feasibility of Mitigation Measure MM-TR-RS-1b: Improve Grape Street from Harbor Drive to Pacific Highway on page 3.14-77 of the Recirculated Draft EIR is hereby revised as follows:

***Grape Street from Harbor Drive to Pacific Highway***

This roadway segment would experience an increase in the volume to capacity ratio with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

*Proposed Mitigation Measure*

~~Implementation of Mitigation Measure MM-TR-RS-1b, as previously discussed in Section 3.14.6.1, would reduce the roadway segment v/c ratio to a less-than-significant level, as shown in Table 3.14-18. Proposed Mitigation Measure MM-TR-RS-1b presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible***, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item. This mitigation measure would be consistent with the Downtown San Diego Mobility Plan, which proposes the removal of parking on both the north and south side of Grape Street to install an additional vehicular travel lane and a proposed Class IV (1-way Cycle Track) on the north side of Grape Street.~~

***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 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 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.*

14. The following text on pages 3.14-77 and 3.14-78 of the Recirculated Draft EIR is hereby revised as follows:

### *Grape Street from Pacific Highway to India Street*

The roadway segment Grape Street from Pacific Highway to India Street operates at LOS F under 2024 Without Project conditions. This roadway segment would experience an increase in the volume to capacity ratio with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

*Proposed Mitigation Measure*

~~Implementation of Mitigation Measure MM-TR-RS-1c, as previously described in Section 3.14.6.1, would reduce the roadway segment v/c ratio to be less than Existing conditions, thereby reducing this potentially significant impact to a less-than-significant level, would reduce the roadway segment v/c ratio to as shown in Table 3.14-18. Proposed Mitigation Measure MM-TR-RS-1c presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible***, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item. This mitigation measure would be consistent with the Downtown San Diego Mobility Plan, which proposes the removal of parking on both the north and south side of Grape Street to install an additional vehicular travel lane and a proposed Class IV (1-way Cycle Track) on the north side of Grape Street.~~

***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, 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 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.*

15. The following text on pages 3.14-78 and 3.14-79 of the Recirculated Draft EIR is hereby revised as follows:

### *Grape Street from India Street to State Street*

The roadway segment Grape Street from India Street to State Street operates at LOS F under 2024 Without Project conditions. This roadway segment would experience an increase in the volume to capacity ratio with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

#### *Proposed Mitigation Measure*

~~Implementation of Mitigation Measure MM-TR-RS-1d, as previously described in Section 3.14.6.1, would add capacity but would not fully mitigate impacts of the roadway segment level of service to LOS D. This potentially significant impact would remain at significant levels, as shown in Table 3.14-18. Proposed Mitigation Measure MM-TR-RS-1d presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible***, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item. This mitigation measure would be consistent with the Downtown San Diego Mobility Plan, which proposes the removal of parking on both the north and south side of Grape Street to install an additional vehicular travel lane and a proposed Class IV (1-way Cycle Track) on the north side of Grape Street.~~

***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 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 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.*

16. Text regarding the feasibility of Mitigation Measure MM-TR-I-1b: Improve the Intersection of Pacific Highway at West Laurel Street on pages 3.14-92 and 3.14-93 of the Recirculated Draft EIR is hereby revised as follows:

***#15 Pacific Highway at W Laurel Street***

This intersection would experience an increase in delay greater than two seconds and continue to operate at LOS E with the addition of the proposed project traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

*Proposed Mitigation Measure*

Implementation of Mitigation Measure MM-TR-I-1b, as previously described in Section 3.14.6.1~~.1~~, would ensure that the intersection operates at LOS D during the Airport and PM peak hours, thereby reducing this potentially significant impact to a less-than-significant level, as shown in Table 3.14-22. Proposed Mitigation Measure MM-TR-I-1b ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-1b are* ~~is~~

within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.~~ *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.*

17. Text regarding the feasibility of Mitigation Measure MM-TR-I-1c: Improve the Intersection of Kettner Boulevard at West Laurel Street on page 3.14-94 of the Recirculated Draft EIR is hereby revised as follows:

***#16 Kettner Boulevard at W Laurel Street***

This intersection would experience an increase in delay greater than one second in the AM and PM peak hours and continue to operate at LOS F with the addition of the proposed project traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

*Proposed Mitigation Measure*

Implementation of Mitigation Measure MM-TR-I-1c, as previously described in Section 3.14.6.1.~~1~~, would ensure that the intersection operates at LOS C during the PM peak hour and at LOS D during the AM and Airport peak hours, thereby reducing this potentially significant impact to a less-than-significant level, as shown in Table 3.14-22. Proposed Mitigation Measure MM-TR-I-1c ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-1c are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to~~

~~work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.~~ *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.*

18. Text regarding the feasibility of Mitigation Measure MM-TR-I-1e: Improve the Intersection of Kettner Boulevard at Palm Street on page 3.14-94 of the Recirculated Draft EIR is hereby revised as follows:

***#41 Kettner Boulevard at Palm Street***

This intersection would experience an increase in delay greater than one second in the PM peak hour and continue to operate at LOS F with the addition of the proposed project traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

*Proposed Mitigation Measure*

Implementation of Mitigation Measure MM-TR-I-1e, as previously described in Section 3.14.6.1~~.1~~, would ensure that the intersection operates at LOS A during the AM, Airport, and PM peak hours, thereby reducing this potentially significant impact to a less-than-significant level, as shown in Table 3.14-22. Proposed Mitigation Measure MM-TR-I-1e ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-1e are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is **physically feasible** because there is ability to install a traffic signal at this location, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.~~ *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-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.*

19. Text regarding the feasibility of Mitigation Measure MM-TR-RS-1a: Improve Sassafras Street from Pacific Highway to Kettner Boulevard on page 3.14-101 of the Recirculated Draft EIR is hereby revised as follows:

***Sassafras Street from Pacific Highway to Kettner Boulevard***

This roadway segment would experience an increase in the volume to capacity ratio greater than 0.01 and continue to operate at LOS F with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

*Proposed Mitigation Measure*

Implementation of Mitigation Measure MM-TR-RS-1a*, as previously described in Section 3.14.6.1,* would reduce the roadway segment v/c ratio to a less-than-significant level, as shown in Table 3.14-24. Proposed Mitigation Measure MM-TR-RS-1a ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-RS-1a are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible***, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.~~ *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.*

20. Text regarding the feasibility of Mitigation Measure MM-TR-RS-4a: Improve Palm Street from Pacific Highway to Kettner Boulevard on pages 3.14-101 and 3.14-104 of the Recirculated Draft EIR is hereby revised as follows:

***Palm Street from Pacific Highway to Kettner Boulevard***

This roadway segment would experience an increase in the volume to capacity ratio greater than 0.01 and continue to operate at LOS F with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

*Proposed Mitigation Measure*

Implementation of Mitigation Measure MM-TR-RS-4a, as previously described in Section 3.14.6.~~1~~2, would reduce the roadway segment level of service to LOS C, thereby reducing this potentially significant impact to a less-than-significant level, as shown in Table 3.14-24. Proposed Mitigation Measure MM-TR-RS-4a ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-RS-4a are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** within the existing roadway width, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.~~ *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.*

21. Text regarding the feasibility of Mitigation Measure MM-TR-RS-1b: Improve Grape Street from Harbor Drive to Pacific Highway on page 3.14-105 of the Recirculated Draft EIR is hereby revised as follows:

***Grape Street from Harbor Drive to Pacific Highway***

This roadway segment would experience an increase in the volume to capacity ratio greater than 0.01 and continue to operate at LOS F with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

*Proposed Mitigation Measure*

Implementation of Mitigation Measure MM-TR-RS-1b, as previously described in Section 3.14.6.~~1~~2, would add capacity but would not fully mitigate impacts of the roadway segment level of service to LOS D.~~,~~ This potentially significant impact would remain at significant levels, as shown in Table 3.14-24. Proposed Mitigation Measure MM-TR-RS-1b ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-RS-1b are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible***, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation~~

~~Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.~~ *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.* This mitigation measure would be consistent with the Downtown San Diego Mobility Plan, which proposes the removal of parking on both the north and south side of Grape Street to install an additional vehicular travel lane and a proposed Class IV (1-way Cycle Track) on the north side of Grape Street.

22. Text regarding the feasibility of Mitigation Measure MM-TR-RS-1c: Improve Grape Street from Pacific Highway to India Street on page 3.14-106 of the Recirculated Draft EIR is hereby revised as follows:

### *Grape Street from Pacific Highway to India Street*

This roadway segment would experience an increase in the volume to capacity ratio greater than 0.01 and continue to operate at LOS F with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

#### *Proposed Mitigation Measure*

Implementation of Mitigation Measure MM-TR-RS-1c, as previously described in Section 3.14.6.~~1~~*2*, would add capacity but would not fully mitigate impacts of the roadway segment level of service to LOS D. This potentially significant impact would remain at a significant level, as shown in Table 3.14-24. Proposed Mitigation Measure MM-TR-RS-1c ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-RS-1c are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible***, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.~~ *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, 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.* This mitigation measure would be consistent with the Downtown San Diego Mobility Plan, which proposes the removal of parking on both the north and south side of Grape Street to install an additional vehicular travel lane and a proposed Class IV (1-way Cycle Track) on the north side of Grape Street.

23. Text regarding the feasibility of Mitigation Measure MM-TR-RS-1b: Improve Grape Street from Harbor Drive to Pacific Highway on page 3.14-106 of the Recirculated Draft EIR is hereby revised as follows:

***Grape Street from India Street to State Street***

This roadway segment would experience an increase in the volume to capacity ratio greater than 0.01 and continue to operate at LOS F with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

*Proposed Mitigation Measure*

Implementation of Mitigation Measure MM-TR-RS-1d, as previously described in Section 3.14.6.1, would add capacity but would not fully mitigate impacts of the roadway segment level of service to LOS D from India Street to State Street. This potentially significant impact would remain at a significant level, as shown in Table 3.14-24. Proposed Mitigation Measure MM-TR-RS-1b ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-RS-1b are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible***, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.~~ *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.* This mitigation measure would be consistent with the Downtown San Diego Mobility Plan, which proposes the removal of parking on both the north and south side of Grape Street to install an additional vehicular travel lane and a proposed Class IV (1-way Cycle Track) on the north side of Grape Street.

24. Text regarding the feasibility of Mitigation Measure MM-TR-RS-1d: Improve Grape Street from India Street to State Street on pages 3.14-106 and 3.14-107 of the Recirculated Draft EIR is hereby revised as follows:

***Grape Street from India Street to State Street***

This roadway segment would experience an increase in the volume to capacity ratio greater than 0.01 and continue to operate at LOS F with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

*Proposed Mitigation Measure*

Implementation of Mitigation Measure MM-TR-RS-1d, as previously described in Section 3.14.6.*2*~~1~~, would add capacity but would not fully mitigate impacts of the roadway segment level of service to LOS D from India Street to State Street. This potentially significant impact would remain at a significant level, as shown in Table 3.14-24. Proposed Mitigation Measure MM-TR-RS-~~1b~~ *1d* ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-RS-1d are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible***, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.~~ *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 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.* This mitigation measure would be consistent with the Downtown San Diego Mobility Plan, which proposes the removal of parking on both the north and south side of Grape Street to install an additional vehicular travel lane and a proposed Class IV (1-way Cycle Track) on the north side of Grape Street.

25. Text regarding the feasibility of Mitigation Measure MM-TR-I-1a: Improve the Intersection of Laurel Street at North Harbor Drive on pages 3.14-121 and 3.14-122 of the Recirculated Draft EIR is hereby revised as follows:

***#14 W Laurel Street at N Harbor Drive***

This intersection would experience an increase in delay greater than two seconds and operate at LOS F during the AM and PM peak hours, and LOS E during the Airport peak hour, with the addition of the proposed project traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

*Proposed Mitigation Measure*

Implementation of Mitigation Measure MM-TR-I-1a, as previously described in Section 3.14.6.1~~.1~~, would ensure that the intersection operates at LOS D during the AM and PM peak hours and at LOS C during the Airport peak hour, thereby reducing this potentially significant impact to a less-than-significant level, as shown in Table 3.14-28. Proposed Mitigation Measure MM-TR-I-1a ~~presently~~ is ***presently not considered fully feasible***, because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-1a are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.~~ *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, 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.*

26. Text regarding the feasibility of Mitigation Measure MM-TR-I-1b: Improve the Intersection of Pacific Highway at West Laurel Street on page 3.14-123 of the Recirculated Draft EIR is hereby revised as follows:

***#15 Pacific Highway at W Laurel Street***

This intersection would experience an increase in delay greater than two seconds and operates at LOS E during the AM and Airport peak hours, and LOS F during the PM peak hour, with the addition of the proposed project traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

*Proposed Mitigation Measure*

Implementation of Mitigation Measure MM-TR-I-1b, as previously described in Section 3.14.6.1~~.1~~, would add capacity but would not fully mitigate impacts of the intersection level of service to LOS D. This potentially significant impact would remain at significant levels, as shown in Table 3.14-28. Proposed Mitigation Measure MM-TR-I-1b ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-1b are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.~~ *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.*

27. Text regarding the feasibility of Mitigation Measure MM-TR-I-1c: Improve the Intersection of Kettner Boulevard at West Laurel Street on page 3.14-123 of the Recirculated Draft EIR is hereby revised as follows:

***#16 Kettner Boulevard at W Laurel Street***

This intersection would experience an increase in delay greater than one second and would continue to operate at LOS F with the addition of the proposed project traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

*Proposed Mitigation Measure*

Implementation of Mitigation Measure MM-TR-I-1c, as previously described in Section 3.14.6.1~~.1~~, would ensure that the intersection operates at LOS D during the AM and Airport peak hours and at LOS C during the PM peak hour, thereby reducing this potentially significant impact to a less-than-significant level, as shown in Table 3.14-28. Proposed Mitigation Measure MM-TR-I-1c ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-1c are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is **physically feasible** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this~~

~~Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.~~ *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.*

28. Mitigation Measure MM-TR-I-4a: Improve the Intersection of Columbia Street at West Grape Street on page 3.14-124 of the Recirculated Draft EIR is hereby revised as follows:

**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 ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-4a are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is **physically feasible** because there is no change to the existing roadway configurations, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.~~ *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. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.*

29. Mitigation Measure MM-TR-I-4b: Improve the Intersection of Grape Street at State Street / I-5 SB Ramps on pages 3.14-124 and 3.14-125 of the Recirculated Draft EIR is hereby revised as follows:

**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 ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-4b are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** because there is no change to the existing roadway configurations, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.~~ –*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) funding approval from FAA, which SDCRAA has already requested but which has not yet been approved. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.*

30. Text regarding the feasibility of Mitigation Measure MM-TR-I-1d: Improve the Intersection on North Harbor Drive from Harbor Island Drive to Grape Street on page 3.14-125 of the Recirculated Draft EIR is hereby revised as follows:

***#33 Harbor Island Drive at N Harbor Drive***

This intersection would experience an increase in delay greater than one second and would operate at LOS F during the PM with the addition of the proposed project traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

*Proposed Mitigation Measure*

Implementation of Mitigation Measure MM-TR-I-1d, as previously described in Section 3.14.6.1~~.1~~, would ensure that the intersection operates at LOS D during the AM and PM peak hours, and LOS A during the Airport peak hour, thereby reducing this potentially significant impact to a less-than-significant level, as shown in Table 3.14-28. Proposed Mitigation Measure MM-TR-I-1d ~~presently~~ is ***presently not considered fully feasible***, because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-1d are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** because there is no change to the existing roadway configurations, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.~~ *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 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.*

31. Text regarding the feasibility of Mitigation Measure MM-TR-I-1e: Improve the Intersection of Kettner Boulevard at Palm Street on pages 3.14-125 and 3.14-126 of the Recirculated Draft EIR is hereby revised as follows:

***#41 Kettner Boulevard at Palm Street***

This intersection would experience an increase in delay greater than one second and would continue to operate at LOS F with the addition of the proposed project traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

*Proposed Mitigation Measure*

Implementation of Mitigation Measure MM-TR-I-1e, as previously described in Section 3.14.6.1~~.1~~, would ensure that the intersection operates at LOS A during the AM, Airport, and PM peak hours, thereby reducing this potentially significant impact to a less-than-significant level, as shown in Table 3.14-28. Proposed Mitigation Measure MM-TR-I-1e ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-1e are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** because there is ability to install a traffic signal at this location, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.~~ *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-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.*

32. Text regarding the feasibility of Mitigation Measure MM-TR-RS-1a: Improve Sassafras Street from Pacific Highway to Kettner Boulevard on page 3.14-133 of the Recirculated Draft EIR is hereby revised as follows:

### *Sassafras Street from Pacific Highway to Kettner Boulevard*

This roadway segment would experience an increase in the volume to capacity ratio greater than 0.01 and would continue to operate at LOS F with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

*Proposed Mitigation Measure*

Implementation of Mitigation Measure MM-TR-RS-1a, as previously described in Section 3.14.6.1~~.1~~, would reduce the roadway segment v/c ratio to be less than Existing conditions, thereby reducing this potentially significant impact to a less-than-significant level, would reduce the roadway segment v/c ratio to as shown in Table 3.14-30. Proposed Mitigation Measure MM-TR-RS-1a ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-RS-1a are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** within the existing roadway width, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.~~ *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.*

33. Text regarding the feasibility of Mitigation Measure MM-TR-RS-4a: Improve Palm Street from Pacific Highway to Kettner Boulevard on pages 3.14-133 and 3.14-136 of the Recirculated Draft EIR is hereby revised as follows:

### *Palm Street from Pacific Highway to Kettner Boulevard*

This roadway segment would experience an increase in the volume to capacity ratio greater than 0.01 and would continue to operate at LOS F with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

*Proposed Mitigation Measure*

Implementation of Mitigation Measure MM-TR-RS-4a, as previously described in Section 3.14.6.~~1~~2, would reduce the roadway segment level of service to LOS C, thereby reducing this potentially significant impact to a less-than-significant level, as shown in Table 3.14-30.

Proposed Mitigation Measure MM-TR-RS-4a ~~presently~~ is ***presently not considered fully feasible***, because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-RS-4a are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** within the existing roadway width, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.~~ *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.*

34. Text regarding the feasibility of Mitigation Measure MM-TR-RS-1b: Improve Grape Street from Harbor Drive to Pacific Highway on page 3.14-137 of the Recirculated Draft EIR is hereby revised as follows:

***Grape Street from Harbor Drive to Pacific Highway***

This roadway segment would experience an increase in the volume to capacity ratio greater than 0.01 and continue to operate at LOS F with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

*Proposed Mitigation Measure*

Implementation of Mitigation Measure MM-TR-RS-1b, as previously described in Section 3.14.6. *2*~~1.1~~, would add capacity but would not fully mitigate impacts of the roadway segment level of service to LOS D. This potentially significant impact would remain at significant levels, as shown in Table 3.14-30. Proposed Mitigation Measure MM-TR-RS-1b ~~presently~~ is ***presently not considered fully feasible***, because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-RS-1b are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible***, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this~~

~~Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.~~ *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.* This mitigation measure would be consistent with the Downtown San Diego Mobility Plan, which proposes the removal of parking on both the north and south side of Grape Street to install an additional vehicular travel lane and a proposed Class IV (1-way Cycle Track) on the north side of Grape Street.

35. Text regarding the feasibility of Mitigation Measure MM-TR-RS-1c: Improve Grape Street from Pacific Highway to India Street on pages 3.14-137 and 3.14-138 of the Recirculated Draft EIR is hereby revised as follows:

### *Grape Street from Pacific Highway to India Street*

This roadway segment would experience an increase in the volume to capacity ratio greater than 0.01 and continue to operate at LOS F with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

#### *Proposed Mitigation Measure*

Implementation of Mitigation Measure MM-TR-RS-1c, as previously described in Section 3.14.6. *2*~~1.1~~, would add capacity but would not fully mitigate impacts of the roadway segment level of service to LOS D. This potentially significant impact would remain at significant levels, as shown in Table 3.14-30. Proposed Mitigation Measure MM-TR-RS-1c ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-RS-1c are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding.~~While the mitigation measure is **physically feasible**, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.~~ *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, 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.* This mitigation measure would be consistent with the Downtown San Diego Mobility Plan, which proposes the removal of parking on both the north and south side of Grape Street to install an additional vehicular travel lane and a proposed Class IV (1-way Cycle Track) on the north side of Grape Street.

36. Text regarding the feasibility of Mitigation Measure MM-TR-RS-1d: Improve Grape Street from India Street to State Street on page 3.14-138 of the Recirculated Draft EIR is hereby revised as follows:

### *Grape Street from India Street to State Street*

This roadway segment would experience an increase in the volume to capacity ratio greater than 0.01 and continue to operate at LOS F with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

#### *Proposed Mitigation Measure*

Implementation of Mitigation Measure MM-TR-RS-1d, as previously described in Section 3.14.6. *2*~~1.1~~, would add capacity but would not fully mitigate impacts of the roadway segment level of service to LOS D. This potentially significant impact would remain at significant levels, as shown in Table 3.14-30. Proposed Mitigation Measure MM-TR-RS-1d ~~presently~~ is ***presently not considered fully feasible***, because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-RS-1d are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible***, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.~~ *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 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.* This mitigation measure would be consistent with the Downtown San Diego Mobility Plan, which proposes the removal of parking on both the north and south side of Grape Street to install an additional vehicular travel lane and a proposed Class IV (1-way Cycle Track) on the north side of Grape Street. ~~This mitigation measure would be consistent with the Downtown San Diego Mobility Plan, which proposes the removal of parking on both the north and south side of Grape Street to install an additional vehicular travel lane and a proposed Class IV (1-way Cycle Track) on the north side of Grape Street.~~

37. Mitigation Measure MM-TR-I-5a: Improve the Intersection of Pacific Highway at Sassafras Street / Admiral Boland Way on page 3.14-155 of the Recirculated Draft EIR is hereby revised as follows:

**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 ~~East~~ *West* leg to a left-*turn* lane, *two* through lane*s* 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 ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-5a are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.~~ *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 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 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.*

38. Intersection improvement description for Intersections 28, 29, and 30 in the last column (Description) in Table 3.14-34 on page 3.14-156 of the Recirculated Draft EIR is hereby revised as follows:

- Remove parking ~~from the south~~ *on both* side*s of Grape Street from North Harbor Drive to State Street, to* ~~and~~ add a 4th travel lane *on the south side of the road and install a Class IV Cycle Track along the north side* ~~from North Harbor Drive to State Street~~
- Retime signals along Grape Street

39. Mitigation Measure MM-TR-I-5b: Improve the Intersection of Kettner Boulevard at Sassafras Street on page 3.14-157 of the Recirculated Draft EIR is hereby revised as follows:

**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 ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-5b are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.~~ –*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 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-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 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.*

40. Text regarding the feasibility of Mitigation Measure MM-TR-I-1a: Improve the Intersection of Laurel Street at North Harbor Drive on pages 3.14-157 and 3.14-158 of the Recirculated Draft EIR is hereby revised as follows:

***#14 W Laurel Street at N Harbor Drive***

This intersection would experience an increase in delay greater than one second and continue to operate at LOS F during the AM, Airport, and PM peak hours with the addition of the proposed project traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

*Proposed Mitigation Measure*

Implementation of Mitigation Measure MM-TR-I-1a, as previously described in Section 3.14.6.1, would add capacity but would not fully mitigate impacts of the intersection level of service to LOS D. This potentially significant impact would remain at significant levels, as shown in Table 3.14-34. Proposed Mitigation Measure MM-TR-I-1a ~~presently~~ is ***presently not considered fully feasible***, because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-1a are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.~~ *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, 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.*

41. Text regarding the feasibility of Mitigation Measure MM-TR-I-1b: Improve the Intersection of Pacific Highway at West Laurel Street on page 3.14-158 of the Recirculated Draft EIR is hereby revised as follows:

***#15 Pacific Highway at W Laurel Street***

This intersection would experience an increase in delay greater than one second and operate at LOS F during the AM, Airport, and PM peak hours with the addition of the proposed project traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

*Proposed Mitigation Measure*

Implementation of Mitigation Measure MM-TR-I-1b, as previously described in Section 3.14.6.1, would add capacity but would not fully mitigate impacts of the intersection level of service to LOS D. This potentially significant impact would remain at significant levels, as shown in Table 3.14-34. Proposed Mitigation Measure MM-TR-I-1b ~~presently~~ is ***presently not considered fully feasible***, because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-1b are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.~~ *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.*

42. Text regarding the feasibility of Mitigation Measure MM-TR-I-1c: Improve the Intersection of Kettner Boulevard at West Laurel Street on pages 3.14-158 and 3.14-159 of the Recirculated Draft EIR is hereby revised as follows:

***#16 Kettner Boulevard at W Laurel Street***

This intersection would experience an increase in delay greater than one second and continue to operate at LOS F with the addition of the proposed project traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

*Proposed Mitigation Measure*

Implementation of Mitigation Measure MM-TR-I-1c, as previously described in Section 3.14.6.1~~.1~~, would ensure that the intersection operates at LOS D during the AM, Airport, and PM peak hours, thereby reducing this potentially significant impact to a less-than-significant level, as shown in Table 3.14-34. Proposed Mitigation Measure MM-TR-I-1c ~~presently~~ is ***presently not considered fully feasible***, because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-1c are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.~~ *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.*

43. Mitigation Measure MM-TR-I-5c: Improve the Intersection of India Street at W. Grape Street on pages 3.14-159 and 3.14-160 of the Recirculated Draft EIR is hereby revised as follows:

**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 ~~from the south~~ *on both* side*s of Grape Street from North Harbor Drive to State Street, to* ~~and~~ add a 4th travel lane *on the south side of the road and install a Class IV Cycle Track along the north side.* ~~from North Harbor Drive to State Street and r~~*R*etime signals along Grape Street. Proposed Mitigation

Measure MM-TR-I-5c ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-5c are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.~~ –*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-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 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.*

44. Text regarding the feasibility of Mitigation Measure MM-TR-I-4a: Improve the Intersection of Columbia Street at West Grape Street on page 3.14-160 of the Recirculated Draft EIR is hereby revised as follows:

***#29 Columbia Street at W Grape Street***

This intersection would experience an increase in delay greater than one second and continue to operate at LOS F during the AM and PM peak hours with the addition of the proposed project traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

*Proposed Mitigation Measure*

Implementation of Mitigation Measure MM-TR-I-4a*, as previously described in Section 3.14.6.2,* would ensure that the intersection operates at LOS C during the AM peak hour and at LOS D during the PM peak hours, thereby reducing this potentially significant impact to a less-than-significant level, as shown in Table 3.14-34. Proposed Mitigation Measure MM-TR-I-4a ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-4a are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** because there is no change to the existing roadway configurations, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.~~ *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.*

45. Text regarding the feasibility of Mitigation Measure MM-TR-I-4b: Improve the Intersection of Grape Street at State Street / I-5 SB Ramps on pages 3.14-160 and 3.14-161 of the Recirculated Draft EIR is hereby revised as follows:

***#30 State Street / I-5 SB On-Ramp at W Grape Street***

This intersection would experience an increase in delay greater than one second and operates at LOS F during the PM peak hour with the addition of the proposed project traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

*Proposed Mitigation Measure*

Implementation of Mitigation Measure MM-TR-I-4b, as previously described in Section 3.14.6.1, would ensure that the intersection operates at LOS C during the AM, Airport, and PM peak hours, thereby reducing this potentially significant impact to a less-than-significant level, as shown in Table 3.14-34. Proposed Mitigation Measure MM-TR-I-4b ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-4b are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** because there is no change to the existing roadway configurations, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City~~

~~has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.~~ *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.*

46. Text regarding the feasibility of Mitigation Measure MM-TR-I-1d: Improve the Intersection on North Harbor Drive from Harbor Island Drive to Grape Street on page 3.14-161 of the Recirculated Draft EIR is hereby revised as follows:

***#33 Harbor Island Drive at N Harbor Drive***

This intersection would experience an increase in delay greater than one second and operates at LOS F during the PM with the addition of the proposed project traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

*Proposed Mitigation Measure*

Implementation of Mitigation Measure MM-TR-I-1d, as previously described in Section 3.14.6.1~~.1~~, would ensure that the intersection operates at LOS D during the AM, Airport, and PM peak hours, thereby reducing this potentially significant impact to a less-than-significant level, as shown in Table 3.14-34. Proposed Mitigation Measure MM-TR-I-1d ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-1d are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** because there is no change to the existing roadway configurations, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.~~ *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 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.*

47. Text regarding the feasibility of Mitigation Measure MM-TR-I-1e: Improve the Intersection of Kettner Boulevard at Palm Street on pages 3.14-161 and 3.14-162 of the Recirculated Draft EIR is hereby revised as follows:

***#41 Kettner Boulevard at Palm Street***

This intersection would experience an increase in delay greater than one second and would continue to operate at LOS F with the addition of the proposed project traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

*Proposed Mitigation Measure*

Implementation of Mitigation Measure MM-TR-I-1e, as previously described in Section 3.14.6.1, would ensure that the intersection operates at LOS A during the AM, Airport, and PM peak hours, thereby reducing this potentially significant impact to a less-than-significant level, as shown in Table 3.14-34. Proposed Mitigation Measure MM-TR-I-1e ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-1e are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** because there is ability to install a traffic signal at this location, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.~~ *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-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.*

48. Mitigation Measure MM-TR-LRP-1: Airport Regional Connections on page 3.14-162 and 3.14-163 of the Recirculated Draft EIR is hereby revised as follows:

**MM-TR-LRP-1:** **Airport Regional Connections**. *Prior to 2035,* ~~T~~*t*he 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; and 2. Participate in the implementation of improvements and strategies identified in the Airport Connections Study. *To the extent that either of the two measures described above requires funding that must be pre-approved by the FAA, SDCRAA will request and make best efforts to secure such approval.*

1. SDCRAA ~~staff are~~ *is* fully engaged ~~as~~*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.

2. SDCRAA will fund its fair share of agreed-to improvements to implement long-term regional solutions identified by SANDAG's Airport Connections Study, subject to a FAA concurrence to use Airport funding for these purposes. Proposed Mitigation Measure MM-TR-LRP-1 currently could not be implemented and is presently ***not considered feasible,*** because ~~parts of~~ the Mitigation Measure *would be* ~~are~~ within the control of other agencies or jurisdictions, and would require FAA approval of funding. *For example, p*~~P~~ortions of Mitigation Measure MM-TR-LRP-1 require physical improvements to facilities and/or VMT reduction items *that would be located* ~~and are~~ 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* ~~and are~~ ~~***not***~~ ***considered physically feasible.*** SDCRAA could not require those agencies or departments to implement any as yet unidentified improvements or VMT reduction programs. 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-1 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, or other mitigation measures. As discussed in Section 3.14.6 above, 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.

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.

49. Text regarding the feasibility of Mitigation Measure MM-TR-RS-1a: Improve Sassafras Street from Pacific Highway to Kettner Boulevard on page 3.14-170 of the Recirculated Draft EIR is hereby revised as follows:

***Sassafras Street from Pacific Highway to Kettner Boulevard***

This roadway segment would experience an increase in the volume to capacity ratio greater than 0.01 and would continue to operate at LOS F with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

*Proposed Mitigation Measure*

Implementation of Mitigation Measure MM-TR-RS-1a, as previously described in Section 3.14.6.1, would reduce the roadway segment v/c ratio to a less-than-significant level, as shown in Table 3.14-36. Proposed Mitigation Measure MM-TR-RS-1a ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-RS-1a are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** within the existing roadway width, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.~~ *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.*

50. Text regarding the feasibility of Mitigation Measure MM-TR-RS-4a: Improve Palm Street from Pacific Highway to Kettner Boulevard on page 3.14-170 of the Recirculated Draft EIR is hereby revised as follows:

***Palm Street from Pacific Highway to Kettner Boulevard***

This roadway segment would experience an increase in the volume to capacity ratio greater than 0.01 and would continue to operate at LOS F with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

*Proposed Mitigation Measure*

Implementation of Mitigation Measure MM-TR-RS-4a, as previously described in Section 3.14.6.~~1~~2, would reduce the roadway segment level of service to LOS D, thereby reducing this potentially significant impact to a less-than-significant level, as shown in Table 3.14-36. Proposed Mitigation Measure MM-TR-RS-4a ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-RS-4a are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** within the existing roadway width, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.~~*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.*

51. Text regarding the feasibility of Mitigation Measure MM-TR-RS-1b: Improve Grape Street from Harbor Drive to Pacific Highway on page 3.14-174 of the Recirculated Draft EIR is hereby revised as follows:

***Grape Street from Harbor Drive to Pacific Highway***

This roadway segment would experience an increase in the volume to capacity ratio with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

*Proposed Mitigation Measure*

Implementation of Mitigation Measure MM-TR-RS-1b, as previously described in Section 3.14.6.1, would add capacity but would not fully mitigate impacts of the roadway segment level of service to LOS D. This potentially significant impact would remain at significant levels, as shown in Table 3.14-36. Proposed Mitigation Measure MM-TR-RS-1b ~~presently~~ is ***presently not considered fully***

***feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-RS-1b are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible***, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.~~ *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.* This mitigation measure would be consistent with the Downtown San Diego Mobility Plan, which proposes the removal of parking on both the north and south side of Grape Street to install an additional vehicular travel lane and a proposed Class IV (1-way Cycle Track) on the north side of Grape Street.

52. Text regarding the feasibility of Mitigation Measure MM-TR-RS-1c: Improve Grape Street from Pacific Highway to India Street on pages 3.14-174 and 3.14-175 of the Recirculated Draft EIR is hereby revised as follows:

### *Grape Street from Pacific Highway to India Street*

This roadway segment would experience an increase in the volume to capacity ratio greater than 0.01 and would continue to operate at LOS F with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

#### *Proposed Mitigation Measure*

Implementation of Mitigation Measure MM-TR-RS-1c, as previously described in Section 3.14.6.~~1~~*2*, would add capacity but would not fully mitigate impacts of the roadway segment level of service to LOS D. This potentially significant impact would remain at a significant level, as shown in Table 3.14-36. Proposed Mitigation Measure MM-TR-RS-1c ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-RS-1c are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible***, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation~~

~~Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.~~ *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, 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.* This mitigation measure would be consistent with the Downtown San Diego Mobility Plan, which proposes the removal of parking on both the north and south side of Grape Street to install an additional vehicular travel lane and a proposed Class IV (1-way Cycle Track) on the north side of Grape Street.

53. Text regarding the feasibility of Mitigation Measure MM-TR-RS-1d: Improve Grape Street from India Street to State Street on page 3.14-175 of the Recirculated Draft EIR is hereby revised as follows:

### *Grape Street from India Street to State Street*

This roadway segment would experience an increase in the volume to capacity ratio greater than 0.01 and would continue to operate at LOS F with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

#### *Proposed Mitigation Measure*

Implementation of Mitigation Measure MM-TR-RS-1d, as previously described in Section 3.14.6. *2*~~1~~, would add capacity but would not fully mitigate impacts of the roadway segment level of service to LOS D. This potentially significant impact would remain at a significant level, as shown in Table 3.14-36. Proposed Mitigation Measure MM-TR-RS-1d ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-RS-1d are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible***, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.~~ *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 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.* This mitigation measure would be consistent with the Downtown San Diego Mobility Plan, which proposes the removal of parking on both the north and south side of Grape Street to install an additional vehicular travel lane and a proposed Class IV (1-way Cycle Track) on the north side of Grape Street. ~~This mitigation measure would be consistent with the Downtown San Diego Mobility Plan, which proposes the removal of parking on both the north and south side of Grape Street to install an additional vehicular travel lane and a proposed Class IV (1-way Cycle Track) on the north side of Grape Street.~~

54. Mitigation Measure MM-TR-LRP-1: Airport Regional Connections on page 3.14-177 and 3.14-178 of the Recirculated Draft EIR is hereby revised as follows:

**MM-TR-LRP-1:** **Airport Regional Connections**. *Prior to 2035,* ~~T~~*t*he 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; and 2. Participate in the implementation of improvements and strategies identified in the Airport Connections Study. *To the extent that either of the two measures described above requires funding that must be pre-approved by the FAA, SDCRAA will request and make best efforts to secure such approval.*

1. SDCRAA ~~staff are~~ *is* fully engaged ~~as~~*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.

2. SDCRAA will fund its fair share of agreed-to improvements to implement long-term regional solutions identified by SANDAG's Airport Connections Study, subject to a FAA concurrence to use Airport funding for these purposes. Proposed Mitigation Measure MM-TR-LRP-1 currently could not be implemented and is presently ***not considered feasible,*** because ~~parts of~~ the Mitigation Measure *would be* ~~are~~ within the control of other agencies or jurisdictions, and would require FAA approval of funding. *For*

*example, p*~~P~~ortions of Mitigation Measure MM-TR-LRP-1 require physical improvements to facilities and/or VMT reduction items *that would be located* ~~and are~~ within the jurisdiction*s* of*, or must be implemented by,* other public agencies or departments*. Although these improvements and VMT reduction items may prove to be* ~~and are not~~ ***not considered physically feasible.*** SDCRAA could not require those agencies or departments to implement any as yet unidentified improvements or VMT reduction programs. 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-1 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, or other mitigation measures. As discussed in Section 3.14.6 above, 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. 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.

55. Mitigation Measure MM-TR-LRP-1: Airport Regional Connections on page 3.14-184 of the Recirculated Draft EIR is hereby revised as follows:

**MM-TR-LRP-1:** **Airport Regional Connections**. *Prior to 2035,* ~~T~~*t*he 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; and 2. Participate in the implementation of improvements and strategies identified in the Airport Connections Study. *To the extent that either of the two measures described above requires funding that must be pre-approved by the FAA, SDCRAA will request and make best efforts to secure such approval.*

1. SDCRAA ~~staff are~~ *is* fully engaged ~~as~~*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.

2. SDCRAA will fund its fair share of agreed-to improvements to implement long-term regional solutions identified by SANDAG's Airport Connections Study, subject to a FAA concurrence to use Airport funding for these purposes. Proposed Mitigation Measure MM-TR-LRP-1 currently could not be implemented and is presently ***not considered feasible,*** because ~~parts of~~ the Mitigation Measure *would be* ~~are~~ within the control of other agencies or jurisdictions, and would require FAA approval of funding. *For example, p*~~P~~ortions of Mitigation Measure MM-TR-LRP-1 require physical improvements to facilities and/or VMT reduction items *that would be located* ~~and are~~ 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* ~~and are **not** **considered physically feasible.~~**,** SDCRAA could not require those agencies or departments to implement any as yet unidentified improvements or VMT reduction programs. 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-1 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, or other mitigation measures. As discussed in Section 3.14.6 above, 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. 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.

56. Measure 1. of Mitigation Measure MM-TDM-1: TDM and Transit Measures on page 3.14-186 of the Recirculated Draft EIR is hereby revised as follows:

    1. Implement a shuttle service connecting the Old Town Transit Center and Amtrak Station to SDIA. Adding a new shuttle service from the Old Town Transit Center would enhance Airport access for COASTER, Trolley, Amtrak, and *MTS* bus line riders who could connect at the station. Implementation of this service ~~is dependent on~~ *will include* further outreach with Old Town stakeholders to ~~ensure~~ *implement measures* that *discourage* Airport passengers ~~do not~~ *from using* ~~attempt to drive to the station and overrun~~ the parking available for the Transit Center, Old Town San Diego Historic Park, California Department of Transportation (Caltrans) District 11 office, or other area businesses.

57. The text on page 3.14-195 under ***#7 San Diego Avenue at Washington Street*** of the Recirculated Draft EIR is hereby revised as follows:

This intersection would experience an increase in delay greater than one second and would continue to operate at LOS F with the addition of the proposed project traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

*Proposed Mitigation Measure*

Implementation of Mitigation Measure MM-TR-LRP-1, as previously described in Section 3.14.6.2.6, would address this impact by adopting long-term regional improvements at this intersection. Mitigation Measure MM-TR-LRP-1 is presently ***not considered feasible,*** because parts of the Mitigation Measure are within the control of other agencies or jurisdictions, and would require FAA approval of funding. *This impact would remain significant.*

58. Text regarding the feasibility of Mitigation Measure MM-TR-I-5a: Improve the Intersection of Pacific Highway at Sassafras Street / Admiral Boland Way on pages 3.14-195 and 3.14-196 of the Recirculated Draft EIR is hereby revised as follows:

***#9 Pacific Highway at Sassafras Street / Admiral Boland Way***

This intersection would experience an increase in delay greater than two seconds and operates at LOS E during the AM, Airport, and PM peak hours with the addition of the proposed project traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

*Proposed Mitigation Measure*

Implementation of Mitigation Measure MM-TR-I-5a, as previously described in Section 3.14.6.~~1~~*2*, in addition to MM-TR-LRP-1, as previously described in Section 3.14.6.2.6, would add capacity but would not fully mitigate impacts of the intersection level of service to LOS D. This potentially significant impact would remain at significant levels, as shown in Table 3.14-40. Proposed Mitigation Measure MM-TR-I-5a ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-1-5a are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.~~ *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 ability to implement this measure is contingent upon that approval.*

59. Intersection improvement description for Intersections 27, 28, 29, and 30 in the last column (Description) in Table 3.14-40 on pages 3.14-196 and 3.14-197 of the Recirculated Draft EIR is hereby revised as follows:

    - *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*
    - ~~Re-coordinate~~ *Retime* signals along Grape Street

60. Text regarding the feasibility of Mitigation Measure MM-TR-I-5b: Improve the Intersection of Kettner Boulevard at Sassafras Street on pages 3.14-197 and 3.14-198 of the Recirculated Draft EIR is hereby revised as follows:

***#10 Kettner Boulevard at Sassafras Street***

This intersection would experience an increase in delay greater than two seconds and operates at LOS E in the AM and PM peak hours with the addition of the proposed project traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

*Proposed Mitigation Measure*

Implementation of Mitigation Measure MM-TR-I-5b, as previously described in Section 3.14.6.~~1~~*2*, in addition to MM-TR-LRP-1, as previously described in Section 3.14.6.2.6, would add capacity but would not fully mitigate impacts of the intersection level of service to LOS D. This potentially significant impact would remain at significant levels, as shown in Table 3.14-40. Proposed Mitigation Measure MM-TR-I-5b ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-1-5b are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.~~ *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 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-5b,*

*without FAA approval. Thus, the SDCRAA's ability to implement this measure is contingent upon that approval.*

61. Text regarding the feasibility of Mitigation Measure MM-TR-I-1a: Improve the Intersection of Laurel Street at North Harbor Drive on page 3.14-198 of the Recirculated Draft EIR is hereby revised as follows:

***#14 W Laurel Street at N Harbor Drive***

This intersection would experience an increase in delay with the addition of the proposed project traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

*Proposed Mitigation Measure*

Implementation of Mitigation Measure MM-TR-I-1a, as previously described in Section 3.14.6.1, in addition to MM-TR-LRP-1, as previously described in Section 3.14.6.2.6, would add capacity but would not fully mitigate impacts of the intersection level of service to LOS D. This potentially significant impact would remain at significant levels, as shown in Table 3.14-40. Proposed Mitigation Measure MM-TR-I-1a ~~presently~~ is ***presently not considered fully feasible***, because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-1a are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.~~ *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, 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.*

62. Text regarding the feasibility of Mitigation Measure MM-TR-I-1b: Improve the Intersection of Pacific Highway at West Laurel Street on pages 3.14-198 and 3.14-199 of the Recirculated Draft EIR is hereby revised as follows:

***#15 Pacific Highway at W Laurel Street***

This intersection would experience an increase in delay with the addition of the proposed project traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

*Proposed Mitigation Measure*

Implementation of Mitigation Measure MM-TR-I-1b, as previously described in Section 3.14.6.1, in addition to MM-TR-LRP-1, as previously described in Section 3.14.6.2.6, would add capacity but would not fully mitigate impacts of the intersection level of service to LOS D. This potentially significant impact would remain at significant levels, as shown in Table 3.14-40. Proposed Mitigation Measure MM-TR-I-1b ~~presently~~ is ***presently not considered fully feasible***, because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-1b are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.~~ *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.*

63. Text regarding the feasibility of Mitigation Measure MM-TR-I-1c: Improve the Intersection of Kettner Boulevard at West Laurel Street on page 3.14-199 of the Recirculated Draft EIR is hereby revised as follows:

***#16 Kettner Boulevard at W Laurel Street***

This intersection would experience an increase in delay with the addition of the proposed project traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

*Proposed Mitigation Measure*

Implementation of Mitigation Measure MM-TR-I-1c, as previously described in Section 3.14.6.1, in addition to MM-TR-LRP-1, as previously described in Section 3.14.6.2.6, would add capacity but would not fully mitigate impacts of the intersection level of service to LOS D. This potentially

significant impact would remain at significant levels, as shown in Table 3.14-40. Proposed Mitigation Measure MM-TR-I-1c ~~presently~~ is ***presently not considered fully feasible***, because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-1c are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.~~ *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.*

64. The following text on page 3.14-201 of the Recirculated Draft EIR is hereby revised as follows:

***#27 Kettner Boulevard at W Grape Street***

This intersection would experience an increase in delay with the addition of proposed project traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

*Proposed Mitigation Measure*

~~Implementation of Mitigation Measure MM-TR-I-5c, as previously described in Section 3.14.6.1, in addition to MM-TR-LRP-1, as previously described in Section 3.14.6.2.6, would add capacity but would not fully mitigate impacts of the intersection level of service to LOS D. This potentially significant impact would remain at significant levels, as shown in Table 3.14-40. This mitigation is ***physically feasible***, because there is enough space in the existing roadway widths. Mitigation Measure MM-TR-LRP-1 is presently ***not considered feasible*** because parts of the Mitigation Measure are within the control of other agencies or jurisdictions, and would require FAA approval of funding.~~

***MM-TR-I-5d:*** ***Improve the Intersection of Kettner 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 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-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. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.*

65. Text regarding the feasibility of Mitigation Measure MM-TR-I-5c: Improve the Intersection of India Street at W. Grape Street on pages 3.14-201 and 3.14-202 of the Recirculated Draft EIR is hereby revised as follows:

***#28 India Street at W Grape Street***

This intersection would experience an increase in delay with the addition of the proposed project traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

*Proposed Mitigation Measure*

Implementation of Mitigation Measure MM-TR-I-5c, as previously described in Section 3.14.6.~~1~~*2*, in addition to MM-TR-LRP-1, as previously described in Section 3.14.6.2.6, would add capacity but would not fully mitigate impacts of the intersection level of service to LOS D. This potentially significant impact would remain at significant levels, as shown in Table 3.14-40. Proposed Mitigation Measure MM-TR-I-5c ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-1-5c are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding~~

~~is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.~~ *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-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.*

66. Text regarding the feasibility of Mitigation Measure MM-TR-I-4a: Improve the Intersection of Columbia Street at West Grape Street on page 3.14-202 of the Recirculated Draft EIR is hereby revised as follows:

***#29 Columbia Street at W Grape Street***

This intersection would experience an increase in delay with the addition of the proposed project traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

*Proposed Mitigation Measure*

Implementation of Mitigation Measure MM-TR-I-4a, as previously described in Section 3.14.6.~~1~~2, in addition to MM-TR-LRP-1, as previously described in Section 3.14.6.2.6, would add capacity but would not fully mitigate impacts of the intersection level of service to LOS D. This potentially significant impact would remain at significant levels, as shown in Table 3.14-40. Proposed Mitigation Measure MM-TR-I-4a ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-4a are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** because there is no change to the existing roadway configurations, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.~~ *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.*

67. Text regarding the feasibility of Mitigation Measure MM-TR-I-4b: Improve the Intersection of Grape Street at State Street / I-5 SB Ramps on pages 3.14-202 and 3.14-203 of the Recirculated Draft EIR is hereby revised as follows:

***#30 State Street / I-5 SB On-Ramp at W Grape Street***

This intersection would experience an increase in delay with the addition of the proposed project traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

*Proposed Mitigation Measure*

Implementation of Mitigation Measure MM-TR-I-4b, as previously described in Section 3.14.6. ~~1~~*2*, in addition to MM-TR-LRP-1, as previously described in Section 3.14.6.2.6, would add capacity but would not fully mitigate impacts of the intersection level of service to LOS D. This potentially significant impact would remain at significant levels, as shown in Table 3.14-40. Proposed Mitigation Measure MM-TR-I-4b ~~presently~~ is ***presently not considered fully feasible***, because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-4b are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** because there is no change to the existing roadway configurations, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.~~ *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.*

68. Text regarding the feasibility of Mitigation Measure MM-TR-I-1d: Improve the Intersection on North Harbor Drive from Harbor Island Drive to Grape Street on page 3.14-203 of the Recirculated Draft EIR is hereby revised as follows:

***#33 Harbor Island Drive at N Harbor Drive***

This intersection would experience an increase in delay greater than one second and operates at LOS F during all peak hours with the addition of the proposed project traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

*Proposed Mitigation Measure*

Implementation of Mitigation Measure MM-TR-I-1d, as previously described in Section 3.14.6.1~~.1~~, in addition to MM-TR-LRP-1, as previously described in Section 3.14.6.2.6, would add capacity but would not fully mitigate impacts of the intersection level of service to LOS D. This potentially significant impact would remain at significant levels, as shown in Table 3.14-40. Proposed Mitigation Measure MM-TR-I-1d ~~presently~~ is ***presently not considered fully feasible***, because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-1d are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** because there is no change to the existing roadway configurations, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.~~ *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 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.*

69. Text regarding the feasibility of Mitigation Measure MM-TR-I-1e: Improve the Intersection of Kettner Boulevard at Palm Street on page 3.14-204 of the Recirculated Draft EIR is hereby revised as follows:

***#41 Palm Street at Kettner Boulevard***

This intersection would experience an increase in delay with the addition of the proposed project traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

*Proposed Mitigation Measure*

Implementation of Mitigation Measure MM-TR-I-1e in addition to MM-TR-LRP-1, as previously described in Section 3.14.6.2.6, would ensure that the intersection operates at LOS A during the PM peak hour and LOS E in the AM peak hour, thereby reducing this potentially significant impact to a less-than-significant level, as shown in Table 3.14-40. Proposed Mitigation Measure MM-TR-I-1e ~~presently~~ is ***presently not considered fully feasible***, because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-1e are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible***, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.~~ *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-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.*

70. Mitigation Measure MM-TR-LRP-1: Airport Regional Connections on page 3.14-205 and 3.14-206 of the Recirculated Draft EIR is hereby revised as follows:

**MM-TR-LRP-1:** **Airport Regional Connections**. *Prior to 2035,* ~~T~~*t*he 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; and 2. Participate in the implementation of improvements and strategies identified in the Airport Connections Study. *To the extent that either of the two measures described above requires funding that must be pre-approved by the FAA, SDCRAA will request and make best efforts to secure such approval.*

1. SDCRAA ~~staff are~~ *is* fully engaged ~~as~~*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.

2. SDCRAA will fund its fair share of agreed-to improvements to implement long-term regional solutions identified by SANDAG's Airport Connections Study, subject to a FAA concurrence to use Airport funding for these purposes. Proposed Mitigation Measure MM-TR-LRP-1 currently could not be implemented and is presently ***not considered feasible,*** because ~~parts of~~ the Mitigation Measure *would be* ~~are~~ within the control of other agencies or jurisdictions, and would require FAA approval of funding. *For example, p*~~P~~ortions of Mitigation Measure MM-TR-LRP-1 require physical improvements to facilities and/or VMT reduction items *that would be located* ~~and are~~ 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* ~~and are~~ ***not considered physically feasible.*** SDCRAA could not require those agencies or departments to implement any as yet unidentified improvements or VMT reduction programs. 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-1 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, or other mitigation measures. As discussed in Section 3.14.6 above, 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. 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.

71. Text regarding the feasibility of Mitigation Measure MM-TR-RS-1a: Improve Sassafras Street from Pacific Highway to Kettner Boulevard on page 3.14-214 of the Recirculated Draft EIR is hereby revised as follows:

***Sassafras Street from Pacific Highway to Kettner Boulevard***

This roadway segment would experience an increase in the volume to capacity ratio with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

*Proposed Mitigation Measure*

Implementation of Mitigation Measure MM-TR-RS-1a, as previously described in Section 3.14.6.1, in addition to MM-TR-LRP-1, as previously described in Section 3.14.6.2.6, would reduce the roadway segment v/c ratio to a less-than-significant level, as shown in Table 3.14-42. Proposed Mitigation Measure MM-TR-RS-1a ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-RS-1a are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** within the existing roadway width, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.~~ *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.*

72. Text regarding the feasibility of Mitigation Measure MM-TR-RS-4a: Improve Palm Street from Pacific Highway to Kettner Boulevard on pages 3.14-214 and 3.14-218 of the Recirculated Draft EIR is hereby revised as follows:

***Palm Street from Pacific Highway to Kettner Boulevard***

This roadway segment would experience an increase in the volume to capacity ratio with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

*Proposed Mitigation Measure*

Implementation of Mitigation Measure MM-TR-RS-4a, as previously described in Section 3.14.6.~~1~~*2*, in addition to MM-TR-LRP-1, as previously described in Section 3.14.6.2.6, would reduce the roadway segment v/c ratio to a less-than-significant level, as shown in Table 3.14-42. Proposed Mitigation Measure MM-TR-RS-4a ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-RS-4a are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~*While the mitigation measure is **physically feasible** within the existing roadway width, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition,*~~

~~*SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.*~~ *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.*

73. Text regarding the feasibility of Mitigation Measure MM-TR-RS-1b: Improve Grape Street from Harbor Drive to Pacific Highway on pages 3.14-219 and 3.14-220 of the Recirculated Draft EIR is hereby revised as follows:

### *Grape Street from Harbor Drive to Pacific Highway*

This roadway segment would experience an increase in the volume to capacity ratio with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

#### *Proposed Mitigation Measure*

Implementation of Mitigation Measure MM-TR-RS-1b, as previously discussed in Section 3.14.6.1, in addition to MM-TR-LRP-1, as previously described in Section 3.14.6.2.6, would add capacity but would not fully mitigate impacts of the roadway segment level of service to LOS D. This potentially significant impact would remain at significant levels, as shown in Table 3.14-42. Proposed Mitigation Measure MM-TR-RS-1b ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-RS-1b are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible***, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.~~ *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.* This mitigation measure would be consistent with the Downtown San Diego Mobility Plan, which proposes the removal of parking on both the north and south side of Grape Street to install an additional vehicular travel lane and a proposed Class IV (1-way Cycle Track) on the north side of Grape Street.

74. Text regarding the feasibility of Mitigation Measure MM-TR-RS-1c: Improve Grape Street from Pacific Highway to India Street on page 3.14-220 of the Recirculated Draft EIR is hereby revised as follows:

***Grape Street from Pacific Highway to India Street***

This roadway segment would experience an increase in the volume to capacity ratio with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

*Proposed Mitigation Measure*

Implementation of Mitigation Measure MM-TR-LRP-1, as previously described in Section 3.14.6.2.6, in addition to MM-TR-RS-1c, as previously described in Section 3.14.6.~~1~~*2*, would add capacity but would not fully mitigate impacts of the roadway segment level of service to LOS D. This potentially significant impact would remain at significant levels, as shown in Table 3.14-42. Proposed Mitigation Measure MM-TR-RS-1c ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-RS-1c are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible***, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.~~ *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, 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.* This mitigation measure would be consistent with the Downtown San Diego Mobility Plan, which proposes the removal of parking on both the north and south side of Grape Street to install an additional vehicular travel lane and a proposed Class IV (1-way Cycle Track) on the north side of Grape Street.

Mitigation Measure MM-TR-LRP-1 is presently ***not considered feasible,*** because parts of the Mitigation Measure are within the control of other agencies or jurisdictions, and would require FAA approval of funding.

75. Text regarding the feasibility of Mitigation Measure MM-TR-RS-1d: Improve Grape Street from India Street to State Street on pages 3.14-220 and 3.14-221 of the Recirculated Draft EIR is hereby revised as follows:

***Grape Street from India Street to State Street***

This roadway segment would experience an increase in the volume to capacity ratio with the addition of the proposed project traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

*Proposed Mitigation Measure*

Implementation of Mitigation Measure MM-TR-LRP-1, as previously described in Section 3.14.6.2.6, in addition to MM-TR-RS-1d, as previously described in Section 3.14.6. *2* ~~1~~, would reduce the roadway segment v/c ratio to a less-than-significant level, as shown in Table 3.14-42. Proposed Mitigation Measure MM-TR-RS-1d ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-RS-1d are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible***, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.~~ *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 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.* This mitigation measure would be consistent with the Downtown San Diego Mobility Plan, which proposes the removal of parking on both the north and south side of Grape Street to install an additional vehicular travel lane and a proposed Class IV (1-way Cycle Track) on the north side of Grape Street. Mitigation Measure MM-TR-LRP-1 is presently ***not considered feasible,*** because parts of the Mitigation Measure are within the control of other agencies or jurisdictions, and would require FAA approval of funding.

76. Mitigation Measure MM-TR-LRP-1: Airport Regional Connections on page 3.14-223 and 3.14-224 of the Recirculated Draft EIR is hereby revised as follows:

**MM-TR-LRP-1:** **Airport Regional Connections**. *Prior to 2035,* ~~T~~*t*he 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; and 2. Participate in the implementation of improvements and strategies identified in the Airport Connections Study. *To the extent that either of the two measures described above requires funding that must be pre-approved by the FAA, SDCRAA will request and make best efforts to secure such approval.*

1. SDCRAA ~~staff are~~ *is* fully engaged ~~as~~*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.

2. SDCRAA will fund its fair share of agreed-to improvements to implement long-term regional solutions identified by SANDAG's Airport Connections Study, subject to a FAA concurrence to use Airport funding for these purposes. Proposed Mitigation Measure MM-TR-LRP-1 currently could not be implemented and is presently ***not considered feasible,*** because ~~parts of~~ the Mitigation Measure *would be* ~~are~~ within the control of other agencies or jurisdictions, and would require FAA approval of funding. *For example, p*~~P~~ortions of Mitigation Measure MM-TR-LRP-1 require physical improvements to facilities and/or VMT reduction items *that would be located* ~~and are~~ 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* ~~and are~~ ***~~not~~ considered physically feasible.*** SDCRAA could not require those agencies or departments to implement any as yet unidentified improvements or VMT reduction programs. 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-1 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, or other mitigation measures. As discussed in Section 3.14.6 above, 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.

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.

77. Mitigation Measure MM-TR-LRP-1: Airport Regional Connections on page 3.14-232 and 3.14-233 of the Recirculated Draft EIR is hereby revised as follows:

**MM-TR-LRP-1:** **Airport Regional Connections**. *Prior to 2035,* ~~T~~*t*he 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; and 2. Participate in the implementation of improvements and strategies identified in the Airport Connections Study. *To the extent that either of the two measures described above requires funding that must be pre-approved by the FAA, SDCRAA will request and make best efforts to secure such approval.*

1. SDCRAA ~~staff are~~ *is* fully engaged ~~as~~*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.

2. SDCRAA will fund its fair share of agreed-to improvements to implement long-term regional solutions identified by SANDAG's Airport Connections Study, subject to a FAA concurrence to use Airport funding for these purposes. Proposed Mitigation Measure MM-TR-LRP-1 currently could not be implemented and is presently ***not considered feasible,*** because ~~parts of~~ the Mitigation Measure *would be* ~~are~~ within the control of other agencies or jurisdictions, and would require FAA approval of funding. *For example, p*~~P~~ortions of Mitigation Measure MM-TR-LRP-1 require physical improvements to facilities and/or VMT reduction items *that would be located* ~~and are~~ 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* ~~and are~~ ***not considered physically feasible.***~~.~~ SDCRAA could not require those agencies or departments to implement any as yet unidentified improvements or VMT reduction programs. 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-1 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, or other mitigation measures. As discussed in Section 3.14.6 above, 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. 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.

78. Text regarding the feasibility of Mitigation Measures MM-TR-I-1b and MM-TR-I-1e on pages 3.14-245 and 3.14-246 of the Recirculated Draft EIR is hereby revised as follows:

As discussed in Impact Section 3.14-2, MM-TR-I-1e would mitigate this intersection. Since this improvement resulted in an acceptable LOS with higher volumes, it would result in acceptable LOS with construction traffic. Proposed Mitigation Measure MM-TR-I-1b and MM-TR-I-1e ~~presently~~ are ***presently not considered fully feasible***, because *the improvements described in* ~~the~~ Mitigation Measures *MM-TR-I-1b and MM-TR-I-1e* are within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measures are ***physically feasible***, SDCRAA could not require the City to implement these improvements. SDCRAA will, however, continue to collaborate with the City to implement these Mitigation Measures, and the City has stated that it approves the Measures.~~ *The mitigation measures are **physically feasible,** because there is enough space in the existing roadway widths. The improvements contemplated by Mitigation Measures MM-TR-I-1b and 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 measures; instead, implementation would require the assistance and approval of the City. The City has informed SDCRAA that it concurs the measures are 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 and MM-TR-I-1e, without FAA approval. Thus, the SDCRAA's ability to implement these measures is contingent upon that approval.*

79. Text regarding the feasibility of Mitigation Measures MM-TR-I-1b, MM-TR-I-1c, MM-TR-I-1e, and MM-TR-I-4a on pages 3.14-251 and 3.14-252 of the Recirculated Draft EIR is hereby revised as follows:

Proposed Mitigation Measure MM-TR-I-1b, MM-TR-I-1c, MM-TR-I-1e, and MM-TR-I-4a ~~presently~~ are ***presently not considered fully feasible***, because *the improvements described in* ~~the~~ Mitigation Measures *MM-TR-I-1b*, *MM-TR-I-1c, MM-TR-I-1e, and MM-TR-I-4a* are within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measures are ***physically feasible***, SDCRAA could not require the City to implement these improvements. SDCRAA will, however, continue to collaborate with the City to implement these Mitigation Measures, and the City has stated that it approves the Measures. In addition, SDCRAA~~

~~has requested FAA funding approval of the Mitigation Measures, and if the funding is granted then the Mitigation Measures are feasible. If the FAA does not approve the funding then the Measures are infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measures are not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for these off-Airport improvement items.~~ *The mitigation measures are* ***physically feasible,*** *because there is enough space in the existing roadway widths. The improvements contemplated by Mitigation Measures MM-TR-I-1b, MM-TR-I-1c, MM-TR-I-1e, and 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 measures; instead, implementation would require the assistance and approval of the City. The City has informed SDCRAA that it concurs the measures are 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, MM-TR-I-1c, MM-TR-I-1e, and MM-TR-I-4a, without FAA approval. Thus, the SDCRAA's ability to implement these measures is contingent upon that approval.*

80. Text regarding the feasibility of Mitigation Measures MM-TR-I-1b, MM-TR-I-1c and MM-TR-I-1e on page 3.14-257 of the Recirculated Draft EIR is hereby revised as follows:

Proposed Mitigation Measure MM-TR-I-1b, MM-TR-I-1c and MM-TR-I-1e ~~presently~~ are ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measures *MM-TR-I-1b, MM-TR-I-1c and MM-TR-I-1e* are within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measures are ***physically feasible***, SDCRAA could not require the City to implement these improvements. SDCRAA will, however, continue to collaborate with the City to implement these Mitigation Measures, and the City has stated that it approves the Measures. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measures, and if the funding is granted then the Mitigation Measures are feasible. If the FAA does not approve the funding then the Measures are infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measures are not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for these off-Airport improvement items.~~ *The mitigation measures are* ***physically feasible,*** *because there is enough space in the existing roadway widths. The improvements contemplated by Mitigation Measures MM-TR-I-1b, MM-TR-I-1c and 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 measures; instead, implementation would require the assistance and approval of the City. The City has informed SDCRAA that it concurs the measures are 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, MM-TR-I-1c and MM-TR-I-1e, without FAA approval. Thus, the SDCRAA's ability to implement these measures is contingent upon that approval.*

81. Text regarding the feasibility of Mitigation Measure MM-TR-I-1a: Improve the Intersection of Laurel Street at North Harbor Drive on page 3.14-262 of the Recirculated Draft EIR is hereby revised as follows:

Proposed Mitigation Measure MM-TR-I-1a ~~presently~~ is ***presently not considered fully feasible***, because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-1a are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible***, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.~~ *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, 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.*

82. Text regarding the feasibility of Mitigation Measure MM-TR-I-1d: Improve the Intersection on North Harbor Drive from Harbor Island Drive to Grape Street on pages 3.14-265 and 3.14-266 of the Recirculated Draft EIR is hereby revised as follows:

Proposed Mitigation Measure MM-TR-I-1d ~~presently~~ is ***presently not considered fully feasible***, because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-1d are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible***, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.~~ *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 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.*

83. Text regarding the feasibility of Mitigation Measure MM-TR-I-1e: Improve the Intersection of Kettner Boulevard at Palm Street on page 3.14-267 of the Recirculated Draft EIR is hereby revised as follows:

Proposed Mitigation Measure MM-TR-I-1e ~~presently~~ is ***presently not considered fully feasible***, because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-1e are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible***, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.~~ *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-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.*

84. Measure 1. of Mitigation Measure MM-TDM-1: TDM and Transit Measures on page 3.14-271 of the Recirculated Draft EIR is hereby revised as follows:

1. Implement a shuttle service connecting the Old Town Transit Center and Amtrak Station to SDIA. Adding a new shuttle service from the Old Town Transit Center would enhance Airport access for COASTER, Trolley, Amtrak, and *MTS* bus line riders who could connect at the station. Implementation of this service ~~is dependent on~~ *will include* further outreach with Old Town stakeholders to ~~ensure~~ *implement measures* that *discourage* Airport passengers ~~do not~~ *from using* ~~attempt to drive to the station and overrun~~ the parking available for the Transit Center, Old Town San Diego Historic Park, California Department of Transportation (Caltrans) District 11 office, or other area businesses.

85. Mitigation Measure MM-TR-I-1a: Improve the Intersection of Laurel Street at North Harbor Drive on page 3.14-272 of the Recirculated Draft EIR is hereby revised as follows:

**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 ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-1a are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.~~ *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, 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 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.*

86. Mitigation Measure MM-TR-I-1b: Improve the Intersection of Pacific Highway at West Laurel Street on page 3.14-272 of the Recirculated Draft EIR is hereby revised as follows:

**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 provide *feasible intersection features, such as corner islands and dedicated* ~~protected~~ 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 St*reet* / Admiral Boland Way and Pacific Highway at Palm Street. Proposed Mitigation Measure MM-TR-I-1b ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-1b are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.~~ *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 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.*

87. Mitigation Measure MM-TR-I-1c: Improve the Intersection of Kettner Boulevard at West Laurel Street on page 3.14-273 of the Recirculated Draft EIR is hereby revised as follows:

**MM-TR-I-1c:** **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 ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-1c are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.~~ *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 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 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.*

88. Mitigation Measure MM-TR-I-1d: Improve the Intersection on North Harbor Drive from Harbor Island Drive to Grape Street on page 3.14-273 of the Recirculated Draft EIR is hereby revised as follows:

**MM-TR-I-1d:** **Improve the Intersection 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 ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-1d are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible***, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.~~ *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 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 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.*

89. Mitigation Measure MM-TR-I-1e: Improve the Intersection of Kettner Boulevard at Palm Street on pages 3.14-273 and 3.14-274 of the Recirculated Draft EIR is hereby revised as follows:

**MM-TR-I-1e:** **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 ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-1e are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is *physically feasible*, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.~~ *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-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 above, SDCRAA will continue to work with the FAA to*

*seek that agency's required approval of funding for this off-Airport improvement item.*

90. Mitigation Measure MM-TR-RS-1a: Improve Sassafras Street from Pacific Highway to Kettner Boulevard on page 3.14-274 of the Recirculated Draft EIR is hereby revised as follows:

**MM-TR-RS-1a:** **Improve Sassafras 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, 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 ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-RS-1a are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** within the existing roadway width, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.~~ –*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 above, SDCRAA will continue to work with the FAA to*

*seek that agency's required approval of funding for this off-Airport improvement item.*

91. Mitigation Measure MM-TR-RS-1b: Improve Grape Street from Harbor Drive to Pacific Highway on pages 3.14-274 and 3.14-275 of the Recirculated Draft EIR is hereby revised as follows:

**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 ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-RS-1b are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** and would require removal of parking on the north or south side of Grape Street, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.~~ *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 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 above, SDCRAA will continue to work with the FAA to*

*seek that agency's required approval of funding for this off-Airport improvement item.*

92. Mitigation Measure MM-TR-RS-1c: Improve Grape Street from Pacific Highway to India Street on page 3.14-275 of the Recirculated Draft EIR is hereby revised as follows:

**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 ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-RS-1c are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** and would require removal of parking on the north or south side of Grape Street, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.~~ *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, 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 above, SDCRAA will continue to work with the FAA to*

*seek that agency's required approval of funding for this off-Airport improvement item.*

93. Mitigation Measure MM-TR-RS-1d: Improve Grape Street from India Street to State Street on pages 3.14-275 and 3.14-276 of the Recirculated Draft EIR is hereby revised as follows:

**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 ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-RS-1d are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** and would require removal of parking on the north or south side of Grape Street, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.~~ *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 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 above, SDCRAA will continue to work with the FAA to*

*seek that agency's required approval of funding for this off-Airport improvement item.*

94. Mitigation Measure MM-TR-I-4a: Improve the Intersection of Columbia Street at West Grape Street on page 3.14-276 of the Recirculated Draft EIR is hereby revised as follows:

**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 ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-4a are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** because there is no change to the existing roadway configurations, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.~~ *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. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to*

*seek that agency's required approval of funding for this off-Airport improvement item.*

95. Mitigation Measure MM-TR-I-4b: Improve the Intersection of Grape Street at State Street / I-5 SB Ramps on pages 3.14-276 and 3.14-277 of the Recirculated Draft EIR is hereby revised as follows:

**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 ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-4b are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** because there is no change to the existing roadway configurations, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.~~ *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) funding approval from FAA, which SDCRAA has already requested but which has not yet been approved. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to*

*seek that agency's required approval of funding for this off-Airport improvement item.*

96. Mitigation Measure MM-TR-RS-4a: Improve Palm Street from Pacific Highway to Kettner Boulevard on page 3.14-277 of the Recirculated Draft EIR is hereby revised as follows:

**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 ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-RS-4a are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** within the existing roadway width, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.~~ *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 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.*

97. Mitigation Measure MM-TR-I-5a: Improve the Intersection of Pacific Highway at Sassafras Street / Admiral Boland Way on page 3.14-277 of the Recirculated Draft EIR is hereby revised as follows:

**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 ~~East~~ *West* leg to a left-*turn* lane, *two* through lane*s* 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 ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-5a are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.~~ *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 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 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.*

98. Mitigation Measure MM-TR-I-5b: Improve the Intersection of Kettner Boulevard at Sassafras Street on pages 3.14-277 and 3.14-278 of the Recirculated Draft EIR is hereby revised as follows:

**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 ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-5b are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.~~ *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 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-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 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.*

99. Mitigation Measure MM-TR-I-5c: Improve the Intersection of India Street at W. Grape Street on page 3.14-278 of the Recirculated Draft EIR is hereby revised as follows:

**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 ~~from the south~~ *on both* side*s of Grape Street from North Harbor Drive to State Street, to* ~~and~~ add a 4th travel lane *on the south side of the road and install a Class IV Cycle Track along the north side.* ~~from North Harbor Drive to State Street and r~~*R*etime signals along Grape Street. Proposed Mitigation Measure MM-TR-I-5c ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-5c are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.~~ *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-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 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.*

100. The following text is hereby added after the text of MM-TR-I-5c on page 3.14-278 of the Recirculated Draft EIR:

**MM-TR-I-5d:** ***Improve the Intersection of Kettner 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 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-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. As discussed in Section 3.14.6 above, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.*

101. Mitigation Measure MM-TR-LRP-1: Airport Regional Connections on page 3.14-278 and 3.14-279 of the Recirculated Draft EIR is hereby revised as follows:

**MM-TR-LRP-1:** **Airport Regional Connections**. *Prior to 2035,* ~~T~~*t*he 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; and 2.

Participate in the implementation of improvements and strategies identified in the Airport Connections Study. *To the extent that either of the two measures described above requires funding that must be pre-approved by the FAA, SDCRAA will request and make best efforts to secure such approval.*

1. SDCRAA ~~staff are~~ *is* fully engaged ~~as~~*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.

2. SDCRAA will fund its fair share of agreed-to improvements to implement long-term regional solutions identified by SANDAG's Airport Connections Study, subject to a FAA concurrence to use Airport funding for these purposes. Proposed Mitigation Measure MM-TR-LRP-1 currently could not be implemented and is presently ***not considered feasible,*** because ~~parts of~~ the Mitigation Measure *would be* ~~are~~ within the control of other agencies or jurisdictions, and would require FAA approval of funding. *For example, p*~~P~~ortions of Mitigation Measure MM-TR-LRP-1 require physical improvements to facilities and/or VMT reduction items *that would be located* ~~and are~~ 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* ~~and are~~ ~~***not***~~ ***considered physically feasible***~~.~~, SDCRAA could not require those agencies or departments to implement any as yet unidentified improvements or VMT reduction programs. 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-1 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, or other mitigation measures. As discussed in Section 3.14.6 above, 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. 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.

## Section 3.15, Utilities

1. The fourth sentence of the paragraph under the heading California Renewable Portfolio Standard on page 3.15-6 of the Recirculated Draft EIR is hereby revised as follows:

   In ~~2017~~*2018*, approximately 21,157.25 million kilowatt hours (kWh) was used in the SDG&E planning area and in ~~2016~~*2017*, this was slightly less at approximately 21,150.49 million kWh.[5]

2. The first sentence of Section 3.15.1.1.1, Water Supply Assessment, on page 3.15-11 of the Recirculated Draft EIR is hereby revised as follows:

   As explained in Section 3.15.3.2, while not required for the proposed project, a WSA was prepared for the proposed project in ~~August~~*October* 2019 by the PUD (Appendix R-I).

3. The third sentence under the heading *Water Facilities* on page 3.15-26 in Section 3.15, Utilities, of the Recirculated Draft EIR is hereby revised as follows:

   This would include establishing connections to existing lines along North Harbor Drive and Airport Terminal Road *in coordination with the City of San Diego* to connect to the new construction.

4. A final sentence is hereby added to the first paragraph following Table 3.15-4 on page 3.15-43 in Section 3.15, Utilities, of the Recirculated Draft EIR:

   Therefore, it is expected that the new facilities associated with the proposed project would achieve a reduction in water use rates as compared to the existing water use rates. *Figure 3.15-5 provided in Section 3.15.6.1 above, identifies proposed Phase I modifications to the water distribution system.*

## Chapter 4, Cumulative Impacts Analysis

1. The Second paragraph under the heading 4.5.6 Cultural Resources on page 4-19 of the Recirculated Draft EIR is hereby revised as follows:

As discussed in Section 3.6, Cultural Resources, implementation of the proposed project would require the demolition and removal of two significant historical buildings (the existing Terminal 1 and the existing Terminal 2-East). Mitigation Measure MM-HR-1: Preparation of Historic American Buildings Survey/Historic American Engineering Record (HABS/HAER) Documentation, is proposed to document the characteristics of each of these two buildings*, and MM-HR-4: Interpretative Display Regarding Existing Terminal 1 is proposed to further document the characteristics of the existing Terminal 1*; however, the permanent loss of those historic structures would be a significant and unavoidable impact of the project. Implementation of the proposed project would also impact the former United Airlines Hangar and Terminal Building, which is also a significant historical building. Mitigation Measures MM-HR-1 and MM-HR-2: Relocation of the United Airlines Hangar and Terminal Building, are proposed and would reduce the impact to a level less than significant. Based on the above, implementation of the proposed project, in combination with past development at the Airport, would cause a substantial adverse change in the significance of historical resources as defined by State CEQA Guidelines Section 15064.5(a). This would be a

***significant cumulative impact*** to historical resources and the proposed project's contribution to this impact would be ***cumulatively considerable***.

## Chapter 5, Alternatives Analysis

1. The text of the bullet with the heading 'Cultural Resources" on pages 5-4 and 5-5 of the Recirculated Draft EIR is hereby revised as follows:

   - **Cultural Resources**

     - **Construction** – Implementation of the proposed project would require the demolition and removal of two significant historical buildings (the existing Terminal 1 and the existing Terminal 2-East). Mitigation Measure MM-HR-1: Preparation of Historic American Buildings Survey/Historic American Engineering Record (HABS/HAER) Documentation, is proposed to document the characteristics of each of these two buildings*, and MM-HR-4: Interpretative Display Regarding Existing Terminal 1 is proposed to further document the characteristics of the existing Terminal 1*; however, even with implementation of MM-HR-1, the permanent loss of Terminal 1 and the existing Terminal 2-East would be a ***significant and unavoidable impact*** of the project. Implementation of the proposed project would also impact the former United Airlines Hangar and Terminal Building, which is also a significant historical building. Mitigation Measures MM-HR-1: Preparation of Historic American Buildings Survey/Historic American Engineering Record (HABS/HAER) Documentation and MM-HR-2: Relocation of the United Airlines Hangar and Terminal Building, are proposed and would ***reduce the impact to a level less than significant***.

     - **Cumulative Impacts – Construction –** Even with implementation of Mitigation Measure*s* MM-HR-1 *and MM-HR-4*, the project's cumulatively considerable contribution to significant impacts to historical resources would be ***significant and unavoidable***.

2. The first bullet in Section 5.5.4.3 on page 5-23 of the Recirculated Draft EIR is hereby revised as follows:

   - Under Alternative 4, space is reserved within the on-airport roadway to accommodate a 42-foot wide eastbound egress route on the north side of North Harbor Drive between Winship Lane and Terminal Link Road/Coast Guard. This egress route would tie into future off-airport roadway system improvements that would serve to improve access to and from SDIA. The location of that future right-of-way is shown on Figures 5-2 and 5-3. The nature, extent, and timing of such off-airport roadway system improvements would be determined through the involvement of, and subject to approvals by, several agencies beyond the SDCRAA, including *the California Coastal Commission,* SANDAG, MTS, the County of San Diego, the City of San Diego, the Port of San Diego, and the California Department of Transportation (Caltrans). *In addition, any contribution of Airport funds to the off-airport roadway system would be subject to FAA approval.*

3. The first sentence under the heading *Pedestrian and Bicycle Circulation* on page 5-24 of the Recirculated Draft EIR is hereby revised as follows:

Similar to the proposed project, Alternative 4 would include safe, recognizable, and continuous connections along North Harbor Drive ~~and~~ to SDIA terminals ~~to be provided~~ for bicycles and pedestrians.

4. The air quality tables in Chapter 5 were revised to reflect the following changes in the assumptions that were used to derive the Proposed Project Emissions:

   - The aircraft-related emission estimate for the year 2050 was revised to reflect the correct number of operations forecast to occur by Boeing 757-200 and Boeing 737-900 aircraft.
   - Motor vehicle-related emissions of nitrogen oxides ($NO_x$), volatile organic compounds (VOC), particulate matter less than or equal to 10 micrometers in diameter ($PM_{10}$), particulate matter less than or equal to 2.5 micrometers in diameter ($PM_{2.5}$) and carbon monoxide (CO) were revised to reflect the California Air Resources Board (CARB) EMFAC2017 off-model adjustment factors to account for the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One: One National Program" which was released on November 20, 2019.

Typographical errors were also corrected.

5. Table 5-9 on pages 5-30 to 5-33 of the Recirculated Draft EIR is hereby revised as follows:

**Table 5-9: Comparison of Emissions Inventory: Proposed Project versus Alternative 1 (No Project)**

| Phase/ Year | Sources | Pollutants (tons/year) | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | VOC | | $NO_x$ | | $PM_{10}$ | | $PM_{2.5}$ | | CO | | $SO_x$ | |
| | | Prop. Project | Alt. 1 | Prop. Project | Alt. 1 | Prop. Project | Alt. 1 | Prop. Project | Alt. 1 | Prop. Project | Alt. 1 | Prop. Project | Alt. 1 |
| 1a/ 2024 | Aircraft | 111 | 117 | 1,104 | 1,117 | 7 | 8 | 7 | 8 | 992 | 1,072 | 105 | 109 |
| | APUs | <1 | <1 | 7 | 7 | 1 | 1 | 1 | 1 | 4 | 4 | 1 | 1 |
| | GSE | 29 | 29 | 81 | 81 | 2 | 2 | 2 | 2 | 867 | 867 | <1 | <1 |
| | Stationary Sources | 4 | 4 | 17 | 17 | 6 | 5 | 2 | 2 | 11 | 11 | 1 | 1 |
| | Motor Vehicles | 2 | 2 | 14 | 15 | 10 | 10 | 1 | 1 | 114 | ~~120~~ *121* | 1 | 1 |
| | Energy Use | <1 | <1 | 1 | 2 | <1 | <1 | <1 | <1 | 1 | 1 | <1 | <1 |
| | Construction | 3 | -- | 17 | -- | 10 | -- | 1 | -- | 17 | -- | <1 | -- |
| | Totals | 149 | 152 | 1,241 | 1,239 | 37 | 26 | 15 | 15 | ~~2,006~~ *2,007* | 2,075 | 108 | 112 |
| *Tons/ Year* | *Existing* | 141 | | 1,058 | | 25 | | 14 | | 1,887 | | 95 | |
| | *Future-Existing* | 8 | 10 | 183 | 181 | 12 | <1 | 1 | <1 | 119 | 188 | 13 | 17 |
| | *Threshold* | *13.7* | | *40* | | *15* | | *10* | | *100* | | *40* | |
| | *Exceeds Threshold?* | *No* | *No* | *Yes* | *Yes* | *No* | *No* | *No* | *No* | *Yes* | *Yes* | *No* | *No* |
| | *Alternative 1 - Proposed Project* | ~~3~~ *2* | | -2 | | -11 | | <1 | | ~~68~~ *69* | | 4 | |

**Table 5-9: Comparison of Emissions Inventory: Proposed Project versus Alternative 1 (No Project)**

| Phase/ Year | Sources | Pollutants (tons/year) | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | VOC | | $NO_X$ | | $PM_{10}$ | | $PM_{2.5}$ | | CO | | $SO_X$ | |
| | | Prop. Project | Alt. 1 | Prop. Project | Alt. 1 | Prop. Project | Alt. 1 | Prop. Project | Alt. 1 | Prop. Project | Alt. 1 | Prop. Project | Alt. 1 |
| 1b/ 2026 | Aircraft | 120 | 127 | 1,186 | 1,204 | 8 | 8 | 8 | 8 | 1,045 | 1,150 | 111 | 116 |
| | APUs | <1 | <1 | 8 | 8 | 1 | 1 | 1 | 1 | 4 | 4 | 1 | 1 |
| | GSE | 29 | 29 | 79 | 79 | 2 | 2 | 2 | 2 | 922 | 922 | <1 | <1 |
| | Stationary Sources | 4 | 4 | 17 | 17 | 6 | 5 | 2 | 2 | 11 | 11 | 1 | 1 |
| | Motor Vehicles | 2 | 2 | 17 | 18 | 11 | 11 | 1 | 1 | ~~111~~ *112* | ~~117~~ *118* | 1 | 1 |
| | Energy Use | <1 | <1 | 1 | 2 | <1 | <1 | <1 | <1 | 1 | 1 | <1 | <1 |
| | Construction | 1 | -- | 6 | -- | 6 | -- | 1 | -- | 6 | -- | <1 | -- |
| | Totals | 155 | 162 | 1,314 | 1,328 | ~~34~~ *35* | 28 | 15 | 14 | ~~2,101~~ *2,102* | ~~2,204~~ *2,205* | 114 | 119 |
| *Tons/ Year* | *Existing* | 141 | | 1,058 | | 25 | | 14 | | 1,887 | | 95 | |
| | *Future-Existing* | 14 | 21 | 256 | 270 | ~~9~~ *10* | 2 | 1 | <1 | 214 | ~~317~~ *318* | ~~19~~ *20* | 24 |
| | *Threshold* | ***13.7*** | | ***40*** | | ***15*** | | ***10*** | | ***100*** | | ***40*** | |
| | *Exceeds Threshold?* | ***Yes*** | ***Yes*** | ***Yes*** | ***Yes*** | ***No*** | ***No*** | ***No*** | ***No*** | ***Yes*** | ***Yes*** | ***No*** | ***No*** |
| | *Alternative 1 – Proposed Project* | 7 | | *10* *13* | | ~~-7~~ *-6* | | <1 | | ~~97~~ *103* | | 5 | |
| | | | | | | | | | | | | | |
| 2a/ 2030 | Aircraft | 132 | 144 | 1,404 | 1,432 | 8 | 9 | 8 | 9 | 1,146 | 1,310 | 125 | 133 |
| | APUs | <1 | <1 | 8 | 8 | 1 | 1 | 1 | 1 | 4 | 4 | 1 | 1 |
| | GSE | 26 | 26 | 61 | 61 | 1 | 1 | 1 | 1 | 947 | 947 | <1 | <1 |
| | Stationary Sources | 4 | 4 | 17 | 17 | 6 | 5 | 2 | 2 | 11 | 11 | 1 | 1 |
| | Motor Vehicles | 1 | 1 | 13 | 13 | 11 | ~~11~~ *12* | 1 | 1 | ~~103~~ *105* | ~~107~~ *108* | 1 | 1 |
| | Energy Use | <1 | <1 | 2 | 2 | <1 | <1 | <1 | <1 | 2 | 1 | <1 | <1 |
| | Construction | 1 | -- | 7 | - | 3 | -- | <1 | -- | 13 | -- | <1 | -- |
| | Totals | 165 | 176 | 1,512 | 1,533 | 31 | 27 | 13 | 13 | ~~2,225~~ *2,227* | ~~2,380~~ *2,381* | 128 | ~~136~~ *135* |
| *Tons/ Year* | *Existing* | 141 | | 1,058 | | 25 | | 14 | | 1,887 | | 95 | |
| | *Future-Existing* | 24 | 35 | 454 | ~~475~~ *474* | 6 | ~~2~~ *3* | <1 | <1 | ~~338~~ *340* | *492* *494* | 33 | 41 |
| | *Threshold* | ***13.7*** | | ***40*** | | ***15*** | | ***10*** | | ***100*** | | ***40*** | |
| | *Exceeds Threshold?* | ***Yes*** | ***Yes*** | ***Yes*** | ***Yes*** | ***No*** | ***No*** | ***No*** | ***No*** | ***Yes*** | ***Yes*** | ***No*** | ***Yes*** |
| | *Alternative 1 – Proposed Project* | 11 | | 21 | | ~~-4~~ *-3* | | <1 | | 154 | | 8 | |
| | | | | | | | | | | | | | |
| 2b/ | Aircraft | 149 | 163 | 1,660 | 1,695 | 9 | 10 | 9 | 10 | 1,386 | 1,570 | 149 | 158 |

**Table 5-9: Comparison of Emissions Inventory: Proposed Project versus Alternative 1 (No Project)**

| Phase/ Year | Sources | Pollutants (tons/year) | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | VOC | | $NO_X$ | | $PM_{10}$ | | $PM_{2.5}$ | | CO | | $SO_X$ | |
| | | Prop. Project | Alt. 1 | Prop. Project | Alt. 1 | Prop. Project | Alt. 1 | Prop. Project | Alt. 1 | Prop. Project | Alt. 1 | Prop. Project | Alt. 1 |
| 2035 | APUs | <1 | <1 | 9 | 9 | 1 | 1 | 1 | 1 | 5 | 5 | 1 | 1 |
| | GSE | 26 | 26 | 57 | 57 | 1 | 1 | 1 | 1 | 1,011 | 1,011 | <1 | <1 |
| | Stationary Sources | 4 | 4 | 17 | 17 | 6 | 5 | 2 | 2 | 11 | 11 | 1 | 1 |
| | Motor Vehicles | 1 | 1 | 7 | 8 | 11 | 11 | 1 | 1 | ~~89~~ *91* | ~~93~~ *95* | 1 | 1 |
| | Energy Use | <1 | <1 | 2 | 2 | <1 | <1 | <1 | <1 | 2 | 1 | <1 | <1 |
| | Construction | <1 | - | 1 | -- | 2 | -- | <1 | -- | 2 | -- | <1 | -- |
| | Totals | 181 | 194 | 1,754 | 1,786 | 31 | 28 | 14 | 14 | ~~2,506~~ *2,508* | ~~2,690~~ *2,692* | 152 | 161 |
| *Tons/ Year* | ***Existing*** | 141 | | 1,058 | | 25 | | 14 | | 1,887 | | 95 | |
| | ***Future-Existing*** | 40 | 53 | 696 | 728 | ~~6~~ *7* | 4 | 1 | 1 | ~~618~~ *621* | ~~803~~ *805* | 58 | 67 |
| | ***Threshold*** | ***13.7*** | | ***40*** | | ***15*** | | ***10*** | | ***100*** | | ***40*** | |
| | ***Exceeds Threshold?*** | ***Yes*** | ***Yes*** | ***Yes*** | ***Yes*** | ***No*** | ***No*** | ***No*** | ***No*** | ***Yes*** | ***Yes*** | ***Yes*** | ***Yes*** |
| | ***Alternative 1 – Proposed Project*** | 13 | | 32 | | ~~-2~~ *-3* | | <1 | | ~~185~~ *184* | | 9 | |
| 2050 | Aircraft | ~~157~~ *154* | ~~171~~ *167* | ~~1,795~~ *1,759* | ~~1,831~~ *1,794* | 9 | 10 | 9 | 10 | ~~1,427~~ *1,425* | ~~1,616~~ *1,614* | ~~158~~ *156* | ~~167~~ *165* |
| | APUs | <1 | <1 | 10 | 10 | 1 | 1 | 1 | 1 | 5 | 5 | 1 | 1 |
| | GSE | 21 | 21 | 34 | 34 | 1 | 1 | 1 | 1 | 497 | 497 | <1 | <1 |
| | Stationary Sources | 4 | 4 | 17 | 17 | 6 | 5 | 2 | 2 | 11 | 11 | 1 | 1 |
| | Motor Vehicles | <1 | <1 | 4 | 4 | 11 | 11 | 1 | 1 | ~~86~~ *89* | 90 *93* | <1 | 1 |
| | Energy Use | <1 | <1 | 2 | 2 | <1 | <1 | <1 | <1 | 2 | 1 | <1 | <1 |
| | Totals | ~~183~~ *180* | 197 | ~~1,862~~ *1,826* | 1,897 | ~~28~~ *29* | 28 | 14 | 14 | 2,029 | 2,221 | ~~161~~ *159* | 170 |
| *Tons/ Year* | ***Existing*** | 141 | | 1,058 | | 25 | | 14 | | 1,887 | | 95 | |
| | ***Future-Existing*** | ~~42~~ *39* | ~~56~~ *52* | ~~804~~ *768* | ~~839~~ *802* | 4 | ~~3~~ *4* | ***<1*** | ***<1*** | ~~141~~ *142* | ~~333~~ *334* | ~~66~~ *64* | ~~76~~ *73* |
| | ***Threshold*** | ***13.7*** | | ***40*** | | ***15*** | | ***10*** | | ***100*** | | ***40*** | |
| | ***Exceeds Threshold?*** | ***Yes*** | ***Yes*** | ***Yes*** | ***Yes*** | ***No*** | ***No*** | ***No*** | ***No*** | ***Yes*** | ***Yes*** | ***Yes*** | ***Yes*** |
| | ***Alternative 1 – Proposed Project*** | ~~14~~ *13* | | ~~35~~ *34* | | <1 | | <1 | | 192 | | ~~10~~ *9* | |

Source: KB Environmental Sciences, Inc., 2019.
Note: Totals may reflect rounding.

6. Table 5-10 on pages 5-34 to 5-35 of the Recirculated Draft EIR is hereby revised as follows:

**Table 5-10: Alternative 1 (No Project) Annual GHG Emissions Compared to Existing and Proposed Project Emissions (in metric tons of $CO_2e$)**

| Year | Source | Metric Tons of $CO_2e$ | | Alternative 1 (No Project) | | |
|---|---|---|---|---|---|---|
| | | Existing (2018 Baseline) Conditions | Proposed Project | Metric Tons of $CO_2e$ | Increase/ Decrease from Existing | Increase/ Decrease from Proposed Project |
| 2024 | Aircraft | 249,504 | 285,313 | 294,504 | 45,000 | 9,191 |
| | APUs | 2,223 | 2,505 | 2,505 | 282 | 0 |
| | GSE | 12,091 | 12,471 | 12,471 | 380 | 0 |
| | Stationary Sources | 12,940 | 13,399 | 12,940 | 0 | -459 |
| | Motor Vehicles | 55,434 | 55,991 | 58,790 | 3,356 | 2,799 |
| | Other[a] | 5,597 | 8,149 | 5,597 | 0 | -2,552 |
| | Total Operations | 337,789 | 377,828 | 386,807 | 49,018 | 8,979 |
| | Construction | -- | 6,627 | -- | -- | -6,627 |
| | Grand Total | 337,789 | ~~384,455~~ *384,456* | 386,807 | 49,018 | 2,352 |
| | | | | | | |
| 2026 | Aircraft | 249,504 | 300,734 | 312,855 | 63,351 | 12,121 |
| | APUs | 2,223 | 2,580 | 2,580 | 357 | 0 |
| | GSE | 12,091 | 13,799 | 13,799 | 1,708 | 0 |
| | Stationary Sources | 12,940 | 13,399 | 12,940 | 0 | -459 |
| | Motor Vehicles | 55,434 | 63,469 | 66,258 | 10,824 | 2,789 |
| | Other[a] | 5,597 | 11,924 | 5,597 | 0 | -6,327 |
| | Total Operations | 337,789 | 405,905 | 414,030 | 76,241 | 8,125 |
| | Construction | -- | 2,698 | -- | -- | -2,698 |
| | Grand Total | 337,789 | ~~408,603~~ *408,604* | 414,030 | 76,241 | 5,427 |
| | | | | | | |
| 2030 | Aircraft | 249,504 | 331,950 | 350,556 | 101,052 | 18,606 |
| | APUs | 2,223 | 2,623 | 2,623 | 400 | 0 |
| | GSE | 12,091 | 13,409 | 13,409 | 1,318 | 0 |

**Table 5-10: Alternative 1 (No Project) Annual GHG Emissions Compared to Existing and Proposed Project Emissions (in metric tons of $CO_2e$)**

| Year | Source | Metric Tons of $CO_2e$ | | Alternative 1 (No Project) | | |
|---|---|---|---|---|---|---|
| | | Existing (2018 Baseline) Conditions | Proposed Project | Metric Tons of $CO_2e$ | Increase/ Decrease from Existing | Increase/ Decrease from Proposed Project |
| | **Stationary Sources** | 12,940 | 13,399 | 12,940 | 0 | -459 |
| | **Motor Vehicles** | 55,434 | 59,650 | 61,716 | 6,282 | 2,066 |
| | **Other[a]** | 5,597 | 18,215 | 5,597 | 0 | -12,618 |
| | **Total Operations** | 337,789 | 439,246 | 446,842 | 109,053 | 7,595 |
| | **Construction** | -- | 2,598 | -- | -- | -2,598 |
| | **Grand Total** | 337,789 | 441,844 | 446,842 | 109,053 | 4,998 |
| | | | | | | |
| **2035** | **Aircraft** | 249,504 | 395,743 | 417,922 | 168,418 | 22,179 |
| | **APUs** | 2,223 | 3,139 | 3,139 | 916 | 0 |
| | **GSE** | 12,091 | 13,475 | 13,475 | 1,384 | 0 |
| | **Stationary Sources** | 12,940 | 13,399 | 12,940 | 0 | -459 |
| | **Motor Vehicles** | 55,434 | 51,022 | 53,304 | -2,130 | 2,282 |
| | **Other[a]** | 5,597 | 20,066 | 5,597 | 0 | -14,469 |
| | **Total Operations** | 337,789 | 496,844 | 506,377 | 168,588 | 9,533 |
| | **Construction** | -- | 830 | -- | -- | -830 |
| | **Grand Total** | 337,789 | ~~497,674~~ *497,675* | 506,377 | 168,588 | 8,702 |
| | | | | | | |
| **2050** | **Aircraft** | 249,504 | ~~417,468~~ *412,514* | ~~440,947~~ *435,493* | 191,444 | ~~23,480~~ *22,979* |
| | **APUs** | 2,223 | ~~3,417~~ *3,229* | ~~3,417~~ *3,229* | 1,195 | 0 |
| | **GSE** | 12,091 | 12,011 | 12,011 | -80 | 0 |
| | **Stationary Sources** | 12,940 | 13,399 | 12,940 | 0 | -459 |
| | **Motor Vehicles** | 55,434 | 44,667 | 46,923 | -8,511 | 2,256 |
| | **Other[a]** | 5,597 | 20,066 | 5,597 | 0 | -14,469 |

**Table 5-10: Alternative 1 (No Project) Annual GHG Emissions Compared to Existing and Proposed Project Emissions (in metric tons of $CO_2e$)**

| Year | Source | Metric Tons of $CO_2e$ | | Alternative 1 (No Project) | | |
|---|---|---|---|---|---|---|
| | | Existing (2018 Baseline) Conditions | Proposed Project | Metric Tons of $CO_2e$ | Increase/ Decrease from Existing | Increase/ Decrease from Proposed Project |
| | **Total** | 337,789 | ~~511,029~~ *505,887* | ~~521,837~~ *516,194* | 184,048 | ~~10,808~~ *10,307* |

Source: KB Environmental Sciences, Inc., 2019.
Note: Totals may reflect rounding. -- = Not applicable
a. Estimates of emissions resulting from energy consumption associated with electricity usage, water usage (conveyance, consumption and treatment), and solid waste disposal. Emissions associated with natural gas consumption within the built environment are captured by the "Stationary Sources" category, as natural gas consumption is associated with SDIA's existing, on-site Central Utility Plant.
"-" Implies emissions are not applicable.

7. Table 5-15 on pages 5-57 to 5-60 of the Recirculated Draft EIR is hereby revised as follows:

**Table 5-15: Comparison of Operational Emissions Inventory: Project versus Alternative 3**

| Phase/ Year | Sources | Pollutants (tons/year) | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | VOC | | $NO_X$ | | $PM_{10}$ | | $PM_{2.5}$ | | CO | | $SO_X$ | |
| | | Prop. Project | Alt. 3 | Prop. Project | Alt. 3 | Prop. Project | Alt. 3 | Prop. Project | Alt. 3 | Prop. Project | Alt. 3 | Prop. Project | Alt. 3 |
| 1a/ 2024 | **Aircraft** | 111 | 114 | 1,104 | 1,108 | 7 | 7 | 7 | 7 | 992 | 1,019 | 105 | 106 |
| | **APUs** | <1 | <1 | 7 | 7 | 1 | 1 | 1 | 1 | 4 | 4 | 1 | 1 |
| | **GSE** | 29 | 29 | 81 | 81 | 2 | 2 | 2 | 2 | 867 | 867 | <1 | 1 |
| | **Stationary Sources** | 4 | 4 | 17 | 17 | 6 | 5 | 2 | 2 | 11 | 11 | 1 | 1 |
| | **Motor Vehicles** | 2 | 2 | 14 | 14 | 10 | 10 | 1 | 1 | 115 | 114 | 1 | 1 |
| | **Energy Use** | <1 | <1 | 1 | 1 | <1 | <1 | <1 | <1 | 1 | 1 | <1 | 1 |
| | **Construction** | 3 | 1 | 17 | 4 | 10 | 3 | 1 | 1 | 17 | 4 | <1 | 1 |
| | **Totals** | **149** | **150** | **1,241** | **1,232** | **37** | **29** | **15** | **15** | ~~**2,006**~~ ***2,007*** | **2,020** | **108** | **112** |
| ***Existing Baseline*** | | ***141*** | | ***1,058*** | | ***25*** | | ***14*** | | ***1,887*** | | ***95*** | |
| ***Difference*** | | **8** | **9** | **183** | **174** | **12** | **4** | **1** | **1** | ***119*** | ***133*** | ***13*** | ***17*** |
| ***Threshold (tpy)*** | | ***13.7*** | | ***40*** | | ***15*** | | ***10*** | | ***100*** | | ***40*** | |
| ***Exceeds Threshold?*** | | ***No*** | ***No*** | ***Yes*** | ***Yes*** | ***No*** | ***No*** | ***No*** | ***No*** | ***Yes*** | ***Yes*** | ***No*** | ***No*** |
| ***Alternative 3 - Proposed Project*** | | ***1*** | | ***-9*** | | ***-8*** | | ***0*** | | ***14*** | | ***4*** | |
| | | | | | | | | | | | | | |
| 1b/ | **Aircraft** | 120 | 122 | 1,186 | 1,190 | 8 | 8 | 8 | 8 | 1,045 | 1,174 | 111 | 126 |

**Table 5-15: Comparison of Operational Emissions Inventory: Project versus Alternative 3**

| Phase/ Year | Sources | Pollutants (tons/year) | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | VOC | | $NO_X$ | | $PM_{10}$ | | $PM_{2.5}$ | | CO | | $SO_X$ | |
| | | Prop. Project | Alt. 3 | Prop. Project | Alt. 3 | Prop. Project | Alt. 3 | Prop. Project | Alt. 3 | Prop. Project | Alt. 3 | Prop. Project | Alt. 3 |
| 2026 | APUs | <1 | <1 | 8 | 8 | 1 | 1 | 1 | 1 | 4 | 4 | 1 | 1 |
| | GSE | 29 | 19 | 79 | 51 | 2 | 2 | 2 | 2 | 922 | 922 | <1 | 1 |
| | Stationary Sources | 4 | 4 | 17 | 17 | 6 | 6 | 2 | 2 | 11 | 11 | 1 | 1 |
| | Motor Vehicles | 2 | 2 | ~~17~~ *18* | 13 | 11 | ~~1~~ 11 | 1 | 1 | ~~111~~ 112 | 111 | 1 | 1 |
| | Energy Use | <1 | <1 | <1 | <1 | <1 | <1 | <1 | <1 | <1 | <1 | <1 | 1 |
| | Construction | 1 | 2 | 6 | 13 | 6 | 13 | 1 | 2 | 6 | 13 | <1 | 1 |
| | Totals | 155 | 150 | ~~1,314~~ *1,315* | 1,293 | ~~34~~ 35 | 32 | 15 | 17 | 2,102 *2,102* | 2,236 | 114 | 132 |
| *Existing Baseline* | | *141* | | *1,058* | | *25* | | *14* | | *1,887* | | *95* | |
| *Difference* | | *14* | *9* | ~~*256*~~ *257* | *235* | ~~*9*~~ *10* | *7* | *1* | *3* | *214* | *349* | ~~*19*~~ *20* | *37* |
| *Threshold (tpy)* | | *13.7* | | *40* | | *15* | | *10* | | *100* | | *40* | |
| *Exceeds Threshold?* | | *Yes* | *No* | *Yes* | *Yes* | *No* | *No* | *No* | *No* | *Yes* | *Yes* | *No* | *No* |
| *Alternative 3 - Proposed Project* | | *-5* | | *-21* | | *-2* | | *2* | | *136* | | *18* | |
| | | | | | | | | | | | | | |
| 2a/ 2030 | Aircraft | 132 | 132 | 1,404 | 1,404 | 8 | 8 | 8 | 8 | 1,146 | 1,146 | 125 | 125 |
| | APUs | <1 | 1 | 8 | 8 | 1 | 1 | 1 | 1 | 4 | 4 | 1 | 1 |
| | GSE | 26 | 26 | 61 | 61 | 1 | 1 | 1 | 1 | 947 | 947 | <1 | 1 |
| | Stationary Sources | 4 | 4 | 17 | 17 | 6 | 6 | 2 | 2 | 11 | 11 | 1 | 1 |
| | Motor Vehicles | 1 | 1 | 13 | 13 | 11 | 11 | 1 | 1 | 105 | 103 | 1 | 1 |
| | Energy Use | <1 | 1 | 2 | 2 | <1 | 1 | <1 | 1 | 2 | 2 | <1 | 1 |
| | Construction | 1 | 2 | 7 | 15 | 3 | 6 | <1 | 1 | 13 | 27 | <1 | 1 |
| | Totals | **165** | **167** | **1,512** | **1,520** | **31** | **34** | **13** | **15** | ~~**2,225**~~ *2,227* | **2,240** | **128** | **131** |
| *Existing Baseline* | | *141* | | *1,058* | | *25* | | *14* | | *1,887* | | *95* | |
| *Difference* | | *24* | *26* | *454* | *462* | *6* | *9* | *<1* | *-1* | *340* | *353* | *33* | *36* |
| *Threshold (tpy)* | | *13.7* | | *40* | | *15* | | *10* | | *100* | | *40* | |
| *Exceeds Threshold?* | | *Yes* | *Yes* | *Yes* | *Yes* | *No* | *No* | *No* | *No* | *Yes* | *Yes* | *No* | *No* |
| *Alternative 3 - Proposed Project* | | *2* | | *8* | | *4* | | *2* | | ~~*15*~~ *13* | | *3* | |
| | | | | | | | | | | | | | |
| 2b/ | Aircraft | 149 | 149 | 1,660 | 1,660 | 9 | 9 | 9 | 9 | 1,386 | 1,386 | 149 | 149 |

**Table 5-15: Comparison of Operational Emissions Inventory: Project versus Alternative 3**

| Phase/ Year | Sources | Pollutants (tons/year) | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | VOC | | $NO_X$ | | $PM_{10}$ | | $PM_{2.5}$ | | CO | | $SO_X$ | |
| | | Prop. Project | Alt. 3 | Prop. Project | Alt. 3 | Prop. Project | Alt. 3 | Prop. Project | Alt. 3 | Prop. Project | Alt. 3 | Prop. Project | Alt. 3 |
| 2035 | APUs | <1 | <1 | 9 | 9 | 1 | 1 | 1 | 1 | 5 | 5 | 1 | 1 |
| | GSE | 26 | 26 | 57 | 57 | 1 | 1 | 1 | 1 | 1,011 | 1,011 | <1 | 1 |
| | Stationary Sources | 4 | 4 | 17 | 17 | 6 | 6 | 2 | 2 | 11 | 11 | 1 | 1 |
| | Motor Vehicles | 1 | 1 | 7 | 7 | 11 | 11 | 1 | 1 | 91 | 89 | 1 | 1 |
| | Energy Use | <1 | 1 | 2 | 2 | <1 | 1 | <1 | 1 | 2 | 2 | <1 | 1 |
| | Construction | <1 | 1 | 1 | 2 | 2 | 2 | <1 | 1 | 2 | 2 | <1 | 1 |
| | Totals | **181** | **183** | **1,754** | **1,755** | **31** | **31** | **14** | **16** | **~~2,506~~ *2,508*** | **2,506** | **152** | **155** |
| ***Existing Baseline*** | | ***141*** | | ***1,058*** | | ***25*** | | ***14*** | | ***1,887*** | | ***95*** | |
| ***Difference*** | | ***40*** | ***42*** | ***696*** | ***697*** | ***~~6~~ 7*** | ***6*** | ***~~0~~ 1*** | ***2*** | ***~~618~~ 621*** | ***618*** | ***58*** | ***60*** |
| ***Threshold (tpy)*** | | ***13.7*** | | ***40*** | | ***15*** | | ***10*** | | ***100*** | | ***40*** | |
| ***Exceeds Threshold?*** | | ***Yes*** | ***Yes*** | ***Yes*** | ***Yes*** | ***No*** | ***No*** | ***No*** | ***No*** | ***Yes*** | ***Yes*** | ***Yes*** | ***Yes*** |
| ***Alternative 3 - Proposed Project*** | | ***2*** | | ***1*** | | ***<1*** | | ***2*** | | ***0*** | | ***2*** | |
| | | | | | | | | | | | | | |
| 2050 | Aircraft | 154 | 157 | 1,759 | 1,795 | 9 | 9 | 9 | 9 | 1,425 | 1,427 | 156 | 158 |
| | APUs | <1 | 1 | ~~9~~ *10* | 10 | 1 | 1 | 1 | 1 | 5 | 5 | 1 | 1 |
| | GSE | 21 | 21 | 34 | 34 | 1 | 1 | 1 | 1 | 497 | 497 | <1 | <1 |
| | Stationary Sources | 4 | 4 | 17 | 17 | 6 | 6 | 2 | 2 | 11 | 11 | 1 | 1 |
| | Motor Vehicles | <1 | 1 | 4 | 4 | 11 | 10 | 1 | 1 | 89 | 86 | <1 | 1 |
| | Energy Use | <1 | 1 | 2 | 2 | <1 | 1 | <1 | 1 | 2 | 2 | <1 | 1 |
| | Totals | **180** | **185** | **1,826** | **1,862** | **29** | **28** | **14** | **14** | **2,029** | **2,029** | **159** | **161** |
| ***Existing Baseline*** | | ***141*** | | ***1,058*** | | ***25*** | | ***14*** | | ***1,887*** | | ***95*** | |
| ***Future-Existing*** | | ***39*** | ***44*** | ***768*** | ***804*** | ***4*** | ***3*** | ***<1*** | ***<1*** | ***142*** | ***142*** | ***64*** | ***66*** |
| ***Threshold*** | | ***13.7*** | | ***40*** | | ***15*** | | ***10*** | | ***100*** | | ***40*** | |
| ***Exceeds Threshold?*** | | ***Yes*** | ***Yes*** | ***Yes*** | ***Yes*** | ***No*** | ***No*** | ***No*** | ***No*** | ***Yes*** | ***Yes*** | ***Yes*** | ***Yes*** |
| ***Alternative 3 - Proposed Project*** | | ***2*** | | ***<1*** | | ***1*** | | ***<1*** | | ***<1*** | | ***<1*** | |

Source: CDM Smith., 2019.
Notes: Totals may reflect rounding.

8. Table 5-17 on pages 5-61 to 5-63 of the Recirculated Draft EIR is hereby revised as follows:

**Table 5-17: Alternative 3 Annual GHG Emissions Compared to Existing and Proposed Project Emissions (in metric tons of $CO_2e$)**

| Year | Source | Metric Tons of $CO_2e$ | | Alternative 3 | | |
|---|---|---|---|---|---|---|
| | | Existing (2018 Baseline Conditions) | Proposed Project | Metric Tons of $CO_2e$ | Increase/Decrease from Existing | Increase/Decrease from Proposed Project |
| 2024 | Aircraft | 249,504 | 285,313 | 288,586 | 39,082 | +3,273 |
| | APUs | 2,223 | 2,505 | 2,505 | 282 | 0 |
| | GSE | 12,091 | 12,471 | 12,471 | 380 | 0 |
| | Stationary Sources | 12,940 | 13,399 | 13,399 | 459 | 0 |
| | Motor Vehicles | 55,434 | 55,991 | 55,991 | 557 | 0 |
| | Other[a] | 5,597 | 8,149 | 8,149 | 2,552 | 0 |
| | Operations Total | 337,789 | 377,828 | 381,101 | 43,312 | +3,273 |
| | Construction | - | 6,627 | 1,524 | 1,524 | -5,103 |
| | Grand Total | 337,789 | ~~384,455~~ *384,456* | 382,625 | 44,836 | ~~-1,830~~ *-1,831* |
| | | | | | | |
| 2026 | Aircraft | 249,504 | 300,734 | 303,655 | 54,151 | +2,921 |
| | APUs | 2,223 | 2,580 | 2,580 | 357 | 0 |
| | GSE | 12,091 | 13,799 | 13,799 | 1,708 | 0 |
| | Stationary Sources | 12,940 | 13,399 | 13,399 | 459 | 0 |
| | Motor Vehicles | 55,434 | 63,469 | 63,469 | 8,035 | 0 |
| | Other[a] | 5,597 | 11,924 | 11,924 | 6,327 | 0 |
| | Operations Total | 337,789 | 405,905 | 408,826 | 71,037 | +2,921 |
| | Construction | - | 2,698 | 5,639 | 5,639 | 2,941 |
| | Grand Total | 337,789 | ~~408,603~~ *408,604* | 414,465 | 76,676 | ~~5,862~~ *5,861* |
| | | | | | | |
| 2030 | Aircraft | 249,504 | 331,950 | 331,950 | 82,446 | 0 |
| | APUs | 2,223 | 2,623 | 2,623 | 400 | 0 |
| | GSE | 12,091 | 13,409 | 13,409 | 1,318 | 0 |

**Table 5-17: Alternative 3 Annual GHG Emissions Compared to Existing and Proposed Project Emissions (in metric tons of $CO_2e$)**

| Year | Source | Metric Tons of $CO_2e$ | | Alternative 3 | | |
|---|---|---|---|---|---|---|
| | | Existing (2018 Baseline Conditions) | Proposed Project | Metric Tons of $CO_2e$ | Increase/Decrease from Existing | Increase/Decrease from Proposed Project |
| | **Stationary Sources** | 12,940 | 13,399 | 13,399 | 459 | 0 |
| | **Motor Vehicles** | 55,434 | 59,650 | 59,650 | 4,216 | 0 |
| | **Other[a]** | 5,597 | 18,215 | 18,215 | 12,618 | 0 |
| | **Operations Total** | 337,789 | 439,246 | 439,246 | 101,457 | 0 |
| | **Construction** | - | 2,589 | 2,214 | 2,214 | 0 |
| | **Grand Total** | 337,789 | 441,844 | 441,460 | 103,671 | 0 |
| | | | | | | |
| **2035** | **Aircraft** | 249,504 | 395,743 | 395,743 | 146,239 | 0 |
| | **APUs** | 2,223 | 3,139 | 3,139 | 916 | 0 |
| | **GSE** | 12,091 | 13,475 | 13,475 | 1,384 | 0 |
| | **Stationary Sources** | 12,940 | 13,399 | 13,399 | 459 | 0 |
| | **Motor Vehicles** | 55,434 | 51,022 | 51,022 | -4,412 | 0 |
| | **Other[a]** | 5,597 | 20,066 | 20,066 | 14,469 | 0 |
| | **Operations Total** | 337,789 | 496,844 | 496,844 | 159,055 | 0 |
| | **Construction** | - | 830 | 830 | 830 | 0 |
| | **Grand Total** | 337,789 | ~~497,674~~ *497,675* | ~~497,674~~ *497,675* | ~~159,885~~ *159,886* | 0 |
| | | | | | | |
| **2050** | **Aircraft** | 249,504 | ~~417,468~~ *412,514* | ~~417,468~~ *412,514* | 167,964 | 0 |
| | **APUs** | 2,223 | ~~3,417~~ *3,229* | ~~3,417~~ *3,229* | 1,194 | 0 |
| | **GSE** | 12,091 | 12,011 | 12,011 | -80 | 0 |
| | **Stationary Sources** | 12,940 | 13,399 | 13,399 | 459 | 0 |
| | **Motor Vehicles** | 55,434 | 44,667 | 44,667 | -10,767 | 0 |

**Table 5-17: Alternative 3 Annual GHG Emissions Compared to Existing and Proposed Project Emissions (in metric tons of $CO_2e$)**

| Year | Source | Metric Tons of $CO_2e$ | | Alternative 3 | | |
|---|---|---|---|---|---|---|
| | | Existing (2018 Baseline Conditions) | Proposed Project | Metric Tons of $CO_2e$ | Increase/Decrease from Existing | Increase/Decrease from Proposed Project |
| | Other[a] | 5,597 | 20,066 | 20,066 | 14,469 | 0 |
| | Total | 337,789 | ~~511,029~~ *505,887* | ~~511,029~~ *505,887* | ~~173,240~~ *168,098* | 0 |

Source: CDM Smith and KB Environmental Sciences, Inc. 2019.
Notes: Totals may reflect rounding.
a. Estimates of emissions resulting from energy consumption associated with electricity usage, water usage (i.e., pumping of imported water to southern California), and solid waste disposal.

9. Table 5-19 on pages 5-93 to 5-95 of the Recirculated Draft EIR is hereby revised as follows:

**Table 5-19: Comparison of Operational Emissions Inventory: Proposed Project versus Alternative 4**

| Phase / Year | Sources | Pollutants (tons/year) | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | VOC | | $NO_X$ | | $PM_{10}$ | | $PM_{2.5}$ | | CO | | $SO_X$ | |
| | | Prop. Project | Alt. 4 | Prop. Project | Alt. 4 | Prop. Project | Alt. 4 | Prop. Project | Alt. 4 | Prop. Project | Alt. 4 | Prop. Project | Alt. 4 |
| 1a/ 2024 | Aircraft | 111 | 114 | 1,104 | 1,110 | 7 | 7 | 7 | 7 | 992 | 1,027 | 105 | 107 |
| | APUs | <1 | <1 | 7 | 7 | 1 | 1 | 1 | 1 | 4 | 4 | 1 | 1 |
| | GSE | 29 | 29 | 81 | 81 | 2 | 2 | 2 | 2 | 867 | 867 | <1 | <1 |
| | Stationary Sources | 4 | 4 | 17 | 17 | 6 | 6 | 2 | 2 | 11 | 11 | 1 | 1 |
| | Motor Vehicles | 2 | 2 | 14 | 11 | 10 | 9 | 1 | 1 | 114 | 104 | 1 | 1 |
| | Energy Use | <1 | <1 | 1 | 2 | <1 | <1 | <1 | <1 | 1 | 2 | <1 | <1 |
| | Construction | 3 | 3 | 17 | 15 | 10 | 9 | 1 | 1 | 17 | 17 | <1 | <1 |
| | Totals | **149** | **151** | **1,241** | **1,244** | **37** | **35** | **15** | **15** | ~~**2,006**~~ ***2,007*** | ~~**2,031**~~ ***2,032*** | **108** | **110** |
| ***Existing*** | | 141 | | 1,058 | | 25 | | 14 | | 1,887 | | 95 | |
| ***Future-Existing*** | | ***8*** | ***10*** | ***183*** | ***186*** | ***12*** | ***10*** | ***1*** | ***1*** | ***119*** | ~~***144***~~ ***145*** | ***13*** | ***15*** |
| ***Threshold*** | | ***13.7*** | | ***40*** | | ***15*** | | ***10*** | | ***100*** | | ***40*** | |
| ***Exceeds Threshold?*** | | ***No*** | ***No*** | ***Yes*** | ***Yes*** | ***No*** | ***No*** | ***No*** | ***No*** | ***Yes*** | ***Yes*** | ***No*** | ***No*** |
| ***Alternative 4 – Proposed Project*** | | ***2*** | | ***3*** | | ***-2*** | | ***<1*** | | ***25*** | | ***2*** | |
| | | | | | | | | | | | | | |
| 1b/ 2026 | Aircraft | 120 | 119 | 1,186 | 1,184 | 8 | 8 | 8 | 8 | 1,045 | 1,030 | 111 | 111 |
| | APUs | <1 | <1 | 8 | 8 | 1 | 1 | 1 | 1 | 4 | 4 | 1 | 1 |
| | GSE | 29 | 29 | 79 | 79 | 2 | 2 | 2 | 2 | 922 | 922 | <1 | <1 |
| | Stationary Sources | 4 | 4 | 17 | 17 | 6 | 6 | 2 | 2 | 11 | 11 | 1 | 1 |

**Table 5-19: Comparison of Operational Emissions Inventory: Proposed Project versus Alternative 4**

| Phase / Year | Sources | Pollutants (tons/year) | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | VOC | | $NO_X$ | | $PM_{10}$ | | $PM_{2.5}$ | | CO | | $SO_X$ | |
| | | Prop. Project | Alt. 4 | Prop. Project | Alt. 4 | Prop. Project | Alt. 4 | Prop. Project | Alt. 4 | Prop. Project | Alt. 4 | Prop. Project | Alt. 4 |
| | Motor Vehicles | 2 | 2 | 17 | 13 | 11 | 9 | 1 | 1 | ~~111~~ *112* | ~~98~~ *99* | 1 | 1 |
| | Energy Use | <1 | <1 | 1 | 2 | <1 | <1 | <1 | <1 | 1 | 2 | <1 | <1 |
| | Construction | 1 | 1 | 6 | 4 | 6 | 5 | 1 | 1 | 6 | 5 | <1 | <1 |
| | Totals | **155** | **154** | **1,314** | **1,307** | **35** | **32** | **15** | **14** | ~~**2,101**~~ ***2,102*** | **2,072** | **114** | **113** |
| ***Existing*** | | 141 | | 1,058 | | 25 | | 14 | | 1,887 | | 95 | |
| ***Future-Existing*** | | 14 | 13 | ~~255~~ *256* | 249 | 10 | 7 | 1 | 1 | ~~214~~ *215* | ~~184~~ *185* | ~~19~~ *20* | 19 |
| ***Threshold*** | | ***13.7*** | | ***40*** | | ***15*** | | ***10*** | | ***100*** | | ***40*** | |
| ***Exceeds Threshold?*** | | ***Yes*** | ***No*** | ***Yes*** | ***Yes*** | ***No*** | ***No*** | ***No*** | ***No*** | ***Yes*** | ***Yes*** | ***No*** | ***No*** |
| ***Alternative 4 - Proposed Project*** | | ~~1~~ *-1* | | ~~6~~ *-7* | | ~~3~~ *-3* | | ~~>1~~ *<-1* | | ~~29~~ *-30* | | ~~0~~ *-1* | |
| | | | | | | | | | | | | | |
| **2a/ 2030** | Aircraft | 132 | 132 | 1,404 | 1,403 | 8 | 8 | 8 | 8 | 1,146 | 1,140 | 125 | 125 |
| | APUs | <1 | <1 | 8 | 8 | 1 | 1 | 1 | 1 | 4 | 4 | 1 | 1 |
| | GSE | 26 | 26 | 61 | 61 | 1 | 1 | 1 | 1 | 947 | 947 | <1 | <1 |
| | Stationary Sources | 4 | 4 | 17 | 17 | 6 | 6 | 2 | 2 | 11 | 11 | 1 | 1 |
| | Motor Vehicles | 1 | 1 | 13 | 10 | 11 | 10 | 1 | 1 | ~~103~~ *105* | ~~92~~ *93* | 1 | 1 |
| | Energy Use | <1 | <1 | 2 | ~~<1~~ *2* | <1 | <1 | <1 | <1 | 2 | 2 | <1 | <1 |
| | Construction | 1 | <1 | 7 | <1 | 3 | <1 | <1 | ~~<0~~ *<1* | 13 | <1 | <1 | <1 |
| | Totals | **165** | **164** | **1,512** | ~~**1,058**~~ ***1,501*** | **31** | ~~**25**~~ ***27*** | **13** | **13** | ~~**2,225**~~ ***2,227*** | ~~**2,196**~~ ***2,197*** | **128** | **127** |
| ***Existing*** | | 141 | | 1,058 | | 25 | | 14 | | 1,887 | | 95 | |
| ***Future-Existing*** | | 24 | 23 | 454 | 443 | 6 | 2 | <1 | -1 | ~~338~~ *340* | ~~308~~ *310* | 33 | 33 |
| ***Threshold*** | | ***13.7*** | | ***40*** | | ***15*** | | ***10*** | | ***100*** | | ***40*** | |
| ***Exceeds Threshold?*** | | ***Yes*** | ***Yes*** | ***Yes*** | ***Yes*** | ***No*** | ***No*** | ***No*** | ***No*** | ***Yes*** | ***Yes*** | ***No*** | ***No*** |
| ***Alternative 4 – Proposed Project*** | | ~~1~~ *-1* | | ~~11~~ *-11* | | ~~4~~ *-4* | | ~~<1~~ *<-1* | | ~~30~~ *-30* | | ~~<1~~ *<-1* | |
| | | | | | | | | | | | | | |
| **2b/ 2035** | Aircraft | 149 | 147 | 1,660 | 1,654 | 9 | 9 | 9 | 9 | 1,386 | 1,350 | 149 | 148 |
| | APUs | <1 | <1 | 9 | 9 | 1 | 1 | 1 | 1 | 5 | 5 | 1 | 1 |
| | GSE | 26 | 26 | 57 | 57 | 1 | 1 | 1 | 1 | 1,011 | 1,011 | <1 | <1 |
| | Stationary Sources | 4 | 4 | 17 | 17 | 6 | 6 | 2 | 2 | 11 | 11 | 1 | 1 |
| | Motor Vehicles | 1 | 1 | 7 | 7 | 11 | 10 | 1 | 1 | ~~89~~ *91* | ~~82~~ *84* | 1 | <1 |
| | Energy Use | <1 | <1 | 2 | 2 | <1 | <1 | <1 | <1 | 2 | 2 | <1 | <1 |

**Table 5-19: Comparison of Operational Emissions Inventory: Proposed Project versus Alternative 4**

| Phase / Year | Sources | Pollutants (tons/year) | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | VOC | | $NO_X$ | | $PM_{10}$ | | $PM_{2.5}$ | | CO | | $SO_X$ | |
| | | Prop. Project | Alt. 4 | Prop. Project | Alt. 4 | Prop. Project | Alt. 4 | Prop. Project | Alt. 4 | Prop. Project | Alt. 4 | Prop. Project | Alt. 4 |
| | **Construction** | <1 | - | 1 | -- | 2 | -- | <1 | -- | 2 | -- | <1 | -- |
| | **Totals** | **181** | **178** | **1,754** | **1,745** | **31** | **28** | **14** | **14** | ~~**2,506**~~ ***2,508*** | ~~**2,461**~~ ***2,463*** | **152** | **151** |
| ***Existing*** | | 141 | | 1,058 | | 25 | | 14 | | 1,887 | | 95 | |
| ***Future-Existing*** | | 40 | 37 | 696 | ~~687~~ *688* | ~~6~~ *7* | 3 | 1 | <1 | ~~618~~ *621* | ~~574~~ *576* | 58 | 56 |
| ***Threshold*** | | ***13.7*** | | ***40*** | | ***15*** | | ***10*** | | ***100*** | | ***40*** | |
| ***Exceeds Threshold?*** | | ***Yes*** | ***Yes*** | ***Yes*** | ***Yes*** | ***No*** | ***No*** | ***No*** | ***No*** | ***Yes*** | ***Yes*** | ***Yes*** | ***Yes*** |
| ***Alternative 4 – Proposed ~~Proposed~~ Project*** | | ~~3~~ *-3* | | ~~9~~ *-8* | | ~~3~~ *-4* | | ~~<1~~ *<-1* | | ~~44~~ *-45* | | ~~2~~ *-1* | |
| | | | | | | | | | | | | | |
| ***2050*** | **Aircraft** | ~~157~~ *154* | ~~155~~ *151* | ~~1,795~~ *1,759* | ~~1,788~~ *1,752* | 9 | 9 | 9 | 9 | ~~1,427~~ *1,425* | ~~1,392~~ *1,390* | ~~158~~ *156* | ~~156~~ *154* |
| | **APUs** | <1 | <1 | 10 | ~~10~~ *9* | 1 | 1 | 1 | 1 | 5 | 5 | 1 | 1 |
| | **GSE** | 21 | 21 | 34 | 34 | 1 | 1 | 1 | 1 | 497 | 497 | <1 | <1 |
| | **Stationary Sources** | 4 | 4 | 17 | 17 | 6 | 6 | 2 | 2 | 11 | 11 | 1 | 1 |
| | **Motor Vehicles** | <1 | <1 | 4 | 4 | 11 | 10 | 1 | 1 | ~~86~~ *89* | ~~80~~ *83* | <1 | <1 |
| | **Energy Use** | <1 | <1 | 2 | 2 | <1 | <1 | <1 | <1 | 2 | 2 | <1 | <1 |
| | **Totals** | ~~**183**~~ ***180*** | ~~**181**~~ ***177*** | ~~**1,862**~~ ***1,826*** | ~~**1,855**~~ ***1,819*** | ~~**28**~~ ***29*** | ~~**27**~~ ***28*** | **14** | **13** | **2,029** | **1,987** | ~~**161**~~ ***159*** | ~~**159**~~ ***157*** |
| ***Existing*** | | 141 | | 1,058 | | 25 | | 14 | | 1,887 | | 95 | |
| ***Future-Existing*** | | ~~42~~ *39* | ~~39~~ *36* | ~~804~~ *768* | ~~797~~ *761* | 4 | 3 | <1 | <1 | ~~141~~ *142* | 100 | ~~66~~ *64* | ~~64~~ *62* |
| ***Threshold*** | | ***13.7*** | | ***40*** | | ***15*** | | ***10*** | | ***100*** | | ***40*** | |
| ***Exceeds Threshold?*** | | ***Yes*** | ***Yes*** | ***Yes*** | ***Yes*** | ***No*** | ***No*** | ***No*** | ***No*** | ***Yes*** | ***No*** | ***Yes*** | ***Yes*** |
| ***Alternative 4 – Proposed Project*** | | ~~3~~ *-3* | | ~~7~~ *-7* | | ~~1~~ *-1* | | ~~<1~~ *<-1* | | ~~41~~ *-42* | | ~~2~~ *-2* | |

Source: KB Environmental Sciences, Inc., 2019.
Notes: Totals may reflect rounding.

10. Table 5-21 on pages 5-97 to 5-98 of the Recirculated Draft EIR is hereby revised as follows:

**Table 5-21: Alternative 4 Annual GHG Emissions Compared to Existing and Proposed Project Emissions (in metric tons of $CO_2e$)**

| Year | Source | Metric Tons of CO2e | | Alternative 4 | | |
|---|---|---|---|---|---|---|
| | | Existing (2018 Baseline Conditions) | Proposed Project | Metric Tons of $CO_2e$ | Increase/ Decrease from Existing | Increase/ Decrease from Proposed Project |
| **2024** | **Aircraft** | 249,504 | 285,313 | 289,311 | 39,807 | 3,998 |

**Table 5-21: Alternative 4 Annual GHG Emissions Compared to Existing and Proposed Project Emissions (in metric tons of $CO_2e$)**

| Year | Source | Metric Tons of CO2e | | Alternative 4 | | |
|---|---|---|---|---|---|---|
| | | Existing (2018 Baseline Conditions) | Proposed Project | Metric Tons of $CO_2e$ | Increase/ Decrease from Existing | Increase/ Decrease from Proposed Project |
| | **APUs** | 2,223 | 2,505 | 2,505 | 282 | 0 |
| | **GSE** | 12,091 | 12,471 | 12,471 | 380 | 0 |
| | **Stationary Sources** | 12,940 | 13,399 | 13,399 | 459 | 0 |
| | **Motor Vehicles** | 55,434 | 55,991 | 49,202 | -6,232 | -6,789 |
| | **Other[a]** | 5,597 | 8,149 | 8,811 | 3,214 | 662 |
| | **Operations Total** | 337,789 | 377,828 | 375,699 | 37,910 | -2,129 |
| | **Construction** | -- | 6,627 | 5,980 | 5,980 | -647 |
| | **Grand Total** | **337,789** | ~~**384,455**~~ ***384,456*** | **381,679** | **43,890** | ~~**-2,776**~~ ***-2,777*** |
| | | | | | | |
| **2026** | **Aircraft** | 249,504 | 300,734 | 298,965 | 49,461 | -1,769 |
| | **APUs** | 2,223 | 2,580 | 2,580 | 357 | 0 |
| | **GSE** | 12,091 | 13,799 | 13,799 | 1,708 | 0 |
| | **Stationary Sources** | 12,940 | 13,399 | 13,399 | 459 | 0 |
| | **Motor Vehicles** | 55,434 | 63,469 | 53,536 | -1,898 | -9,933 |
| | **Other[a]** | 5,597 | 11,924 | 11,587 | 5,990 | -337 |
| | **Operations Total** | 337,789 | 405,905 | 393,866 | 56,077 | -12,039 |
| | **Construction** | -- | 2,698 | 1,662 | 1,662 | -1,036 |
| | **Grand Total** | **337,789** | ~~**408,603**~~ ***408,604*** | **395,528** | **57,739** | ~~**-13,075**~~ ***-13,076*** |
| | | | | | | |
| **2030** | **Aircraft** | 249,504 | 331,950 | 331,334 | 81,830 | -616 |
| | **APUs** | 2,223 | 2,623 | 2,623 | 400 | 0 |
| | **GSE** | 12,091 | 13,409 | 13,409 | 1,318 | 0 |
| | **Stationary Sources** | 12,940 | 13,399 | 13,399 | 459 | 0 |
| | **Motor Vehicles** | 55,434 | 59,650 | 52,448 | -2,986 | -7,202 |
| | **Other[a]** | 5,597 | 18,215 | 11,587 | 5,990 | -6,628 |
| | **Operations Total** | 337,789 | 439,246 | 424,800 | 87,011 | -14,446 |
| | **Construction** | -- | ~~2,214~~ *2,598* | -- | -- | -2,598 |
| | **Grand Total** | **337,789** | ~~**441,460**~~ ***441,844*** | **424,800** | **87,011** | ~~**-16,660**~~ ***-17,044*** |
| | | | | | | |
| **2035** | **Aircraft** | 249,504 | 395,743 | 391,385 | 141,881 | -4,358 |
| | **APUs** | 2,223 | 3,139 | 3,139 | 916 | 0 |
| | **GSE** | 12,091 | 13,475 | 13,475 | 1,384 | 0 |
| | **Stationary Sources** | 12,940 | 13,399 | 13,399 | 459 | 0 |
| | **Motor Vehicles** | 55,434 | 51,022 | 47,516 | -7,918 | -3,506 |
| | **Other[a]** | 5,597 | 20,066 | 11,587 | 5,990 | -8,479 |
| | **Operations Total** | 337,789 | 496,844 | 480,501 | 142,712 | -16,343 |

**Table 5-21: Alternative 4 Annual GHG Emissions Compared to Existing and Proposed Project Emissions (in metric tons of $CO_2e$)**

| Year | Source | Metric Tons of CO2e | | Alternative 4 | | |
|---|---|---|---|---|---|---|
| | | Existing (2018 Baseline Conditions) | Proposed Project | Metric Tons of $CO_2e$ | Increase/ Decrease from Existing | Increase/ Decrease from Proposed Project |
| | **Construction** | -- | 830 | -- | -- | -830 |
| | **Grand Total** | **337,789** | ~~**497,674**~~ ***497,675*** | **480,501** | **142,712** | **-17,174** |
| | | | | | | |
| **2050** | **Aircraft** | 249,504 | ~~417,468~~ *412,514* | 413,022 | 163,518 | ~~-4,446~~ 508 |
| | **APUs** | 2,223 | ~~3,417~~ *3,229* | ~~3,417~~ *3,229* | 1,194 | 0 |
| | **GSE** | 12,091 | 12,011 | 12,011 | -80 | 0 |
| | **Stationary Sources** | 12,940 | 13,399 | 13,399 | 459 | 0 |
| | **Motor Vehicles** | 55,434 | 44,667 | 41,384 | -14,050 | ~~-2,723~~ -3,283 |
| | **Other**[a] | 5,597 | 20,066 | 11,587 | 5,990 | -8,479 |
| | **Total** | **337,789** | ~~**511,029**~~ ***505,887*** | ~~**494,821**~~ ***494,633*** | ~~**157,032**~~ ***156,844*** | ~~**-16,208**~~ ***-11,254*** |

Source: CDM Smith and KB Environmental Sciences, Inc. 2019.
Note: -- = Not applicable

a. Estimates of Other emissions are those resulting from energy consumption associated with electricity usage, water usage (i.e., pumping of imported water to southern California), and solid waste disposal.

11. The first paragraph under the heading "Alternative 4: T1 Replacement and Transportation Improvements" on page 5-131 of the Recirculated Draft EIR is hereby revised as follows:

Implementation of Alternative 4: T1 Replacement and Transportation Improvements, would result in construction-related impacts that would, for most environmental issue areas, be generally comparable to those of the proposed project; however, relative to construction-related air pollutant emissions, would reduce significant impacts. The operations-related impacts of Alternative 4 would be less than those of the proposed project relative to traffic, air quality, greenhouse gas, cultural resources, and *roadway* noise. Implementation of Alternative 4 would meet all of the Project Objectives, as summarized below.

12. The third bullet on page 5-132 of the Recirculated Draft EIR is hereby revised as follows:

- Minimize walking distances and mode changes from curbside to aircraft gate. *Alternative 4 – the design of the new T1 would meet this objective, although no~~t~~ linear concourse between the new T1 and the existing T2-West would be implemented.*

13. The following text is hereby added after the last bullet on page 5-134 of the Recirculated Draft to clarify that Alternative 2 is technically the environmental superior; however, its implementation would not meet most of the project objectives. Similar to Alternative 2, implementation of Alternative 4 would also result in reduced environmental impacts compared

to the proposed project, but, unlike Alternative 2, Alternative 4 would meet all of the project objectives and is recommended over the proposed project.

*Based on the above comparison of environmental impacts associated with each alternative, Alternative 2 is considered to be the environmentally superior alternative as it would reduce the significant impacts related to air quality, GHG emissions, traffic, and historical resources that would otherwise occur under the proposed project, both in terms of construction-related impact and operations-related impacts. Implementation of Alternative 2 would not, however, meet most of the project objectives.*

*Implementation of Alternative 4 would also result in reduced impacts related to air quality, GHG emissions, traffic, historical resources, and roadway noise, but, unlike Alternative 2, implementation of Alternative 4 would meet all of the project objectives. Alternative 4 is environmentally superior to the proposed project, is considered feasible, and would meet all of the project objectives. Alternative 4 is the SDCRAA Staff Recommended Alternative over the proposed project.*

*Although the No Project Alternative would avoid all the construction-related impacts of the proposed project, most of those construction impacts are less than significant, with the exception of construction-related traffic impacts. Moreover, the operational impacts of the No Project Alternative, including those related to air quality and GHG emissions, would be greater than the unavoidable significant impacts of the proposed project.*

## Chapter 6, Other CEQA Considerations

1. The text of the bullet with the heading 'Cultural Resources" on pages 6-2 and 6-3 of the Recirculated Draft EIR is hereby revised as follows:

- **Cultural Resources**

  - **Construction** – Implementation of the proposed project would require the demolition and removal of two significant historical buildings (the existing Terminal 1 and the existing Terminal 2-East). Mitigation Measure MM-HR-1: Preparation of Historic American Buildings Survey/Historic American Engineering Record (HABS/HAER) Documentation, is proposed to document the characteristics of each of these two buildings*, and MM-HR-4: Interpretative Display Regarding Existing Terminal 1 is proposed to further document the characteristics of the existing Terminal 1*; however, even with implementation of MM-HR-1 *and MM-HR-4*, the permanent loss of these two historic structures would be a ***significant and unavoidable impact*** of the proposed project.[1]

  - **Cumulative Impacts – Construction –** Even with implementation of Mitigation Measure*s* MM-HR-1 *and MM-HR-4*, the project's cumulatively considerable contribution to significant impacts to historical resources would be ***significant and unavoidable***.

[1] As further discussed in Section 3.6, Cultural Resources, of this Recirculated Draft EIR, implementation of the proposed project would also impact the former United Airlines Hangar and Terminal Building, which is also a significant historical building. Mitigation Measures MM-HR-1: Preparation of Historic American Buildings Survey/Historic American Engineering Record (HABS/HAER) Documentation and MM-HR-2: Relocation of the United Airlines Hangar and Terminal Building, are proposed and would reduce the impact to a level less than significant.

## Chapter 7, References

1. The second reference from the bottom on page 7-9 of the Recirculated Draft EIR is hereby revised as follows:

   City of San Diego. Midway-Pacific Highway Community Plan Update Revised Final Program Environmental Impact Report San Diego, *Main Document,* California SCH #2015111013. Prepared by AECOM. May 2018.

2. The last reference on page 7-11 of the Recirculated Draft EIR is hereby revised as follows:

   Department of Transport~~ation~~ [England], Department of Safety, Environment and Engineering Civil Aviation Authority. Report of a Field Study of Aircraft Noise and Sleep Disturbance. December 1992.

3. The seventh reference on page 7-16 of the Recirculated Draft EIR is hereby revised as follows:

   San Diego Association of Governments. San Diego Forward: The ~~2019-2050~~*2021* Regional Plan Fact Sheet. April 2019. Available: https://www.sandag.org/uploads/publicationid/publicationid_1811_16978.pdf.

4. The tenth reference on page 7-16 of the Recirculated Draft EIR is hereby revised as follows:

   San Diego Association of Governments. Traffic Impact Studies Guidelines, in 2008 SANDAG Congestion Management Program. ~~January~~ 2008. Available: ~~http://sandiegohealth.org/sandag/sandag_pubs_2009-7-25/publicationid_1403_8908.pdf.~~ *https://www.sandag.org/uploads/publicationid/publicationid_1403_14037.pdf*

5. The last reference on page 7-16 of the Recirculated Draft EIR is hereby revised as follows:

   San Diego Business Journal. Ray Huard. "New Hotel to Deliver European ~~Ara~~ *Aura*, Urban Vibe to Visitors." May 14, 2019.

6. The fourth reference from the bottom on page 7-17 of the Recirculated Draft EIR is hereby revised as follows:

   San Diego County Regional Airport Authority. Climate Resilience Plan – A Roadmap to Maintain Business Continuity~~ and Climate Change~~ *in a Changing Climate*. Final Version. June 2019. Available: https://www.san.org/Portals/0/Documents/Environmental/2019-Draft/082919_DRAFT_SD_Intl_Airport_Climate_Resilience_Plan_lowres.pdf.

7. The second reference on page 7-19 of the Recirculated Draft EIR is hereby revised as follows:

   San Diego County Regional Airport Authority. Strategic Energy Plan – An Integrated Approach to Energy Resilienc~~y~~*e*. November 2018. Available: http://www.san.org/Portals/0/Documents/Environmental/SAN_STEP_081919.pdf.

8. The fifth from the bottom reference on page 7-20 of the Recirculated Draft EIR is hereby revised as follows:

   South Coast Air Quality Management District. ~~Air Monitoring Study in the Area of Los Angeles International Airport &~~ Inglewood Particulate Fallout Study Under and Near the Flight Path to Los Angeles International Airport. 2000.

### Chapter 8, List of Preparers

None

### Chapter 9 Acronyms and Abbreviations

None

## 3.3 Corrections and Additions to the Recirculated Draft EIR – Appendices

### Appendix R-A, Notice of Preparation

None

### Appendix R-B, Aviation Demand Forecasts and Gated Schedules

1. Table 5-2 on pages 36-39 in Appendix R-B, Aviation Demand Forecasts and Gated Schedules, of the Recirculated Draft EIR is hereby replaced with the corrected version as provided on the follow pages:

Table 5-2

**CONSTRAINED DEMAND SCENARIO OF PASSENGER AIRLINE AIRCRAFT OPERATIONS BY AIRCRAFT TYPE**

San Diego International Airport

| | Arrivals and departures | | | | | |
|---|---|---|---|---|---|---|
| | Historical | | Constrained Demand Scenario | | | |
| Aircraft type | 2017 | 2018 | 2023 | 2028 | 2033 | 2050 |
| Domestic | | | | | | |
| Narrowbody | | | | | | |
| A318 | 499 | 3,020 | – | – | – | – |
| A319 | 6,328 | 4,801 | 1,441 | 6,452 | 1,433 | 1,451 |
| A320 | 15,161 | 14,132 | 2,161 | 2,867 | 7,879 | 7,253 |
| A320neo | – | – | 3,601 | – | – | – |
| A321 | 12,354 | 17,699 | 18,728 | 16,488 | 12,177 | 12,329 |
| B717-200 | 406 | 1,531 | 3,601 | 4,301 | 4,298 | 4,352 |
| B737-300/400/500/600 | 312 | – | 19,448 | 31,541 | 31,874 | 31,548 |
| B737-700 | 57,680 | 57,471 | 11,525 | 18,996 | 29,726 | 30,823 |
| B737-800 | 33,660 | 37,950 | 1,441 | – | – | – |
| B737-900 | 17,799 | 16,996 | 70,228 | 48,029 | 12,535 | 11,967 |
| B737 MAX | 329 | 1,493 | 47,539 | 54,480 | 80,940 | 83,404 |
| B757-200/300 | 3,733 | 3,680 | 22,689 | 45,520 | 46,558 | 47,867 |
| CS100 | – | – | – | 7,168 | 12,177 | 15,230 |
| MD-80 | 381 | 24 | 1,441 | 4,301 | 7,163 | 7,978 |
| MD-90 | 1,053 | 260 | 5,042 | ,434 | – | – |
| Subtotal – narrowbody | 149,695 | 159,056 | 208,884 | 241,578 | 246,758 | 254,200 |
| Regional jets | | | | | | |
| CRJ-100/200 | 523 | 1,351 | – | – | – | – |
| CRJ-700 | 2,355 | 3,146 | 720 | – | – | – |
| CRJ-900 | 1,175 | 388 | – | – | – | – |
| ERJ-175 | 19,408 | 23,975 | 23,770 | 3,584 | 3,581 | 5,802 |
| Subtotal – regional jets | 23,461 | 28,861 | 24,490 | 3,584 | 3,581 | 5,802 |
| Turboprop | | | | | | |
| Q400 | 1,769 | 699 | – | – | – | – |
| Widebody | | | | | | |
| A330-200 | 720 | 713 | 720 | 717 | 716 | 725 |
| B767-200/300 | 532 | 146 | – | – | – | – |
| B787-8 | – | – | – | 717 | 7,521 | 8,340 |
| Subtotal – widebody | 1,252 | 859 | 720 | 1,434 | 8,237 | 9,066 |
| **Subtotal – Domestic** | **176,176** | **189,475** | **234,094** | **246,596** | **258,577** | **269,068** |

Table 5-2 (page 2 of 4)

**CONSTRAINED DEMAND SCENARIO OF PASSENGER AIRLINE AIRCRAFT OPERATIONS BY AIRCRAFT TYPE**

San Diego International Airport

| | Arrivals and departures | | | | | |
|---|---|---|---|---|---|---|
| | Historical | | Constrained Demand Scenario | | | |
| Aircraft type | 2017 | 2018 | 2023 | 2028 | 2033 | 2050 |
| International | | | | | | |
| Narrowbody | | | | | | |
| A319 | 122 | 49 | 720 | 717 | 716 | 725 |
| A320neo | -- | -- | -- | -- | -- | -- |
| A320 | 185 | 223 | 720 | 717 | 716 | 725 |
| B737-800 | 566 | 812 | 1,441 | 1,075 | 716 | 725 |
| B737-900 | 1,232 | 859 | 2,521 | 3,226 | 2,865 | 2,901 |
| B737 MAX | -- | -- | -- | 717 | 1,433 | 1,451 |
| Subtotal - narrowbody | 3,615 | 3,699 | 7,923 | 10,036 | 10,744 | 11,604 |
| Regional jets | | | | | | |
| CRJ-700 | 1,229 | 118 | -- | -- | -- | -- |
| CRJ-900 | -- | 1,694 | 2,161 | 717 | -- | -- |
| ERJ-175 | 110 | 274 | 720 | 2,151 | 3,581 | 3,626 |
| Subtotal - regional jets | 1,339 | 2,086 | 2,881 | 2,867 | 3,581 | 3,626 |
| Widebody | | | | | | |
| A340-300 | 59 | 487 | 720 | 717 | 716 | 2,176 |
| B747-400 | 282 | 286 | -- | -- | -- | -- |
| B767-200/300 | 112 | -- | -- | -- | -- | -- |
| B777 | 426 | 431 | 1,441 | 1,434 | 1,433 | 1,451 |
| B787-8 | 720 | 719 | 1,441 | 2,151 | 2,149 | 2,176 |
| B787-9 | -- | -- | -- | -- | -- | -- |
| Subtotal - widebody | 1,599 | 1,923 | 3,601 | 4,301 | 4,298 | 5,802 |
| **Subtotal - International** | **6,553** | **7,708** | **14,406** | **17,204** | **18,623** | **21,032** |
| **Total - Passenger Airlines** | **182,712** | **197,244** | **248,500** | **263,800** | **277,200** | **290,100** |

Table 5-2 (page 3 of 4)

**CONSTRAINED DEMAND SCENARIO OF PASSENGER AIRLINE AIRCRAFT OPERATIONS BY AIRCRAFT TYPE**

San Diego International Airport

| | Arrivals and departures | | | | | |
|---|---|---|---|---|---|---|
| | Historical | | Constrained Demand Scenario | | | |
| Aircraft type | 2017 | 2018 | 2023 | 2028 | 2033 | 2050 |
| Domestic | | | | | | |
| Narrowbody | | | | | | |
| A318 | 0.3% | 1.5% | --% | --% | --% | --% |
| A319 | 3.5 | 2.4 | 0.6 | 2.4 | 0.5 | 0.5 |
| A320 | 8.3 | 7.2 | 0.9 | 1.1 | 2.8 | 2.5 |
| A320neo | 0.0 | 0.0 | 1.4 | -- | -- | -- |
| A321 | 6.8 | 9.0 | 7.5 | 6.3 | 4.4 | 4.3 |
| B717-200 | 0.2 | 0.8 | 1.4 | 1.6 | 1.6 | 1.5 |
| B737-300/400/500/600 | 0.2 | 0.0 | 7.8 | 12.0 | 11.5 | 10.9 |
| B737-700 | 31.6 | 29.1 | 4.6 | 7.2 | 10.7 | 10.6 |
| B737-800 | 18.4 | 19.2 | 0.6 | -- | -- | -- |
| B737-900 | 9.7 | 8.6 | 28.3 | 18.2 | 4.5 | 4.1 |
| B737 MAX | 0.2 | 0.8 | 19.1 | 20.7 | 29.2 | 28.8 |
| B757-200/300 | 2.0 | 1.9 | 9.1 | 17.3 | 16.8 | 16.5 |
| CS100 | – | 0.0 | – | 2.7 | 4.4 | 5.3 |
| MD-80 | 0.2 | 0.0 | 0.6 | 1.6 | 2.6 | 2.8 |
| MD-90 | 0.6 | 0.1 | 2.0 | 0.5 | -- | -- |
| Subtotal - narrowbody | 81.9% | 80.6% | 84.1% | 91.6% | 89.0% | 87.6% |
| Regional jets | | | | | | |
| CRJ-100/200 | 0.3% | 0.7% | -% | -% | -% | -% |
| CRJ-700 | 1.3 | 1.6 | 0.3 | -- | -- | -- |
| CRJ-900 | 0.6 | 0.2 | – | – | – | – |
| ERJ-175 | 10.6 | 12.2 | 9.6 | 1.4 | 1.3 | 2.0 |
| Subtotal - regional jets | 12.8% | 14.7% | 9.9% | 1.4% | 1.3% | 2.0% |
| Turboprop | | | | | | |
| Q400 | 1.0% | 0.4% | -% | -% | -% | -% |
| Widebody | | | | | | |
| A330-200 | 0.4% | 0.4% | 0.3% | 0.3% | 0.3% | 0.3% |
| B767-200/300 | 0.3 | 0.1 | -- | -- | -- | -- |
| B787-8 | 0.0 | 0.0 | -- | 0.3 | 2.7 | 2.9 |
| Subtotal - widebody | 0.7 | 0.4 | 0.3 | 0.5 | 3.0 | 3.1 |
| **Subtotal - Domestic** | **96.4%** | **96.1%** | **94.2%** | **93.5%** | **93.3%** | **92.8%** |

Table 5-2 (page 4 of 4)

**CONSTRAINED DEMAND SCENARIO OF PASSENGER AIRLINE AIRCRAFT OPERATIONS BY AIRCRAFT TYPE**

San Diego International Airport

| | Arrivals and departures | | | | | |
|---|---|---|---|---|---|---|
| | Historical | | Constrained Demand Scenario | | | |
| Aircraft type | 2017 | 2018 | 2023 | 2028 | 2033 | 2050 |
| International | | | | | | |
| Narrowbody | | | | | | |
| A319 | 0.1% | --% | 0.3% | 0.3% | 0.3% | 0.3% |
| A320neo | 0.0 | 0.0 | -- | -- | -- | -- |
| A320 | 0.1 | 0.1 | 0.3 | 0.3 | 0.3 | 0.3 |
| A321 | 0.3 | 0.3 | 0.6 | 0.4 | 0.3 | 0.3 |
| B737-700 | 0.5 | 0.6 | 1.0 | 1.2 | 1.0 | 1.0 |
| B737-800 | 0.3 | 0.4 | 1.0 | 1.4 | 1.6 | 1.8 |
| B737-900 | 0.7 | 0.4 | -- | -- | 0.3 | 0.3 |
| B737 MAX | -- | -- | --0.3 | --0.3 | --0.6 | --0.6 |
| Subtotal - narrowbody | 2.0% | 1.9% | 3.2% | 3.8% | 3.9% | 4.0% |
| Regional jets | | | | | | |
| CRJ-700 | 0.7% | 0.1% | --% | --% | --% | --% |
| CRJ-900 | -- | 0.9 | 0.9 | 0.3 | -- | -- |
| ERJ-175 | --0.1 | --0.1 | --0.3 | --0.8 | --1.3 | --1.3 |
| Subtotal - regional jets | 0.7% | 1.1% | 1.2% | 1.1% | 1.3% | 1.3% |
| Widebody | | | | | | |
| A340-300 | --% | 0.2% | 0.3% | 0.3% | 0.3% | 0.8% |
| B747-400 | 0.2 | 0.1 | -- | -- | -- | -- |
| B767-200/300 | 0.1 | 0.0 | -- | -- | -- | -- |
| B777 | 0.2 | 0.2 | 0.6 | 0.5 | 0.5 | 0.5 |
| B787-8 | 0.4 | 0.4 | 0.6 | 0.8 | 0.8 | 0.8 |
| B787-9 | -- | -- | -- | -- | -- | -- |
| Subtotal - widebody | --0.9 | --0.9 | --1.4% | --1.6% | --1.6% | --2.0% |
| **Subtotal - International** | **--3.6%** | **--3.9%** | **--5.8%** | **--6.5%** | **--6.7%** | **--7.3%** |
| **Total - Passenger Airlines** | **100.0%** | **100.0%** | **100.0%** | **100.0%** | **100.0%** | **100.0%** |

Sources: *Historical* – San Diego County Regional Airport Authority records. *Forecast* – LeighFisher, April 2019.

Table 5-2

**CONSTRAINED DEMAND SCENARIO OF PASSENGER AIRLINE AIRCRAFT OPERATIONS BY AIRCRAFT TYPE**

San Diego International Airport

| | Arrivals and departures | | | | | |
|---|---|---|---|---|---|---|
| | Historical | | Constrained Demand Scenario | | | |
| Aircraft type | 2017 | 2018 | 2023 | 2028 | 2033 | 2050 |
| *Domestic* | | | | | | |
| *Narrowbody* | | | | | | |
| *A318* | 499 | 3,020 | -- | -- | -- | -- |
| *A319* | 6,328 | 4,801 | 3,352 | -- | -- | -- |
| *A320* | 15,161 | 14,132 | 16,700 | 17,164 | 12,020 | 10,220 |
| *A320neo* | -- | -- | 3,352 | 4,380 | 4,380 | 4,380 |
| *A321* | 12,354 | 17,699 | 18,168 | 29,815 | 31,608 | 31,025 |
| *A321neo (a)* | -- | -- | 10,398 | 16,568 | 24,570 | 29,565 |
| *B717-200* | 406 | 1,531 | 1,515 | -- | -- | -- |
| *B737-300/400/500/600* | 312 | -- | -- | -- | -- | -- |
| *B737-700* | 57,680 | 57,471 | 64,556 | 48,303 | 18,898 | 6,570 |
| *B737-800* | 33,660 | 37,950 | 42,855 | 48,175 | 65,543 | 79,205 |
| *B737-900* | 17,799 | 16,996 | 20,423 | 38,654 | 44,819 | 45,990 |
| *B-737 Max 7 (a)* | -- | -- | -- | 7,200 | 12,410 | 15,330 |
| *B-737 Max 8 (a)* | 329 | 1,493 | 1,301 | 4,380 | 6,570 | 7,300 |
| *B757-200/300* | 3,733 | 3,680 | 4,980 | 1,736 | -- | -- |
| *A220-100 (a,b)* | -- | -- | 1,159 | 4,992 | 1,460 | 1,460 |
| *A220-300 (a,b)* | -- | -- | 1,460 | 1,979 | 7,300 | 6,570 |
| *MD-80* | 381 | 24 | -- | -- | -- | -- |
| *MD-90* | 1,053 | 260 | -- | -- | -- | -- |
| *Subtotal-- narrowbody* | 149,695 | 159,056 | 190,220 | 223,346 | 229,578 | 237,615 |
| *Regional jets* | | | | | | |
| *CRJ-100/200* | 523 | 1,351 | -- | -- | -- | -- |
| *CRJ-700* | 2,335 | 3,146 | 819 | -- | -- | -- |
| *CRJ-900* | 1,175 | 388 | -- | -- | -- | -- |
| *ERJ-175* | 19,408 | 23,975 | 23,201 | 4,193 | 2,920 | 5,110 |
| *Subtotal--regional jets* | 23,461 | 28,861 | 24,020 | 4,193 | 2,920 | 5,110 |
| *Turboprop* | | | | | | |
| *Q400* | 1,769 | 699 | -- | -- | -- | -- |
| *Widebody* | | | | | | |
| *A330-200* | 720 | 713 | 730 | 730 | 730 | 730 |
| *B767-200/300* | 532 | 146 | -- | -- | -- | -- |
| *B787-8* | -- | -- | -- | -- | 6,935 | 6,935 |
| *Subtotal--widebody* | 1,252 | 859 | 730 | 730 | 7,665 | 7,665 |
| ***Subtotal-- Domestic*** | ***176,176*** | ***189,475*** | ***214,970*** | ***228,269*** | ***240,163*** | ***250,390*** |

Table 5-2 (page 2 of 4)

**CONSTRAINED DEMAND SCENARIO OF PASSENGER AIRLINE AIRCRAFT OPERATIONS BY AIRCRAFT TYPE**

San Diego International Airport

| | Arrivals and departures | | | | | |
|---|---|---|---|---|---|---|
| | Historical | | Constrained Demand Scenario | | | |
| Aircraft type | 2017 | 2018 | 2023 | 2028 | 2033 | 2050 |
| *International* | | | | | | |
| *Narrowbody* | | | | | | |
| *A319* | 122 | 49 | -- | -- | -- | -- |
| *A320neo* | -- | -- | 730 | 730 | 730 | 730 |
| *A320* | 185 | 223 | -- | -- | -- | -- |
| *A321* | 619 | 662 | 730 | 730 | 730 | 730 |
| *B737-700* | 889 | 1,095 | 1,460 | 1,302 | 859 | 730 |
| *B737-800* | 566 | 812 | 2,219 | 3,085 | 3,061 | 2,920 |
| *B737-900* | 1,232 | 859 | 1,396 | 2,596 | 3,338 | 4,380 |
| *B-737 Max 7 (a)* | -- | -- | -- | -- | 730 | 730 |
| *B-737 Max 8 (a)* | -- | -- | -- | 730 | 730 | 730 |
| *Subtotal-- narrowbody* | 3,615 | 3,699 | 6,534 | 9,173 | 10,178 | 10,950 |
| *Regional jets* | | | | | | |
| *CRJ-700* | 1,229 | 118 | -- | -- | -- | -- |
| *CRJ-900* | -- | 1,694 | 2,047 | 730 | -- | -- |
| *ERJ-175* | 110 | 274 | 730 | 2,190 | 2,975 | 3,650 |
| *Subtotal--regional jets* | 1,339 | 2,086 | 2,777 | 2,920 | 2,975 | 3,650 |
| *Widebody* | | | | | | |
| *A340-300* | 59 | 487 | -- | -- | -- | 730 |
| *B747-400* | 282 | 286 | 730 | 730 | 730 | 1,460 |
| *B767-200/300* | 112 | -- | -- | -- | -- | -- |
| *B777* | 426 | 431 | 730 | 730 | 730 | 730 |
| *B787-8* | 720 | 719 | 1,301 | 1,460 | 1,460 | 1,460 |
| *B787-9* | -- | -- | 730 | 1,228 | 1,460 | 2,190 |
| *Subtotal-- widebody* | 1,599 | 1,923 | 3,491 | 4,148 | 4,380 | 6,570 |
| ***Subtotal-- International*** | **6,553** | **7,708** | **12,802** | **16,241** | **17,533** | **21,170** |
| ***Total--Passenger Airlines*** | **182,712** | **197,244** | **227,772** | **244,510** | **257,696** | **271,560** |

Table 5-2 (page 3 of 4)

**CONSTRAINED DEMAND SCENARIO OF PASSENGER AIRLINE AIRCRAFT OPERATIONS BY AIRCRAFT TYPE**

San Diego International Airport

| | Percent of total arrivals and departures | | | | | |
|---|---|---|---|---|---|---|
| | Historical | | Constrained Demand Scenario | | | |
| Aircraft type | 2017 | 2018 | 2023 | 2028 | 2033 | 2050 |
| *Domestic* | | | | | | |
| *Narrowbody* | | | | | | |
| *A318* | *0.3%* | *1.5%* | *--%* | *--%* | *--%* | *--%* |
| *A319* | *3.5* | *2.4* | *1.5* | *--* | *--* | *--* |
| *A320* | *8.3* | *7.2* | *7.3* | *7.0* | *4.7* | *3.8* |
| *A320neo* | *0.0* | *0.0* | *1.5* | *1.8* | *1.7* | *1.6* |
| *A321* | *6.8* | *9.0* | *8.0* | *12.2* | *12.3* | *11.4* |
| *A321neo (a)* | *--* | *--* | *4.6* | *6.8* | *9.5* | *10.9* |
| *B717-200* | *0.2* | *0.8* | *0.7* | *--* | *--* | *--* |
| *B737-300/400/500/600* | *0.2* | *--* | *--* | *--* | *--* | *--* |
| *B737-700* | *31.6* | *29.1* | *28.3* | *19.8* | *7.3* | *2.4* |
| *B737-800* | *18.4* | *19.2* | *18.8* | *19.7* | *25.4* | *29.2* |
| *B737-900* | *9.7* | *8.6* | *9.0* | *15.8* | *17.4* | *16.9* |
| *B-737 Max 7 (a)* | *--* | *--* | *--* | *2.9* | *4.8* | *5.6* |
| *B-737 Max 8 (a)* | *0.2* | *0.8* | *0.6* | *1.8* | *2.5* | *2.7* |
| *B757-200/300* | *2.0* | *1.9* | *2.2* | *0.7* | *--* | *--* |
| *A220-100 (a,b)* | *--* | *--* | *0.5* | *2.0* | *0.6* | *0.5* |
| *A220-300 (a,b)* | *--* | *--* | *0.6* | *0.8* | *2.8* | *2.4* |
| *MD-80* | *0.2* | *--* | *--* | *--* | *--* | *--* |
| *MD-90* | *0.6* | *0.1* | *--* | *--* | *--* | *--* |
| *Subtotal-- narrowbody* | *81.9%* | *80.6%* | *83.5%* | *91.3%* | *89.1%* | *87.5%* |
| *Regional jets* | | | | | | |
| *CRJ-100/200* | *0.3%* | *0.7%* | *--%* | *--%* | *--%* | *--%* |
| *CRJ-700* | *1.3* | *1.6* | *0.4* | *--* | *--* | *--* |
| *CRJ-900* | *0.6* | *0.2* | *--* | *--* | *--* | *--* |
| *ERJ-175* | *10.6* | *12.2* | *10.2* | *1.7* | *1.1* | *1.9* |
| *Subtotal--regional jets* | *12.8%* | *14.7%* | *10.5%* | *1.7%* | *1.1%* | *1.9%* |
| *Turboprop* | | | | | | |
| *Q400* | *1.0%* | *0.4%* | *--%* | *--%* | *--%* | *--%* |
| *Widebody* | | | | | | |
| *A330-200* | *0.4%* | *0.4%* | *0.3%* | *0.3%* | *0.3%* | *0.3%* |
| *B767-200/300* | *0.3* | *0.1* | *--* | *--* | *--* | *--* |
| *B787-8* | *--* | *--* | *--* | *--* | *2.7* | *2.6* |
| *Subtotal--widebody* | *0.7%* | *0.4%* | *0.3%* | *0.3%* | *3.0%* | *2.8%* |
| ***Subtotal-- Domestic*** | ***96.4%*** | ***96.1%*** | ***94.4%*** | ***93.4%*** | ***93.2%*** | ***92.2%*** |

Table 5-2 (page 4 of 4)

**CONSTRAINED DEMAND SCENARIO OF PASSENGER AIRLINE AIRCRAFT OPERATIONS BY AIRCRAFT TYPE**

San Diego International Airport

| | Percent of total arrivals and departures | | | | | |
|---|---|---|---|---|---|---|
| | Historical | | Constrained Demand Scenario | | | |
| Aircraft type | 2017 | 2018 | 2023 | 2028 | 2033 | 2050 |
| *International* | | | | | | |
| *Narrowbody* | | | | | | |
| *A319* | *0.1%* | *--%* | *--%* | *--%* | *--%* | *--%* |
| *A320neo* | *0.0* | *--* | *--* | *--* | *--* | *--* |
| *A320* | *0.1* | *0.1* | *0.3* | *0.3* | *0.3* | *0.3* |
| *A321* | *0.3* | *0.3* | *0.3* | *0.3* | *0.3* | *0.3* |
| *B737-700* | *0.5* | *0.6* | *0.6* | *0.5* | *0.3* | *0.3* |
| *B737-800* | *0.3* | *0.4* | *1.0* | *1.3* | *1.2* | *1.1* |
| *B737-900* | *0.7* | *0.4* | *0.6* | *1.1* | *1.3* | *1.6* |
| *B-737 Max 7 (a)* | *--* | *--* | *--* | *--* | *0.3* | *0.3* |
| *B-737 Max 8 (a)* | *--* | *--* | *--* | *0.3* | *0.3* | *0.3* |
| *Subtotal-- narrowbody* | *2.0%* | *1.9%* | *2.9%* | *3.8%* | *3.9%* | *4.0%* |
| *Regional jets* | | | | | | |
| *CRJ-700* | *0.7%* | *0.1%* | *--%* | *--%* | *--%* | *--%* |
| *CRJ-900* | *--* | *0.9* | *0.9* | *0.3* | *--* | *--* |
| *ERJ-175* | *0.1* | *0.1* | *0.3* | *0.9* | *1.2* | *1.3* |
| *Subtotal--regional jets* | *0.7%* | *1.1%* | *1.2%* | *1.2%* | *1.2%* | *1.3%* |
| *Widebody* | | | | | | |
| *A340-300* | *--%* | *0.2%* | *--%* | *--%* | *--%* | *0.3%* |
| *B747-400* | *0.2* | *0.1* | *0.3* | *0.3* | *0.3* | *0.5* |
| *B767-200/300* | *0.1* | *--* | *--* | *--* | *--* | *--* |
| *B777* | *0.2* | *0.2* | *0.3* | *0.3* | *0.3* | *0.3* |
| *B787-8* | *0.4* | *0.4* | *0.6* | *0.6* | *0.6* | *0.5* |
| *B787-9* | *--* | *--* | *0.3* | *0.5* | *0.6* | *0.8* |
| *Subtotal-- widebody* | *0.9%* | *0.9%* | *1.5%* | *1.7%* | *1.7%* | *2.4%* |
| ***Subtotal-- International*** | ***3.6%*** | ***3.9%*** | ***5.6%*** | ***6.6%*** | ***6.8%*** | ***7.8%*** |
| ***Total--Passenger Airlines*** | ***100.0%*** | ***100.0%*** | ***100.0%*** | ***100.0%*** | ***100.0%*** | ***100.0%*** |

*Note: Totals may not add due to rounding. Forecasts for 2023, 2028, and 2033 were interpolated from AAD DDFSs for 2018, 2024, 2030, and 2035.*

*(a) Equipment type not included in Table 4-5 for the unconstrained forecast.*

*(b) The CS100 aircraft shown in Table 4-5 was rebranded as the A220-100 in 2018 reflecting Airbus' majority stake in Bombardier's C Series program.*

*Sources: Historical—San Diego County Regional Airport Authority records and OAG Aviation Worldwide Ltd, online database, accessed April 2019. The percent distribution of OAG scheduled operations by equipment type were applied to Authority data for 2017 and 2018. Forecast—LeighFisher, April 2019.*

## Appendix R-C, Air Quality and Greenhouse Gases

The following revisions provide corrections and additional information related to the air quality emissions calculations completed for the Recirculated Draft EIR.

1. The following sentence is hereby added at the bottom page C-2 of Appendix R-C1, Air Quality and Greenhouse Gases Technical Memorandum, of the Recirculated Draft EIR:

*Additionally, emissions from the aircraft full-flight (gate-to-gate) mode were accounted for in the greenhouse gas (GHG) emissions inventory.*

2. The fifth row in Table C-6 on page C-32 of Appendix R-C1 is hereby modified as follows:

**Table C-6 Annual Operations for 2050**

| Aircraft Group | Type of Aircraft | Airframe | Number of Operations | Op Type | Engine | AEDT Equip ID | Stage Length |
|---|---|---|---|---|---|---|---|
| Passenger | Narrowbody | Boeing 737-900-ER | 5,475 | D | CFM56-7B26E | 4356 | 1 |
| Passenger | Narrowbody | Boeing 737-900-ER | 4,015 | D | CFM56-7B26E | 4356 | 2 |
| Passenger | Narrowbody | Boeing 737-900-ER | 5,110 | D | CFM56-7B26E | 4356 | 3 |
| Passenger | Narrowbody | Boeing *737-900-ER* ~~757-200~~ Series | 8,395 | D | *CFM56-7B26E* ~~PW2037~~ | 385 | 4 |
| Passenger | Widebody | Airbus A330-200 Series | 365 | D | Trent 772 | 1094 | 4 |
| Passenger | Widebody | B787-8R | 730 | D | Trent 1000 Pkg B T1000-A/01 | 3996 | 3 |
| Passenger | Widebody | B787-8R | 2,920 | D | Trent 1000 Pkg B T1000-A/01 | 3996 | 4 |
| Passenger | Regional Jet | Embraer ERJ175 | 1,095 | D | CF34-8E5 | 1771 | 1 |
| Passenger | Regional Jet | Embraer ERJ175 | 1,095 | D | CF34-8E5 | 1771 | 2 |
| Passenger | Regional Jet | Embraer ERJ175 | 365 | D | CF34-8E5 | 1771 | 3 |
| Passenger | Narrowbody | Airbus A320-200 Series | 365 | D | V2527-A5 | 1019 | 2 |
| Passenger | Narrowbody | Airbus A321-100 Series | 365 | D | CFM56-5B3/P | 1031 | 4 |
| Passenger | Narrowbody | Boeing 737-700 MAX | 365 | D | LEAP-1A35A/AA/33B2/32/30 | 4128 | 2 |
| Passenger | Narrowbody | Boeing 737-800 MAX | 365 | D | LEAP-1A35A/AA/33B2/32/30 | 4129 | 3 |
| Passenger | Narrowbody | Boeing 737-700 with winglets | 365 | D | CFM56-7B27/3 | 4131 | 4 |
| Passenger | Narrowbody | Boeing 737-800 Series | 365 | D | CFM56-7B26/3 | 2497 | 2 |
| Passenger | Narrowbody | Boeing 737-800 Series | 730 | D | CFM56-7B26/3 | 2497 | 3 |
| Passenger | Narrowbody | Boeing 737-800 Series | 365 | D | CFM56-7B26/3 | 2497 | 4 |
| Passenger | Narrowbody | Boeing 737-900-ER | 1,460 | D | CFM56-7B26E | 4356 | 2 |
| Passenger | Narrowbody | Boeing 737-900-ER | 365 | D | CFM56-7B26E | 4356 | 3 |
| Passenger | Narrowbody | Boeing 737-900-ER | 365 | D | CFM56-7B26E | 4356 | 4 |
| Passenger | Widebody | Airbus A330-300 Series | 365 | D | Trent 772 | 1095 | 7 |
| Passenger | Widebody | Airbus A340-300 | 730 | D | CFM56-5C4 | 1142 | 7 |

**Table C-6 Annual Operations for 2050**

| Aircraft Group | Type of Aircraft | Airframe Series | Number of Operations | Op Type | Engine | AEDT Equip ID | Stage Length |
|---|---|---|---|---|---|---|---|
| Passenger | Widebody | Boeing 777-200 ER | 365 | D | Trent 895 | 4213 | 7 |

3. The following text is added beneath the first paragraph in Section 1.3 on page C-39 of Appendix R-C1:

*On November 20, 2019, CARB published off-model factors to adjust the emissions output of nitrogen dioxide ($NO_X$), particulate matter (PM), and carbon monoxide (CO) from EMFAC2017 to account for the impact of the "Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One: One National Program".[1] This rule revokes California's authority to set zero-emission vehicle mandates applicable to vehicles in California. As a result of the reduction in future sales requirements of zero emission vehicles (ZEVs), CARB presumes that fewer ZEVs will be sold and as a result, more gasoline-fueled vehicles will be sold. This reduction in ZEVs sales is therefore assumed to increase emissions of the criteria air pollutants and pollutant precursors.*

*To account for the potential increase in emissions due to the SAFE Vehicle Rule, the total motor vehicle-related emissions of $NO_X$, PM, and CO estimated for the years 2024, 2026, 2030, 2035, and 2050 were increased using CARB's EMFAC2017 adjustment factors. Although the factors only apply to estimated emissions resulting from the operation of gasoline light duty vehicles, the factors were applied to total emission estimates (i.e., to emission estimates from both gasoline and diesel fueled vehicles and both light and heavy-duty vehicles). Additionally, the factor that would result in the greatest increase in emissions, by year, was applied to all three of the pollutants (i.e., emission estimates for $NO_x$, PM, and CO). This approach results in conservative estimates of total vehicle-related emissions both with and with the proposed improvements at SAN.*

4. Table C-14 on page C-39 of Appendix R-C1 is revised as follows:

**Table C-14: Summary of Motor Vehicle Emissions Data Inputs**

| Data | Description | Source | Assumptions |
|---|---|---|---|
| **Vehicle Fleet Mix** | Percent of each vehicle type operating on on-airport and off-airport roads. | SDCRAA[a] | Fleet mix is representative of the traffic in the vicinity of the airport. All applicable California policies are applied. |
| **Fuel Mix** | Percent of fuel usage for each vehicle type (e.g. gasoline, diesel, biodiesel, electric etc.) | SDCRAA | Fuel mix is representative of the traffic in the vicinity of the airport. All applicable California policies are applied. |
| **Roadways** | The network of roadway segments on which traffic volume were obtained | Traffic Analysis | Roadways analyzed are representative of where project impacts will occur. |

[1] *CARB, EMFAC Off-Model Adjustment Factors to Account for the SAFE Vehicle Rule Part One, November 2019.*

**Table C-14: Summary of Motor Vehicle Emissions Data Inputs**

| Data | Description | Source | Assumptions |
|---|---|---|---|
| **Off-Airport Daily Traffic Volumes** | Traffic volumes on roads in the vicinity of the airport. Volumes were developed in total and for airport- and non-airport-related traffic. | Traffic Analysis | Data provided is representative of daily average conditions and can be applied annually. |
| **On-Airport Daily Traffic Volumes** | Traffic volumes occurring on road segments on airport property including terminal roadways, parking facilities, and rental car facilities. | Traffic Analysis | Data provided is representative of daily conditions and can be applied annually. |
| **Roadway Lengths** | Lengths of roadway segments both on-and off-airport. | Determined using GIS | Lengths based on GIS locations are sufficiently accurate. |
| **Emission factors** | The rate a pollutant is released into the air by a source. | EMFAC2017[b] | The San Diego Air Basin is used for representative emission factors. |
| **Curbside Idle Times** | Times cars are idle while waiting at the terminal curbsides for drop-offs and pick-ups. | Traffic Analysis | Idle times occur at terminal curbsides. |
| **Parking Facility Traffic** | Traffic counts in and out of parking facilities | SDCRAA | Traffic counts provided for July 2018 are representative conditions. |
| ***SAFE Vehicle Rule: Part One*** | *Off-model adjustments to the motor-vehicle emissions totals resulting from a decrease in the sale of ZEVs that is presumed to occur with the Rule.* | *CARB[c]* | *By future year, the factor resulting in the greatest increase in motor vehicle emissions was assumed for the adjustment of NOx, PM and CO emissions.* |

Source: KB Environmental Sciences, Inc., 2019.
[a]San Diego County Regional Airport Authority
[b]CARB, EMFAC2017 Volume III – Technical Documentation Version 1.0.7, July 2018.
[c] *CARB, EMFAC Off-Model Adjustment Factors to Account for the SAFE Vehicle Rule Part One, November 20, 2019.*

5. The following text is added to the last paragraph on page C-40 of Appendix R-C1:

**Table C-15** and **Table C-16** present the vehicle categories considered, and the fleet percentages by fuel type for each analysis year and scenario. Alternative 1 (No Project) and the Proposed Project have the same vehicle and fuel mixes. Only Alternative 4 differs due to the inclusion of the shuttle service between the Old Town Transit Center and SDIA terminals. The Alternative 4 vehicle and fuel mix therefore accounts for reduced passenger cars and light duty vehicles and increased electric shuttles. *As stated in the introduction of Section 1.3, due to the SAFE Vehicle Rule Part One, the future year total motor-vehicle emission estimates of NOx, PM, and CO were increased using off-model adjustment factors released by CARB on November 20, 2019. These adjustments account for the presumed reduction in ZEVs that would result in the future with the Rule.*

6. The following text is added to the last paragraph on page C-42 of Appendix R-C1:

Using EMFAC2017, a composite emission factor representative of the vehicle and fuel mix at an aggregated speed was calculated for each pollutant, scenario, and analysis year. **Table C-17** and **Table C-18** present the cruising speed and idle (terminal curbside) motor vehicle emission factors for 2018, 2024, 2026, 2030, 2035, and 2050, for Alternative 1 (No Project)/the proposed project and Alternative 4, respectively. *As stated in the introduction of Section 1.3, due to the SAFE Vehicle Rule Part One, the future year total motor-vehicle emission estimates of NOx, PM, and CO were increased using off-model adjustment factors released by CARB on November 20, 2019. These adjustments account for the presumed reduction in ZEVs that would result in the future with the Rule.*

7. The first paragraph on page C-95 under the heading 3.0 Greenhouse Gases of Appendix R-C1, Air Quality and Greenhouse Gases Technical Memorandum, of the Recirculated Draft EIR of the Draft EIR is hereby revised as follows:

This section of Appendix R-C presents the overall data, assumptions, and methodology for preparing the ~~greenhouse gas (~~GHG~~)~~ emissions inventory in support of the GHG impacts analysis for the SDIA ADP EIR. As was prepared for the criteria air pollutant inventory, the GHG inventory was prepared for the existing/baseline year (2018) and future years (2024, 2026, 2030, and 2035) for Alternative 1 (No Project), the proposed project, and Alternative 4 using the best available data at the time of the analysis. Emissions were also calculated for the year 2050 as a long-term analysis year that coincides with the planning horizon year in the *San Diego Forward: The Regional Plan / 2015-2050*. The year 2050 emissions inventory is subject to additional uncertainty as compared to the less distant future analyses due to the influences of technological advancements in transportation, as well as the influence of evolving political and economic climates.

8. The first paragraph on page C-96 under the heading 3.1 Aircraft of Appendix R-C1, Air Quality and Greenhouse Gases Technical Memorandum, of the Recirculated Draft EIR of the Draft EIR is hereby revised as follows:

The GHG emissions from aircraft activity is directly attributable to the level of fuel consumption by the aircraft. Estimates of fuel consumption for the existing/baseline condition (2018) and the proposed project and Stinger First Alternative for future build years (2024, 2026, 2030, 2035, and 2050) were obtained from the AEDT output that was prepared for the air quality analysis. *This information included fuel consumption for all aircraft operational modes within the LTO and full-flight.* With the exception of ground-based delay and taxi times, AEDT default time-in-mode were used to calculate fuel estimated used in the GHG analysis.

## Appendix R-D, Human Health Risk Analysis

None

## Appendix R-E, Biological Resources

None

## Appendix R-F, Cultural Resources

None

## Appendix R-G, Noise

The following revisions to Appendix R-G2 – Aircraft Noise Modelling Approach and Input Assumptions further explain data sources used in the aircraft noise modelling for the Recirculated Draft EIR.

1. The fifth sentence of the first paragraph in Section 3 Aircraft Operations on page 3 of Appendix R-G2 is hereby modified as follows:

HMMH analyzed *2018* aircraft operations and fleet mix data ~~obtained~~ *prepared* by Leigh Fisher *that was based on 2018 SAN ANOMS data to develop the average annual day's operations. HMMH also analyzed 2024, 2026, 2030, 2035 and 2050 aircraft operations and fleet mix data prepared by*

*KBE that was based on Leigh Fisher AAD data* to develop the average annual day's operations for all modeling scenarios. Table 2 shows the forecasted aircraft operations for all years.

2. The Source reference at the bottom of Table 2 on page 3 of Appendix R-G2 is hereby modified as follows:

*Source: 2018 Aircraft Operations and Fleet Mix Data Prepared by LeighFisher based on 2018 SAN ANOMS data, Aircraft Operations and Fleet Mix Data for 2024, 2026, 2030, 2035 and 2050 prepared by KBE based on LeighFisher AAD Data*

## Appendix R-H, Traffic and Circulation

The following corrections and additions to Appendix R-H1, Alternative 4: Traffic and Circulation Evaluation, of the Recirculated Draft EIR provide revisions regarding the feasibility of proposed traffic mitigation measures for Alternative 4, as well as revisions based on comments received on the Recirculated Draft EIR.

1. Mitigation Measure MM-TR-I-1a: Improve the Intersection of Laurel Street at North Harbor Drive on pages H-8 and H-9 of the Recirculated Draft EIR is hereby revised as follows:

**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 ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-1a are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. 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.~~ *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, 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.*

2. Mitigation Measure MM-TR-I-1b: Improve the Intersection of Pacific Highway at West Laurel Street on page H-10 and H-11 of the Recirculated Draft EIR is hereby revised as follows:

**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 provide *feasible intersection features, such as corner islands and dedicated* ~~protected~~ 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 St*reet* / Admiral Boland Way and Pacific Highway at Palm Street. Proposed Mitigation Measure MM-TR-I-1b ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-1b are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. 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.~~ *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, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.*

3. Mitigation Measure MM-TR-I-1c: Improve the Intersection of Kettner Boulevard at West Laurel Street on page H-11 of the Recirculated Draft EIR is hereby revised as follows:

**MM-TR-I-1c:** **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 ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-1c are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. 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.~~ *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 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.*

4. Mitigation Measure MM-TR-I-1e: Improve the Intersection of Kettner Boulevard at Palm Street on page H-12 of the Recirculated Draft EIR is hereby revised as follows:

**MM-TR-I-1e:** **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 ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-1e are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible***, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. 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.~~ *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-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.*

5. Mitigation Measure MM-TR-RS-1a: Improve Sassafras Street from Pacific Highway to Kettner Boulevard on page H-17 of the Recirculated Draft EIR is hereby revised as follows:

**MM-TR-RS-1a:** **Improve Sassafras 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, 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 ~~presently~~ is ***presently not considered fully feasible***, because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-RS-1a are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** within the existing roadway width, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. 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.~~ *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, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.*

6. Mitigation Measure MM-TR-RS-1b: Improve Grape Street from Harbor Drive to Pacific Highway on page H-21 of the Recirculated Draft EIR is hereby revised as follows:

**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 ~~presently~~ is ***presently not considered fully feasible***, because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-RS-1b are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** and would require removal of parking on the north or south side of Grape Street, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. 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.~~ *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 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.*

7. Mitigation Measure MM-TR-RS-1c: Improve Grape Street from Pacific Highway to India Street on pages H-21 and H-22 of the Recirculated Draft EIR is hereby revised as follows:

**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 ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-RS-1c are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** and would require removal of parking on the north or south side of Grape Street, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. 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.~~ *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, 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.*

8. Mitigation Measure MM-TR-RS-1d: Improve Grape Street from India Street to State Street on pages H-22 and H-23 of the Recirculated Draft EIR is hereby revised as follows:

**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 ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-RS-1d are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** and would require removal of parking on the north or south side of Grape Street, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at~~

~~this time. 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.~~ *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 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.*

9. Text regarding the feasibility of Mitigation Measure MM-TR-I-1b: Improve the Intersection of Pacific Highway at West Laurel Street on pages H-33 and H-34 of the Recirculated Draft EIR is hereby revised as follows:

***#15 Pacific Highway at W Laurel Street***

This intersection would experience an increase in delay greater than two seconds and result in a change in the LOS of the Airport and PM peak hours to LOS E with the addition of Alternative 4 traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant direct impact.

*Proposed Mitigation Measure*

Implementation of Mitigation Measure MM-TR-I-1b, as previously described in Section H.2.1.1 would ensure that the intersection operates at LOS D during the AM, Airport, and PM peak hours, thereby reducing this potentially significant direct impact to a less-than-significant level, as shown in Table H-8. Proposed Mitigation Measure MM-TR-I-1b ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-1b are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated~~

~~that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. 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.~~ *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.*

10. Text regarding the feasibility of Mitigation Measure MM-TR-I-1c: Improve the Intersection of Kettner Boulevard at West Laurel Street on page H-35 of the Recirculated Draft EIR is hereby revised as follows:

***#16 Kettner Boulevard at W Laurel Street***

This intersection would experience an increase in delay with the addition of Alternative 4 traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Implementation of Mitigation Measure MM-TR-I-1c, as previously described in Section H.2.1.1, would ensure that the intersection operates at LOS C during AM and PM peak hours and LOS D during the Airport peak hour, thereby reducing this potentially significant impact to a less-than-significant level, as shown in Table H-8. Proposed Mitigation Measure MM-TR-I-1c ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-1c are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. 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.~~ *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.*

11. Text regarding the feasibility of Mitigation Measure MM-TR-I-1e: Improve the Intersection of Kettner Boulevard at Palm Street on page H-35 of the Recirculated Draft EIR is hereby revised as follows:

***#41 Kettner Boulevard at Palm Street***

This intersection would experience an increase in delay with the addition of Alternative 4 traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

*Proposed Mitigation Measure*

~~Potential i~~*I*mplementation of Mitigation Measure MM-TR-I-1e, as previously described in Section H.2.1.1, would ensure that the intersection operates at LOS A during the AM, Airport, and PM peak hours, thereby reducing this potentially significant impact to a less-than-significant level, as shown in Table H-8. Proposed Mitigation Measure MM-TR-I-1e ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-1e are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** because there is ability to install a traffic signal at this location, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. 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.~~ *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-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.*

12. Text regarding the feasibility of Mitigation Measure MM-TR-RS-1a: Improve Sassafras Street from Pacific Highway to Kettner Boulevard on page H-42 of the Recirculated Draft EIR is hereby revised as follows:

### *Sassafras Street from Pacific Highway to Kettner Boulevard*

This roadway segment would experience an increase in the volume to capacity ratio (v/c) with the addition of the proposed cumulative projects and annual traffic growth. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

*Proposed Mitigation Measure*

Implementation of Mitigation Measure MM-TR-RS-1a, as previously described in Section H.2.1.1, ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-RS-1a are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible***, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. 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.~~ *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.*

13. Mitigation Measure MM-TR-RS-4a: Improve Palm Street from Pacific Highway to Kettner Boulevard on pages H-42 and H-43 of the Recirculated Draft EIR is hereby revised as follows:

**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 ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-RS-4a are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** within the existing roadway width, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation~~

~~Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. 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.~~ *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.*

14. Text regarding the feasibility of Mitigation Measure MM-TR-RS-1b: Improve Grape Street from Harbor Drive to Pacific Highway on page H-46 of the Recirculated Draft EIR is hereby revised as follows:

***Grape Street from Harbor Drive to Pacific Highway***

This roadway segment would experience an increase in the volume to capacity ratio with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

*Proposed Mitigation Measure*

Implementation of Mitigation Measure MM-TR-RS-1b, as previously described in Section H.2.1.1, would improve the roadway segment v/c, thereby reducing this potentially significant impact to a less-than-significant level, as shown in Table H-10. MM-TR-RS-1b ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-RS-1b are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible***, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to~~

~~implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. 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.~~ *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.* This mitigation measure would be consistent with the Downtown San Diego Mobility Plan, which proposes the removal of parking on both the north and south side of Grape Street to install an additional vehicular travel lane and a proposed Class IV (1-way Cycle Track) on the north side of Grape Street.

15. Text regarding the feasibility of Mitigation Measure MM-TR-RS-1c: Improve Grape Street from Pacific Highway to India Street on page H-46 of the Recirculated Draft EIR is hereby revised as follows:

### *Grape Street from Pacific Highway to India Street*

This roadway segment would experience an increase in the volume to capacity ratio with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

#### *Proposed Mitigation Measure*

Implementation of Mitigation Measure MM-TR-RS-1c, as previously described in Section H.2.1.1, would improve the roadway segment v/c ratio, thereby reducing this potentially significant impact to a less-than-significant level, as shown in Table H-10. MM-TR-RS-1c ~~presently~~ is ***presently not considered fully feasible***, because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-RS-1c are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible***, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. 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.~~ *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, 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.* This mitigation measure would be consistent with the Downtown San Diego Mobility Plan, which proposes the removal of parking on both the north and south side of Grape Street to install an additional vehicular travel lane and a proposed Class IV (1-way Cycle Track) on the north side of Grape Street.

16. Text regarding the feasibility of Mitigation Measure MM-TR-RS-1d: Improve Grape Street from India Street to State Street on page H-47 of the Recirculated Draft EIR is hereby revised as follows:

### *Grape Street from India Street to State Street*

This roadway segment would experience an increase in the volume to capacity ratio (v/c) with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

#### *Proposed Mitigation Measure*

Implementation of Mitigation Measure MM-TR-RS-1d, as previously described in Section H.2.1.1, would add capacity but would not fully mitigate impacts of the roadway segment level of service to LOS D. This potentially significant impact would remain at significant levels, as shown in Table H-10. Proposed Mitigation Measure MM-TR-RS-1d ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-RS-1d are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible***, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. 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.~~ *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 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.* This mitigation measure would be consistent with the Downtown San Diego Mobility Plan, which proposes the removal of parking on both the north and south side of Grape Street to install an additional vehicular travel lane and a proposed Class IV (1-way Cycle Track) on the north side of Grape Street.

17. Text regarding the feasibility of Mitigation Measure MM-TR-I-1b: Improve the Intersection of Pacific Highway at West Laurel Street on page H-61 of the Recirculated Draft EIR is hereby revised as follows:

***#15 Pacific Highway at W Laurel Street***

This intersection would experience an increase in delay with the addition of Alternative 4 traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

*Proposed Mitigation Measure*

Implementation of Mitigation Measure MM-TR-I-1b, as previously described in Section H.2.1.1, would ensure that the intersection operates at LOS D during the PM peak hour, thereby reducing this potentially significant impact to a less-than-significant level, as shown in Table H-14. Proposed Mitigation Measure MM-TR-I-1b ~~presently~~ is ***presently not considered fully feasible***, because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-1b are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. 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.~~ *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.*

18. Text regarding the feasibility of Mitigation Measure MM-TR-I-1c: Improve the Intersection of Kettner Boulevard at West Laurel Street on page H-63 of the Recirculated Draft EIR is hereby revised as follows:

### *#16 Kettner Boulevard at W Laurel Street*

This intersection would experience an increase in delay with the addition of Alternative 4 traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

*Proposed Mitigation Measure*

Implementation of Mitigation Measure MM-TR-I-1c, as previously described in Section H.2.1.1, would ensure that the intersection operates at LOS D during the AM and Airport peak hours and at LOS C during the PM peak hour, thereby reducing this potentially significant impact to a less-than-significant level, as shown in Table H-14. Proposed Mitigation Measure MM-TR-I-1c ~~presently~~ is ***presently not considered fully feasible***, because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-1c are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. 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.~~ *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.*

19. Text regarding the feasibility of Mitigation Measure MM-TR-RS-1a: Improve Sassafras Street from Pacific Highway to Kettner Boulevard on pages H-69 and H-70 of the Recirculated Draft EIR is hereby revised as follows:

### *Sassafras Street from Pacific Highway to Kettner Boulevard*

This roadway segment would experience an increase in the volume to capacity ratio (v/c) with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

*Proposed Mitigation Measure*

Implementation of Mitigation Measure MM-TR-RS-1a, as previously described in section H.2.1.1, would reduce the roadway segment v/c ratio to a less-than-significant level, as shown in Table H-

16. Proposed Mitigation Measure MM-TR-RS-1a ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-RS-1a are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible***, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. 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.~~ *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.*

20. Text regarding the feasibility of Mitigation Measure MM-TR-RS-4a: Improve Palm Street from Pacific Highway to Kettner Boulevard on page H-70 of the Recirculated Draft EIR is hereby revised as follows:

***Palm Street from Pacific Highway to Kettner Boulevard***

This roadway segment would experience an increase in the volume to capacity ratio with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

*Proposed Mitigation Measure*

Implementation of Mitigation Measure MM-TR-RS-4a, as previously described in Section H.2.2.1, would reduce the roadway segment level of service to LOS C, thereby reducing this potentially significant impact to a less-than-significant level, as shown in Table H-16. Proposed Mitigation Measure MM-TR-RS-4a ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-RS-4a are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible***, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. 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.~~ *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.*

21. Text regarding the feasibility of Mitigation Measure MM-TR-RS-1b: Improve Grape Street from Harbor Drive to Pacific Highway on pages H-73 and H-74 of the Recirculated Draft EIR is hereby revised as follows:

### *Grape Street from Harbor Drive to Pacific Highway*

This roadway segment would experience an increase in the volume to capacity ratio with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

#### *Proposed Mitigation Measure*

Implementation of Mitigation Measure MM-TR-RS-1b, as previously described in Section H.2.1.1, would improve the roadway segment v/c, thereby reducing this potentially significant impact to a less-than-significant level, as shown in Table H-16. Proposed Mitigation Measure MM-TR-RS-1b ~~presently~~ is ***presently not considered fully feasible***, because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-RS-1b are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible***, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. 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.~~ *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.* This mitigation measure would

be consistent with the Downtown San Diego Mobility Plan, which proposes the removal of parking on both the north and south side of Grape Street to install an additional vehicular travel lane and a proposed Class IV (1-way Cycle Track) on the north side of Grape Street.

22. Text regarding the feasibility of Mitigation Measure MM-TR-RS-1c: Improve Grape Street from Pacific Highway to India Street on page H-74 of the Recirculated Draft EIR is hereby revised as follows:

***Grape Street from Pacific Highway to India Street***

This roadway segment would experience an increase in the volume to capacity ratio with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

*Proposed Mitigation Measure*

Implementation of Mitigation Measure MM-TR-RS-1c, as previously described in Section H.2.1.1, would add capacity but would not fully mitigate impacts of the roadway segment level of service to LOS D. This potentially significant impact would remain at significant levels, as shown in Table H-16. Proposed Mitigation Measure MM-TR-RS-1c ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-RS-1c are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible***, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. 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.~~ *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, 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.* This mitigation measure would be consistent with the Downtown San Diego Mobility Plan, which proposes the removal of parking on both the north and south side of Grape Street to install an additional vehicular travel lane and a proposed Class IV (1-way Cycle Track) on the north side of Grape Street.

23. Text regarding the feasibility of Mitigation Measure MM-TR-I-1a: Improve the Intersection of Laurel Street at North Harbor Drive on pages H-88 and H-89 of the Recirculated Draft EIR is hereby revised as follows:

### *#14 W Laurel Street at N Harbor Drive*

This intersection would experience an increase in delay with the addition of Alternative 4 traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

*Proposed Mitigation Measure*

Implementation of Mitigation Measure MM-TR-I-1a, as previously described in Section H.2.1.1, in addition to the removal of the southbound left-turn movement, would ensure that the intersection operates at LOS D during the AM and PM peak hours and at LOS C during the Airport peak hour, thereby reducing this potentially significant impact to a less-than-significant level, as shown in Table H-20. Proposed Mitigation Measure MM-TR-I-1a ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-1a are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. 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.~~ *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, 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.*

24. Text regarding the feasibility of Mitigation Measure MM-TR-I-1b: Improve the Intersection of Pacific Highway at West Laurel Street on page H-90 of the Recirculated Draft EIR is hereby revised as follows:

### *#15 Pacific Highway at W Laurel Street*

This intersection would experience an increase in delay with the addition of Alternative 4 traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

*Proposed Mitigation Measure*

Implementation of Mitigation Measure MM-TR-I-1b, as previously described in Section H.2.1.1, would add capacity but would not fully mitigate impacts of the intersection level of service to LOS

D. This potentially significant impact would remain at significant levels, as shown in Table H-20. Proposed Mitigation Measure MM-TR-I-1b ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-1b are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. 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.~~ *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.*

25. Text regarding the feasibility of Mitigation Measure MM-TR-I-1c: Improve the Intersection of Kettner Boulevard at West Laurel Street on page H-90 of the Recirculated Draft EIR is hereby revised as follows:

***#16 Kettner Boulevard at W Laurel Street***

This intersection would experience an increase in delay with the addition of Alternative 4 traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

*Proposed Mitigation Measure*

Implementation of Mitigation Measure MM-TR-I-1c, as previously described in Section H.2.1.1, would ensure that the intersection operates at LOS C during the PM peak hours and at LOS D during the AM and Airport peak hour, thereby reducing this potentially significant impact to a less-than-significant level, as shown in Table H-20. Proposed Mitigation Measure MM-TR-I-1c ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-1c are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is~~

~~infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. 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.~~ *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.*

26. Mitigation Measure MM-TR-I-4a: Improve the Intersection of Columbia Street at West Grape Street on page H-91 of the Recirculated Draft EIR is hereby revised as follows:

**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 ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-4a are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** because there is no change to the existing roadway configurations, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. 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.~~ *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. 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.*

27. Mitigation Measure MM-TR-I-4b: Improve the Intersection of Grape Street at State Street / I-5 SB Ramps on pages H-91 and H-92 of the Recirculated Draft EIR is hereby revised as follows:

**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 ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-4b are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible***, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. 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.~~ *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) 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.*

28. Mitigation Measure MM-TR-I-1d: Improve the Intersection on North Harbor Drive from Harbor Island Drive to Grape Street on page H-92 of the Recirculated Draft EIR is hereby revised as follows:

**MM-TR-I-1d:** **Improve the Intersection 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 ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-1d are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is **physically feasible**, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. 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.~~ *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 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*.

29. Text regarding the feasibility of Mitigation Measure MM-TR-I-1e: Improve the Intersection of Kettner Boulevard at Palm Street on page H-93 of the Recirculated Draft EIR is hereby revised as follows:

***#41 Kettner Boulevard at Palm Street***

This intersection would experience an increase in delay with the addition of Alternative 4 traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

*Proposed Mitigation Measure*

Implementation of Mitigation Measure MM-TR-I-1e, as previously described in Section H.2.1.1, would ensure that the intersection operates at LOS A during the AM, Airport, and PM peak hours, thereby reducing this potentially significant impact to a less-than-significant level, as shown in Table H-20. Proposed Mitigation Measure MM-TR-I-1e ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-1e are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** because there is ability to install a traffic signal at this location, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. 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.~~ *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-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.*

30. Text regarding the feasibility of Mitigation Measure MM-TR-RS-1a: Improve Sassafras Street from Pacific Highway to Kettner Boulevard on page H-100 of the Recirculated Draft EIR is hereby revised as follows:

***Sassafras Street from Pacific Highway to Kettner Boulevard***

This roadway segment would experience an increase in the volume to capacity ratio (v/c) with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

*Proposed Mitigation Measure*

Implementation of Mitigation Measure MM-TR-RS-1a, as previously described in Section H.2.1.1, would reduce the roadway segment v/c ratio to a less-than-significant level, as shown in Table H-22. Proposed Mitigation Measure MM-TR-RS-1a ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-RS-1a are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** within the existing roadway width, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. 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.~~ *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.*

31. Text regarding the feasibility of Mitigation Measure MM-TR-RS-4a: Improve Palm Street from Pacific Highway to Kettner Boulevard on pages H-100 and H-103 of the Recirculated Draft EIR is hereby revised as follows:

***Palm Street from Pacific Highway to Kettner Boulevard***

This roadway segment would experience an increase in the volume to capacity ratio with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

*Proposed Mitigation Measure*

Implementation of Mitigation Measure MM-TR-RS-4a, as previously described in Section H.2.2.1, would reduce the roadway segment level of service to LOS C, thereby reducing this potentially significant impact to a less-than-significant level, as shown in Table H-22. Proposed Mitigation Measure MM-TR-RS-4a ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-RS-4a are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** within the existing roadway width, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. 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.~~ *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.*

32. Text regarding the feasibility of Mitigation Measure MM-TR-RS-1b: Improve Grape Street from Harbor Drive to Pacific Highway on page H-104 of the Recirculated Draft EIR is hereby revised as follows:

***Grape Street from Harbor Drive to Pacific Highway***

This roadway segment would experience an increase in the volume to capacity ratio (v/c) with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

*Proposed Mitigation Measure*

Implementation of Mitigation Measure MM-TR-RS-1b, as previously described in Section H.2.1.1, would add capacity but would not fully mitigate impacts of the roadway segment level of service to LOS D. This potentially significant impact would remain at significant levels, as shown in Table H-

22. Proposed Mitigation Measure MM-TR-RS-1b ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-RS-1b are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** within the existing roadway width, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. 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.~~ *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.* This mitigation measure would be consistent with the Downtown San Diego Mobility Plan, which proposes the removal of parking on both the north and south side of Grape Street to install an additional vehicular travel lane and a proposed Class IV (1-way Cycle Track) on the north side of Grape Street.

33. Text regarding the feasibility of Mitigation Measure MM-TR-RS-1c: Improve Grape Street from Pacific Highway to India Street on page H-105 of the Recirculated Draft EIR is hereby revised as follows:

### *Grape Street from Pacific Highway to India Street*

This roadway segment would experience an increase in the volume to capacity ratio (v/c) with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

#### *Proposed Mitigation Measure*

Implementation of Mitigation Measure MM-TR-RS-1c, as previously described in Section H.2.1.1, would add capacity but would not fully mitigate impacts of the roadway segment level of service to LOS D. This potentially significant impact would remain at significant levels, as shown in Table H-22. Proposed Mitigation Measure MM-TR-RS-1c ~~presently~~ **is *presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-RS-1c are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding**.** ~~While the mitigation measure is ***physically feasible***, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the~~

~~Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. 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.~~ *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, 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.* This mitigation measure would be consistent with the Downtown San Diego Mobility Plan, which proposes the removal of parking on both the north and south side of Grape Street to install an additional vehicular travel lane and a proposed Class IV (1-way Cycle Track) on the north side of Grape Street.

34. Text regarding the feasibility of Mitigation Measure MM-TR-RS-1d: Improve Grape Street from India Street to State Street on pages H-105 and H-106 of the Recirculated Draft EIR is hereby revised as follows:

### *Grape Street from India Street to State Street*

This roadway segment would experience an increase in the volume to capacity ratio (v/c) with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

#### *Proposed Mitigation Measure*

Implementation of Mitigation Measure MM-TR-RS-1d, as previously described in Section H.2.1.1, would add capacity but would not fully mitigate impacts of the roadway segment level of service to LOS D. This potentially significant impact would remain at significant levels, as shown in Table H-22. Proposed Mitigation Measure MM-TR-RS-1d ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-RS-1d are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible***, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. 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.~~ *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 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.* This mitigation measure would be consistent with the Downtown San Diego Mobility Plan, which proposes the removal of parking on both the north and south side of Grape Street to install an additional vehicular travel lane and a proposed Class IV (1-way Cycle Track) on the north side of Grape Street.

35. Text regarding the feasibility of Mitigation Measure MM-TR-I-1a: Improve the Intersection of Laurel Street at North Harbor Drive on page H-121 of the Recirculated Draft EIR is hereby revised as follows:

***#14 W Laurel Street at N Harbor Drive***

This intersection would experience an increase in delay with the addition of Alternative 4 traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

*Proposed Mitigation Measure*

Implementation of Mitigation Measure MM-TR-I-1a, as previously described in Section H.2.1.1, would add capacity but would not fully mitigate impacts of the intersection level of service to LOS D. This potentially significant impact would remain at significant levels, as shown in Table H-26. Proposed Mitigation Measure MM-TR-I-1a ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-1a are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. 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.~~ *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, 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.*

36. Text regarding the feasibility of Mitigation Measure MM-TR-I-1b: Improve the Intersection of Pacific Highway at West Laurel Street on pages H-121 and H-123 of the Recirculated Draft EIR is hereby revised as follows:

***#15 Pacific Highway at W Laurel Street***

This intersection would experience an increase in delay with the addition of Alternative 4 traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

*Proposed Mitigation Measure*

Implementation of Mitigation Measure MM-TR-I-1b, as previously described in Section H.2.1.1, would add capacity but would not fully mitigate impacts of the intersection level of service to LOS D. This potentially significant impact would remain at significant levels, as shown in Table H-26. Proposed Mitigation Measure MM-TR-I-1b ~~presently~~ is ***presently not considered fully feasible***, because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-1b are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. 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.~~ *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.*

37. Intersection improvement description for Intersections 28, 29, and 30 in the last column (Description) in Table H-26 on page H-122 of the Recirculated Draft EIR is hereby revised as follows:

    - Remove parking ~~from the south~~ *on both* side*s of Grape Street from North Harbor Drive to State Street, to* ~~and~~ add a 4th travel lane *on the south side of the road and*

*install a Class IV Cycle Track along the north side* ~~from North Harbor Drive to State Street~~

- Retime signals along Grape Street

38. Text regarding the feasibility of Mitigation Measure MM-TR-I-1c: Improve the Intersection of Kettner Boulevard at West Laurel Street on page H-123 of the Recirculated Draft EIR is hereby revised as follows:

***#16 Kettner Boulevard at W Laurel Street***

This intersection would experience an increase in delay with the addition of Alternative 4 traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

*Proposed Mitigation Measure*

Implementation of Mitigation Measure MM-TR-I-1c, as previously described in Section H.2.1.1, would ensure that the intersection operates at LOS D during the AM, Airport and PM peak hours, and LOS D during the Airport Peak hours, thereby reducing this potentially significant impact to a less-than-significant level, as shown in Table H-26. Proposed Mitigation Measure MM-TR-I-1c ~~presently~~ is ***presently not considered fully feasible***, because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-1c are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. 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.~~ *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.*

39. Mitigation Measure MM-TR-I-5c: Improve the Intersection of India Street at W. Grape Street on page H-124 of the Recirculated Draft EIR is hereby revised as follows:

**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 ~~from the south~~ *on both* side*s of Grape Street from North Harbor Drive to State Street, to* ~~and~~ add a 4th travel lane *on the south side of the road and install a Class IV Cycle Track along the north side.* ~~from North Harbor Drive to State Street and r~~*R*etime signals along Grape Street. Proposed Mitigation Measure MM-TR-I-5c ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-5c are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. 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.~~ *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-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.*

40. Text regarding the feasibility of Mitigation Measure MM-TR-I-4a: Improve the Intersection of Columbia Street at West Grape Street on pages H-124 and H-125 of the Recirculated Draft EIR is hereby revised as follows:

***#29 Columbia Street at W Grape Street***

This intersection would experience an increase in delay with the addition of Alternative 4 traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

*Proposed Mitigation Measure*

Implementation of Mitigation Measure MM-TR-I-4a, as previously described in Section H.2.2.3, would ensure that the intersection operates at LOS D during the PM peak hour under 2035 With Project conditions, thereby reducing this potentially significant impact to a less-than-significant level, as shown in Table H-26. Proposed Mitigation Measure MM-TR-I-4a ~~presently~~ is ***presently not considered fully feasible***, because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-4a are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. 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.~~ *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.*

41. Text regarding the feasibility of Mitigation Measure MM-TR-I-4b: Improve the Intersection of Grape Street at State Street / I-5 SB Ramps on page H-125 of the Recirculated Draft EIR is hereby revised as follows:

***#30 State Street / I-5 SB On-Ramp at W Grape Street***

This intersection would experience an increase in delay with the addition of Alternative 4 traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

*Proposed Mitigation Measure*

Implementation of Mitigation Measure MM-TR-I-4b, as previously described in Section H.2.2.3, would ensure that the intersection operates at LOS C during the AM, Airport, and PM peak hours, thereby reducing this potentially significant impact to a less-than-significant level, as shown in Table H-26. Proposed Mitigation Measure MM-TR-I-4b ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-4b are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. 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.~~ *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.*

42. Text regarding the feasibility of Mitigation Measure MM-TR-I-1d: Improve the Intersection on North Harbor Drive from Harbor Island Drive to Grape Street on pages H-125 and H-126 of the Recirculated Draft EIR is hereby revised as follows:

***#33 Harbor Island Drive at N Harbor Drive***

This intersection would experience an increase in delay with the addition of Alternative 4 traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

*Proposed Mitigation Measure*

Implementation of Mitigation Measure MM-TR-I-1d, as previously described in Section H.2.2.3, would ensure that the intersection operates at LOS D during the AM, Airport, and PM peak hours, thereby reducing this potentially significant impact to a less-than-significant level, as shown in Table H-26. Proposed Mitigation Measure MM-TR-I-1d ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-1d are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible***, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this~~

~~Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. 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.~~ *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 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.*

43. Text regarding the feasibility of Mitigation Measure MM-TR-I-1e: Improve the Intersection of Kettner Boulevard at Palm Street on page H-126 of the Recirculated Draft EIR is hereby revised as follows:

***#41 Kettner Boulevard at Palm Street***

This intersection would experience an increase in delay with the addition of Alternative 4 traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

*Proposed Mitigation Measure*

Implementation of Mitigation Measure MM-TR-I-1e, as previously described in Section H.2.1.1, would ensure that the intersection operates at LOS A during the AM, Airport, and PM peak hours, thereby reducing this potentially significant impact to a less-than-significant level, as shown in Table H-26. Proposed Mitigation Measure MM-TR-I-1e ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-1e are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** because there is ability to install a traffic signal at this location, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. 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.~~ *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-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.*

44. Mitigation Measure MM-TR-LRP-2: Airport Regional Connections on page H-126 and H-127 of the Recirculated Draft EIR is hereby revised as follows:

**MM-TR-LRP-2:** **Airport Regional Connections**. *Prior to 2035,* ~~T~~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; ~~and~~ 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 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.*

1. SDCRAA ~~staff are~~ *is* fully engaged ~~as~~*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.

2. 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.

*3. 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 request such funding and make best efforts to secure such approval.*

~~3~~*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 ~~parts of~~ the Mitigation Measure *would be* ~~are~~ within the control of other agencies or jurisdictions, and would require FAA approval of funding. *For example, p*~~P~~ortions of Mitigation Measure MM-TR-LRP-2 require physical improvements to facilities and/or VMT reduction items *that would be located* ~~and are~~ 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* ~~and are **not**~~ ***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 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.

45. Text regarding the feasibility of Mitigation Measure MM-TR-RS-1a: Improve Sassafras Street from Pacific Highway to Kettner Boulevard on pages H-134 and H-135 of the Recirculated Draft EIR is hereby revised as follows:

***Sassafras Street from Pacific Highway to Kettner Boulevard***

This roadway segment would experience an increase in the volume to capacity ratio (v/c) with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

*Proposed Mitigation Measure*

Implementation of Mitigation Measure MM-TR-RS-1a, as previously described in Section H.2.1.1, would reduce the roadway segment v/c, thereby reducing this potentially significant impact to a less-than-significant level, as shown in Table H-28. Proposed Mitigation Measure MM-TR-RS-1a ~~presently~~ is ***presently not considered fully feasible***, because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-RS-1a are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** within the existing roadway width, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. 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.~~ *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.*

46. Text regarding the feasibility of Mitigation Measure MM-TR-RS-4a: Improve Palm Street from Pacific Highway to Kettner Boulevard on page H-135 of the Recirculated Draft EIR is hereby revised as follows:

***Palm Street from Pacific Highway to Kettner Boulevard***

This roadway segment would experience an increase in the volume to capacity ratio with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

*Proposed Mitigation Measure*

Implementation of Mitigation Measure MM-TR-RS-4a, as previously described in Section H.2.2.1, would reduce the roadway segment level of service to LOS D, thereby reducing this potentially significant impact to a less-than-significant level, as shown in Table H-28. Proposed Mitigation Measure MM-TR-RS-4a ~~presently~~ is ***presently not considered fully feasible***, because *the*

*improvements described in* ~~the~~ Mitigation Measure *MM-TR-RS-4a are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** within the existing roadway width, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. 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.~~ *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.*

47. Text regarding the feasibility of Mitigation Measure MM-TR-RS-1b: Improve Grape Street from Harbor Drive to Pacific Highway on pages H-138 and H-139 of the Recirculated Draft EIR is hereby revised as follows:

### *Grape Street from Harbor Drive to Pacific Highway*

This roadway segment would experience an increase in the volume to capacity ratio with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

#### *Proposed Mitigation Measure*

Implementation of Mitigation Measure MM-TR-RS-1b, as previously described in Section H.2.1.1, would add capacity but would not fully mitigate impacts of the roadway segment level of service to LOS D. This potentially significant impact would remain at significant levels, as shown in Table H-28. ~~This potentially significant impact would remain at significant levels, as shown in Table H-22.~~ Proposed Mitigation Measure MM-TR-RS-1b ~~presently~~ is ***presently not considered fully feasible***, because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-RS-1b are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** within the existing roadway width, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. 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.~~ *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.* This mitigation measure would be consistent with the Downtown San Diego Mobility Plan, which proposes the removal of parking on both the north and south side of Grape Street to install an additional vehicular travel lane and a proposed Class IV (1-way Cycle Track) on the north side of Grape Street.

48. Text regarding the feasibility of Mitigation Measure MM-TR-RS-1c: Improve Grape Street from Pacific Highway to India Street on page H-139 of the Recirculated Draft EIR is hereby revised as follows:

***Grape Street from Pacific Highway to India Street***

This roadway segment would experience an increase in the volume to capacity ratio with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

*Proposed Mitigation Measure*

Implementation of Mitigation Measure MM-TR-RS-1c, as previously described in Section H.2.1.1, would add capacity but would not fully mitigate impacts of the roadway segment level of service to LOS D. This potentially significant impact would remain at significant levels, as shown in Table H-28. Proposed Mitigation Measure MM-TR-RS-1c ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-RS-1c are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible***, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. 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.~~ *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, 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.* This mitigation measure would be consistent with the Downtown San Diego Mobility Plan, which proposes the removal of parking on both the north and south side of Grape Street to install an additional vehicular travel lane and a proposed Class IV (1-way Cycle Track) on the north side of Grape Street.

49. Text regarding the feasibility of Mitigation Measure MM-TR-RS-1d: Improve Grape Street from India Street to State Street on pages H-139 and H-140 of the Recirculated Draft EIR is hereby revised as follows:

### *Grape Street from India Street to State Street*

This roadway segment would experience an increase in the volume to capacity ratio (v/c) with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

#### *Proposed Mitigation Measure*

Implementation of Mitigation Measure MM-TR-RS-1d, as previously described in Section H.2.1.1, would add capacity but would not fully mitigate impacts of the roadway segment level of service to LOS D. This potentially significant impact would remain at significant levels, as shown in Table H-28. Proposed Mitigation Measure MM-TR-RS-1d ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-RS-1d are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible***, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. 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.~~ *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 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.* This mitigation measure would be consistent with the Downtown San Diego Mobility Plan, which proposes the removal of parking on both the north and south side of Grape Street to

install an additional vehicular travel lane and a proposed Class IV (1-way Cycle Track) on the north side of Grape Street.

50. Mitigation Measure MM-TR-LRP-2: Airport Regional Connections on page H-141 and page H-142 of the Recirculated Draft EIR is hereby revised as follows:

**MM-TR-LRP-2:** **Airport Regional Connections**. *Prior to 2035,* ~~T~~*t*he 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; ~~and~~ 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 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.*

1. SDCRAA ~~staff are~~ *is* fully engaged ~~as~~*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.

2. 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.

*3. 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 request such funding and make best efforts to secure such approval.*

~~3~~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 ~~parts of~~ the Mitigation Measure *would be* ~~are~~ within the control of other agencies or jurisdictions, and would require FAA approval of funding. *For example, p*~~P~~ortions of Mitigation Measure MM-TR-LRP-2 require physical improvements to facilities and/or VMT reduction items *that would be located* ~~and are~~ 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* ~~and are **not** 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 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.

51. Mitigation Measure MM-TR-LRP-2: Airport Regional Connections on page H-149 and page H-150 of the Recirculated Draft EIR is hereby revised as follows:

**MM-TR-LRP-2:** **Airport Regional Connections**. *Prior to 2035,* ~~T~~*t*he 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; ~~and~~ 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 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.*

1. SDCRAA ~~staff are~~ *is* fully engaged ~~as~~*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.

2. 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.

*3. 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 request such funding and make best efforts to secure such approval.*

~~3~~*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 ~~parts of~~ the Mitigation Measure *would be* ~~are~~ within the control of other agencies or jurisdictions, and would require FAA approval of funding. *For example, p*~~P~~portions of Mitigation Measure MM-TR-LRP-2 require physical improvements to facilities and/or VMT reduction items *that would be located* ~~and are~~ 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* ~~and are **not** 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 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.

52. Mitigation Measure MM-TR-I-5a: Improve the Intersection of Pacific Highway at Sassafras Street / Admiral Boland Way on H-159 of the Recirculated Draft EIR is hereby revised as follows:

**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 ~~East~~ *West* leg to a left*-turn* lane, *two* through lane*s* 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 ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-5a are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. 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.~~ *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 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.*

53. Mitigation Measure MM-TR-I-5b: Improve the Intersection of Kettner Boulevard at Sassafras Street on page H-161 and H-162 of the Recirculated Draft EIR is hereby revised as follows:

**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 ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-5b are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. 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.~~ *–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 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-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.*

54. Intersection improvement description for Intersections 27, 28, 29, and 30 in the last column (Description) in Table H-32 on pages H-160 and H-161 of the Recirculated Draft EIR is hereby revised as follows:

- Remove parking ~~from the south~~ *on both* side*s of Grape Street from North Harbor Drive to State Street, to* ~~and~~ add a 4th travel lane *on the south side of the road and install a Class IV Cycle Track along the north side* ~~from North Harbor Drive to State Street~~
- Retime signals along Grape Street

55. Text regarding the feasibility of Mitigation Measure MM-TR-I-1a: Improve the Intersection of Laurel Street at North Harbor Drive on page H-162 of the Recirculated Draft EIR is hereby revised as follows:

***#14 W Laurel Street at N Harbor Drive***

This intersection would experience an increase in delay with the addition of Alternative 4 traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

*Proposed Mitigation Measure*

Implementation of Mitigation Measure MM-TR-I-1a, as previously described in Section H.2.1.1, would add capacity but would not fully mitigate impacts of the intersection level of service to LOS D. This potentially significant impact would remain at significant levels, as shown in Table H-32. Proposed Mitigation Measure MM-TR-I-1a ~~presently~~ is ***presently not considered fully feasible***, because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-1a are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure~~

~~is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. 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.~~ *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, 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.*

56. Text regarding the feasibility of Mitigation Measure MM-TR-I-1b: Improve the Intersection of Pacific Highway at West Laurel Street on pages H-162 and H-163 of the Recirculated Draft EIR is hereby revised as follows:

***#15 Pacific Highway at W Laurel Street***

This intersection would experience an increase in delay with the addition of Alternative 4 traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

*Proposed Mitigation Measure*

Implementation of Mitigation Measure MM-TR-I-1b, as previously described Section H.2.1.1, in addition to MM-TR-LRP-2, as previously described Section H.2.2.4, would add capacity but would not fully mitigate impacts of the intersection level of service to LOS D. This potentially significant impact would remain at significant levels, as shown in Table H-32. Proposed Mitigation Measure MM-TR-I-1b ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-1b are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. 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.~~ *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.*

57. Text regarding the feasibility of Mitigation Measure MM-TR-I-1c: Improve the Intersection of Kettner Boulevard at West Laurel Street on page H-163 of the Recirculated Draft EIR is hereby revised as follows:

***#16 Kettner Boulevard at W Laurel Street***

This intersection would experience an increase in delay with the addition of Alternative 4 traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

*Proposed Mitigation Measure*

Implementation of Mitigation Measure MM-TR-I-1c, as previously described Section H.2.1.1, in addition to MM-TR-LRP-2, as previously described Section H.2.2.4, would add capacity but would not fully mitigate impacts of the roadway segment level of service to LOS D. This potentially significant impact would remain at significant levels, as shown in Table H-32. Proposed Mitigation Measure MM-TR-I-1c ~~presently~~ is ***presently not considered fully feasible***, because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-1c are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. 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.~~ *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.*

58. The following text on page H-165 of the Recirculated Draft EIR is hereby revised as follows:

***#27 Kettner Boulevard at W Grape Street***

This intersection would experience an increase in delay with the addition of Alternative 4 traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

*Proposed Mitigation Measure*

~~Implementation of Mitigation Measure MM-TR-I-5c, in addition to MM-TR-LRP-2, as previously described in Section H.2.2.4, would add capacity but would not fully mitigate impacts of the intersection level of service to LOS D. This potentially significant impact would remain at significant levels, as shown in Table H-32. This mitigation is ***physically feasible***, because there is enough space in the existing roadway widths.~~

***MM-TR-I-5d:*** ***Improve the Intersection of Kettner 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 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-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. 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.*

59. Text regarding the feasibility of Mitigation Measure MM-TR-I-4a: Improve the Intersection of Columbia Street at West Grape Street on pages H-165 and H-166 of the Recirculated Draft EIR is hereby revised as follows:

***#29 Columbia Street at W Grape Street***

This intersection would experience an increase in delay with the addition of Alternative 4 traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

*Proposed Mitigation Measure*

Implementation of Mitigation Measure MM-TR-I-4a, as previously described in Section H.2.2.3, in addition to MM-TR-LRP-2, as previously described in Section H.2.2.4, would add capacity but would not fully mitigate impacts of the intersection level of service to LOS D. This potentially significant impact would remain at significant levels, as shown in Table H-32. Proposed Mitigation Measure MM-TR-I-4a ~~presently~~ is ***presently not considered fully feasible***, because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-4a are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** because there is no change to the existing roadway configurations, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. 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.~~ *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.*

60. Text regarding the feasibility of Mitigation Measure MM-TR-I-4b: Improve the Intersection of Grape Street at State Street / I-5 SB Ramps on page H-166 of the Recirculated Draft EIR is hereby revised as follows:

### *#30 State Street / I-5 SB On-Ramp at W Grape Street*

The intersection of State Street / I-5 SB On-Ramp at West Grape Street operates at LOS F during the PM peak hour and at under 2050 Without Project conditions. This intersection would experience an increase in delay with the addition of Alternative 4 traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

*Proposed Mitigation Measure*

Implementation of Mitigation Measure MM-TR-I-4b, as previously described in Section H.2.2.3, in addition to MM-TR-LRP-2, as previously described in Section H.2.2.4, would add capacity but would not fully mitigate impacts of the intersection level of service to LOS D. This potentially significant impact would remain at significant levels, as shown in Table H-32. Proposed Mitigation Measure MM-TR-I-4b ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-4b are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** because there is no change to the existing roadway configurations, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. 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.~~ *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.*

61. Text regarding the feasibility of Mitigation Measure MM-TR-I-1d: Improve the Intersection on North Harbor Drive from Harbor Island Drive to Grape Street on page H-166 and page H-167 of the Recirculated Draft EIR is hereby revised as follows:

### *#33 Harbor Island Drive at N Harbor Drive*

This intersection would experience an increase in delay with the addition of Alternative 4 traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

*Proposed Mitigation Measure*

Implementation of Mitigation Measure MM-TR-I-1d, as previously described in Section H.2.2.3, in addition to MM-TR-LRP-2, as previously described in Section H.2.2.4, would add capacity but would not fully mitigate impacts of the intersection level of service to LOS D. This potentially significant impact would remain at significant levels, as shown in Table H-32. Proposed Mitigation Measure MM-TR-I-1d ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-1d are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** because there is no change to the existing roadway configurations, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. 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.~~ *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 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.*

62. Text regarding the feasibility of Mitigation Measure MM-TR-I-1e: Improve the Intersection of Kettner Boulevard at Palm Street on pages H-167 and H-168 of the Recirculated Draft EIR is hereby revised as follows:

***#41 Kettner Boulevard at Palm Street***

This intersection would experience an increase in delay with the addition of Alternative 4 traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

*Proposed Mitigation Measure*

Implementation of Mitigation Measure MM-TR-I-1e, as previously described in Section H.2.1.1, in addition to MM-TR-LRP-2, as previously described in Section H.2.2.4, would ensure that the intersection operates at LOS A during the PM peak hour, thereby reducing this potentially significant impact to a less-than-significant level, as shown in Table H-32. Proposed Mitigation Measure MM-TR-I-1e ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-1e are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is~~

~~***physically feasible***, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. 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.~~ *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-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.*

63. Mitigation Measure MM-TR-LRP-2: Airport Regional Connections on page H-168 and page H-169 of the Recirculated Draft EIR is hereby revised as follows:

**MM-TR-LRP-2:** **Airport Regional Connections**. *Prior to 2035,* ~~T~~*t*he 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; ~~and~~ 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 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.*

1. SDCRAA ~~staff are~~ *is* fully engaged ~~as~~*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.

2. 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.

*3. 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 request such funding and make best efforts to secure such approval.*

~~3~~*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 ~~parts of~~ the Mitigation Measure *would be* ~~are~~ within the control of other agencies or jurisdictions, and would require FAA approval of funding. *For example, p*~~P~~ortions of Mitigation Measure MM-TR-LRP-2 require physical improvements to facilities and/or VMT reduction items *that would be located* ~~and are~~ 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* ~~and are **not** 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 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.

64. Text regarding the feasibility of Mitigation Measure MM-TR-RS-1a: Improve Sassafras Street from Pacific Highway to Kettner Boulevard on page H-176 of the Recirculated Draft EIR is hereby revised as follows:

***Sassafras Street from Pacific Highway to Kettner Boulevard***

This roadway segment would experience an increase in the volume to capacity ratio with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

*Proposed Mitigation Measure*

Implementation of Mitigation Measure MM-TR-LRP-2, as previously described in Section H.2.2.4, in addition to MM-TR-RS-1a, as previously described in Section H.2.1.1, should add capacity but would not fully mitigate impacts of the roadway segment level of service to LOS D. This potentially significant impact would remain at significant levels, as shown in Table H-34. Proposed Mitigation Measure MM-TR-RS-1a ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-RS-1a are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** within the existing roadway width, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. 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.~~ *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.*

65. Text regarding the feasibility of Mitigation Measure MM-TR-RS-4a: Improve Palm Street from Pacific Highway to Kettner Boulevard on page H-179 of the Recirculated Draft EIR is hereby revised as follows:

### *Palm Street from Pacific Highway to Kettner Boulevard*

This roadway segment would experience an increase in the volume to capacity ratio with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

#### *Proposed Mitigation Measure*

Implementation of Mitigation Measure MM-TR-LRP-2, as previously described in Section H.2.2.4, in addition to MM-TR-RS-4a, as previously described in Section H.2.2.1, would reduce the roadway segment v/c ratio to a less-than-significant level, as shown in Table H-34. Proposed Mitigation Measure MM-TR-RS-4a ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-RS-4a are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** within the existing roadway width, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. 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.~~ *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.*

66. Text regarding the feasibility of Mitigation Measure MM-TR-RS-1b: Improve Grape Street from Harbor Drive to Pacific Highway on pages H-180 and H-181 of the Recirculated Draft EIR is hereby revised as follows:

### *Grape Street from Harbor Drive to Pacific Highway*

This roadway segment would experience an increase in the volume to capacity ratio with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

#### *Proposed Mitigation Measure*

Implementation of Mitigation Measure MM-TR-LRP-2, as previously described in Section H.2.2.4, in addition to MM-TR-RS-1b, as previously described in Section H.2.1.1, would add capacity but would not fully mitigate impacts of the intersection level of service to LOS D. This potentially

significant impact would remain at significant levels, as shown in Table H-34. This potentially significant impact would remain at significant levels, as shown in Table H-22. Proposed Mitigation Measure MM-TR-RS-1b ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-RS-1b are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** within the existing roadway width, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. 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.~~ *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.* This mitigation measure would be consistent with the Downtown San Diego Mobility Plan, which proposes the removal of parking on both the north and south side of Grape Street to install an additional vehicular travel lane and a proposed Class IV (1-way Cycle Track) on the north side of Grape Street.

67. Text regarding the feasibility of Mitigation Measure MM-TR-RS-1c: Improve Grape Street from Pacific Highway to India Street on page H-181 of the Recirculated Draft EIR is hereby revised as follows:

### *Grape Street from Pacific Highway to India Street*

This roadway segment would experience an increase in the volume to capacity ratio with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

#### *Proposed Mitigation Measure*

Implementation of Mitigation Measure MM-TR-LRP-2, as previously described in Section H.2.2.4, in addition to MM-TR-RS-1c, as previously described in Section H.2.1.1, would add capacity but would not fully mitigate impacts of the intersection level of service to LOS D. This potentially significant impact would remain at significant levels, as shown in Table H-34. Proposed Mitigation Measure MM-TR-RS-1c ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-RS-1c are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible***, SDCRAA could not require the City to implement this improvement. SDCRAA will,~~

~~however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure.~~ ~~In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. 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.~~ *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, 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.* This mitigation measure would be consistent with the Downtown San Diego Mobility Plan, which proposes the removal of parking on both the north and south side of Grape Street to install an additional vehicular travel lane and a proposed Class IV (1-way Cycle Track) on the north side of Grape Street.

68. Text regarding the feasibility of Mitigation Measure MM-TR-RS-1d: Improve Grape Street from India Street to State Street on pages H-181 and H-182 of the Recirculated Draft EIR is hereby revised as follows:

### *Grape Street from India Street to State Street*

This roadway segment would experience an increase in the volume to capacity ratio with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

#### *Proposed Mitigation Measure*

Implementation of Mitigation Measure MM-TR-LRP-2, as previously described in Section H.2.2.4, in addition to MM-TR-RS-1d, as previously described in Section H.2.1.1, would add capacity but would not fully mitigate impacts of the intersection level of service to LOS D. This potentially significant impact would remain at significant levels, as shown in Table H-34 Proposed Mitigation Measure MM-TR-RS-1d ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-RS-1d are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible***, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. 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.~~ *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 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.* This mitigation measure would be consistent with the Downtown San Diego Mobility Plan, which proposes the removal of parking on both the north and south side of Grape Street to install an additional vehicular travel lane and a proposed Class IV (1-way Cycle Track) on the north side of Grape Street.

69. Text regarding the feasibility of Mitigation Measures MM-TR-RS-1a, MM-TR-RS-1b, MM-TR-RS-1c, MM-TR-RS-1d, and MM-TR-RS-4a on page H-184 of the Recirculated Draft EIR is hereby revised as follows:

Proposed Mitigation Measures MM-TR-RS-1a, MM-TR-RS-1b, MM-TR-RS-1c, MM-TR-RS-1d, and MM-TR-RS-4a ~~presently~~ are ***presently not considered fully feasible***, because *the improvements described in* ~~the~~ Mitigation Measures *MM-TR-RS-1a, MM-TR-RS-1b, MM-TR-RS-1c, MM-TR-RS-1d, and MM-TR-RS-4a* are within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measures are ***physically feasible***, SDCRAA could not require the City to implement these improvements. SDCRAA will, however, continue to collaborate with the City to implement these Mitigation Measures, and the City has stated that it approves the Measures. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measures, and if the funding is granted then the Mitigation Measures are feasible. If the FAA does not approve the funding then the Measures are infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measures are not feasible at this time. 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 these off-Airport improvement items.~~ *The mitigation measures are* ***physically feasible,*** *because there is enough space in the existing roadway widths. The measures, if implemented, would reduce impacts to below a level of significance. The improvements contemplated by Mitigation Measures MM-TR-RS-1a, MM-TR-RS-1b, MM-TR-RS-1c, MM-TR-RS-1d, and 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 measures; instead, implementation would require the assistance and approval of the City. The City has informed SDCRAA that it concurs the measures are 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, MM-TR-RS-1b, MM-TR-RS-1c, MM-TR-RS-1d, and MM-TR-RS-4a, without FAA approval. Thus, the SDCRAA's ability to implement these measures is contingent upon that approval.*

70. Mitigation Measure MM-TR-LRP-2: Airport Regional Connections on page H-184 and page H-185 of the Recirculated Draft EIR is hereby revised as follows:

**MM-TR-LRP-2:** **Airport Regional Connections**. *Prior to 2035,* ~~T~~*t*he 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; ~~and~~ 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 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.*

1. SDCRAA ~~staff are~~ *is* fully engaged ~~as~~*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.

2. 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.

*3. 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 request such funding and make best efforts to secure such approval.*

~~3~~*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 ~~parts of~~ the Mitigation Measure *would be* ~~are~~ within the control of other agencies or jurisdictions, and would require FAA approval of funding. *For example, p*~~P~~ortions of Mitigation Measure MM-TR-LRP-2 require physical improvements to facilities and/or VMT reduction items *that would be located* ~~and are~~ within the jurisdiction*s* of*, or must be implemented by,* other public agencies or departments*. Although these improvements and VMT reduction items may prove to be* ~~and are **not** 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 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.

71. Mitigation Measure MM-TR-LRP-2: Airport Regional Connections on page H-193 and page H-194 of the Recirculated Draft EIR is hereby revised as follows:

**MM-TR-LRP-2:** **Airport Regional Connections**. *Prior to 2035,* ~~T~~*t*he 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; ~~and~~ 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 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.*

1. SDCRAA ~~staff are~~ *is* fully engaged ~~as~~*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.

2. 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.

*3. 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 request such funding and make best efforts to secure such approval.*

~~3~~*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 ~~parts of~~ the Mitigation Measure *would be* ~~are~~ within the control of other agencies or jurisdictions, and would require FAA approval of funding. *For example, p*~~P~~ortions of Mitigation Measure MM-TR-LRP-2 require physical improvements to facilities and/or VMT reduction items *that would be located* ~~and are~~ 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* ~~and are **not**~~ ***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 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.

72. Text regarding the feasibility of Mitigation Measure MM-TR-I-1e: Improve the Intersection of Kettner Boulevard at Palm Street on page H-205 of the Recirculated Draft EIR is hereby revised as follows:

***#41 Kettner Boulevard at Palm Street***

The intersection of Kettner Boulevard at Palm Street operates at LOS E during the AM peak hour and at LOS F during the under 2020/2021 Without Project traffic conditions. This intersection would experience an increase in delay greater than two seconds in the AM with the addition of the construction traffic. Because the increase in delay would exceed the allowable threshold, this would be considered a significant impact.

As discussed in Impact Section H.2.1.1, MM-TR-I-1e would mitigate this intersection. Since this improvement resulted in an acceptable LOS with higher volumes, it would result in acceptable LOS with construction traffic. MM-TR-I-1e, however, is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-1e are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible***, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. 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.~~ *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-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.*

73. Text regarding the feasibility of Mitigation Measures MM-TR-I-1c and MM-TR-I-1e on page H-211 of the Recirculated Draft EIR is hereby revised as follows:

Proposed Mitigation Measures MM-TR-I-1c and MM-TR-I-1e ~~presently~~ are ***presently not considered fully feasible***, because *the improvements described in* ~~the~~ Mitigation Measures *MM-TR-I-1c and MM-TR-I-1e* are within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measures are ***physically feasible***, SDCRAA could not require the City to implement these improvements. SDCRAA will, however, continue to collaborate with the City to implement these Mitigation Measures, and the City has stated that it approves the Measures. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measures, and if the funding is granted then the Mitigation Measures are feasible. If the FAA does not approve the funding then the Measures are infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measures are not feasible at this time. 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 these off-Airport improvement items.~~ *The mitigation measures are* ***physically feasible,*** *because there is enough space in the existing roadway widths. The measures, if implemented, would reduce impacts to below a level of significance. The improvements contemplated by Mitigation Measures MM-TR-I-1c and 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 measures; instead, implementation would require the assistance and approval of the City. The City has informed SDCRAA that it concurs the measures are 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 and MM-TR-I-1e, without FAA approval. Thus, the SDCRAA's ability to implement these measures is contingent upon that approval.*

74. Mitigation Measure MM-TR-LRP-2: Airport Regional Connections on page H-215 and page H-216 of the Recirculated Draft EIR is hereby revised as follows:

**MM-TR-LRP-2:** **Airport Regional Connections**. *Prior to 2035,* ~~T~~*t*he 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; ~~and~~ 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 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.*

1. SDCRAA ~~staff are~~ *is* fully engaged ~~as~~*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.

2. 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.

*3. 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 request such funding and make best efforts to secure such approval.*

~~3~~*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 ~~parts of~~ the Mitigation Measure *would be* ~~are~~ within the control of other agencies or jurisdictions, and would require FAA approval of funding. *For example, p*~~P~~portions of Mitigation Measure MM-TR-LRP-2 require physical improvements to facilities and/or VMT reduction items *that would be located* ~~and are~~ 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* ~~and are **not** 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 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.

75. Mitigation Measure MM-TR-I-1a: Improve the Intersection of Laurel Street at North Harbor Drive on pages H-216 and H-217 of the Recirculated Draft EIR is hereby revised as follows:

**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 ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-1a are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. 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.~~ *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, 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.*

76. Mitigation Measure MM-TR-I-1b: Improve the Intersection of Pacific Highway at West Laurel Street on page H-217 of the Recirculated Draft EIR is hereby revised as follows:

**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 provide *feasible intersection features, such as corner islands and dedicated* ~~protected~~ 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 St*reet* / Admiral Boland Way and Pacific Highway at Palm Street. Proposed Mitigation Measure MM-TR-I-1b ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-1b are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. 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.~~ *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, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.*

77. Mitigation Measure MM-TR-I-1c: Improve the Intersection of Kettner Boulevard at West Laurel Street on pages H-217 and H-218 of the Recirculated Draft EIR is hereby revised as follows:

**MM-TR-I-1c:** **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 ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-1c are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. 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. 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 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.*

78. Mitigation Measure MM-TR-I-1d: Improve the Intersection on North Harbor Drive from Harbor Island Drive to Grape Street on page H-218 of the Recirculated Draft EIR is hereby revised as follows:

**MM-TR-I-1d:** **Improve the Intersection 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 ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-1d are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible***, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. 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.~~ *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 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.*

79. Mitigation Measure MM-TR-I-1e: Improve the Intersection of Kettner Boulevard at Palm Street on page H-218 of the Recirculated Draft EIR is hereby revised as follows:

**MM-TR-I-1e:** **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 ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-1e are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible***, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. 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.~~ *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-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.*

80. Mitigation Measure MM-TR-I-4a: Improve the Intersection of Columbia Street at West Grape Street on page H-219 of the Recirculated Draft EIR is hereby revised as follows:

**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 ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-4a are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is **physically feasible** because there is no change to the existing roadway configurations, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. 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.~~ *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. 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.*

81. Mitigation Measure MM-TR-I-4b: Improve the Intersection of Grape Street at State Street / I-5 SB Ramps on page H-219 of the Recirculated Draft EIR is hereby revised as follows:

**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 ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-4b are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** because there is no change to the existing roadway configurations, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. 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.~~ *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) 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.*

82. Mitigation Measure MM-TR-I-5a: Improve the Intersection of Pacific Highway at Sassafras Street / Admiral Boland Way on H-219 and H-220 of the Recirculated Draft EIR is hereby revised as follows:

**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 ~~East~~ *West* leg to a left-*turn* lane, *two* through lane*s* 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 ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-5a are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. 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.~~ *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 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.*

83. Mitigation Measure MM-TR-I-5b: Improve the Intersection of Kettner Boulevard at Sassafras Street on page H-220 of the Recirculated Draft EIR is hereby revised as follows:

**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 ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-5b are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. 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.~~ –*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 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-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.*

84. Mitigation Measure MM-TR-I-5c: Improve the Intersection of India Street at W. Grape Street on pages H-220 and H-221 of the Recirculated Draft EIR is hereby revised as follows:

**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 ~~from the south~~ *on both* side*s of Grape Street from North Harbor Drive to State Street, to* ~~and~~ add a 4th travel lane *on the south side of the road and install a Class IV Cycle Track along the north side.* ~~from North Harbor Drive to State Street and r~~*R*etime signals along Grape Street. Proposed Mitigation Measure MM-TR-I-5c ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-I-5c are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at~~

~~this time. 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.~~ *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-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.*

85. The following text is hereby added after the first paragraph on page H-221 of the Recirculated Draft EIR:

**MM-TR-I-5d:** ***Improve the Intersection of Kettner 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 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-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. 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.*

86. Mitigation Measure MM-TR-RS-1a: Improve Sassafras Street from Pacific Highway to Kettner Boulevard on page H-221 of the Recirculated Draft EIR is hereby revised as follows:

**MM-TR-RS-1a:** **Improve Sassafras 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, 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 ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-RS-1a are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** within the existing roadway width, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. 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.~~ *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, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.*

87. Mitigation Measure MM-TR-RS-1b: Improve Grape Street from Harbor Drive to Pacific Highway on pages H-221 and H-222 of the Recirculated Draft EIR is hereby revised as follows:

**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 ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-RS-1b are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** and would require removal of parking on the north or south side of Grape Street, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. 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.~~ *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 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.*

88. Mitigation Measure MM-TR-RS-1c: Improve Grape Street from Pacific Highway to India Street on page H-222 of the Recirculated Draft EIR is hereby revised as follows:

**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 ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-RS-1c are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** and would require removal of parking on the north or south side of Grape Street, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. 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.~~ *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, 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.*

89. Mitigation Measure MM-TR-RS-1d: Improve Grape Street from India Street to State Street on pages H-222 and H-223 of the Recirculated Draft EIR is hereby revised as follows:

**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 ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-RS-1d are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** and would require removal of parking on the north or south side of Grape Street, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. 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.~~ *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 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.*

90. Mitigation Measure MM-TR-RS-4a: Improve Palm Street from Pacific Highway to Kettner Boulevard on page H-223 of the Recirculated Draft EIR is hereby revised as follows:

**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 ~~presently~~ is ***presently not considered fully feasible,*** because *the improvements described in* ~~the~~ Mitigation Measure *MM-TR-RS-4a are* ~~is~~ within the City of San Diego jurisdiction and would require FAA approval of funding. ~~While the mitigation measure is ***physically feasible*** within the existing roadway width, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. 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.~~ *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.*

91. Mitigation Measure MM-TR-LRP-2: Airport Regional Connections on page H-223 and page H-224 of the Recirculated Draft EIR is hereby revised as follows:

**MM-TR-LRP-2:** **Airport Regional Connections**. *Prior to 2035,* ~~T~~*t*he 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; ~~and~~ 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 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.*

1. SDCRAA ~~staff are~~ *is* fully engaged ~~as~~*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.

2. 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.

*3. 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 request such funding and make best efforts to secure such approval.*

~~3~~*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 ~~parts of~~ the Mitigation Measure *would be* ~~are~~ within the control of other agencies or jurisdictions, and would require FAA approval of funding. *For example, p*~~P~~ortions of Mitigation Measure MM-TR-LRP-2 require physical improvements to facilities and/or VMT reduction items *that would be located* ~~and are~~ 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* ~~and are **not** 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 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.

## Appendix R-I, Water Supply Assessment

1. The Water Supply Assessment for the Airport Development Plan in Appendix R-I, Water Supply Assessment, of the Recirculated Draft EIR is hereby revised to replace the Water Supply Assessment dated August 2019 with the signed copy dated October 2019. The October 2019 Water Supply Assessment is included as Attachment 2 of this Final EIR.

## Appendix R-J, Harbor Drive Mobility Study

None

## Appendix R-K, Regulations and Requirements Regarding Use of Federal Funds and Airport Revenues as Related to Mitigation Measures

1. The SDCRAA's November 27, 2019 letter to the FAA requesting approval to fund improvements to roadways and intersections is hereby included as an Addendum to Appendix R-K. The November 27, 2019 letter is included as Attachment 1 of this Final EIR.

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