



County of San Diego

Airports Sustainability Management Plan 2024

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Executive Summary



Approaching the runway at Agua Caliente Airport

Executive Summary

Around the world, airport operators are developing and implementing sustainability management plans to improve the sustainability of their operations in an effort to reduce their greenhouse gas (GHG) emissions, use of natural resources, energy conservation and renewable energy production, solid waste generation, and, in many cases, long-term operational costs and expenditures. As the operator of eight airports with landside public facilities and many tenants, the County of San Diego (County) is committed to improving the sustainability of its airports' operations and facilities, not just in the near future, but for many years to come. More broadly, the County has a number of important and exciting sustainability-driven programs in progress that are likely to reduce GHG emissions regionally and enhance sustainability across the county as a whole.

As part of this wider effort, in December 2021, the Board of Supervisors (Board) directed the County Department of Public Works' (DPW) staff to develop a specific Sustainability Management Plan (SMP) for the County's eight airports (County Airports), to implement sustainability Measures at a facility and infrastructure level. This SMP aligns with current County initiatives, including the Climate Action Plan (CAP), Regional Decarbonization Plan, DPW Sustainability Plan, and other County programs, such as the Electric Vehicle (EV) Roadmap, Green Fleet Action Plan (GFAP) and more.

As a program-level plan, this SMP was developed to be a living document with future flexibility in mind. As County programs evolve, technologies develop, and funding options change, this SMP will adjust to those changes and will be reviewed regularly to ensure it remains effective and its Actions applicable.

This SMP is a multifaceted yet practical document that outlines Strategies, Measures, and Actions that the County Airports Division (County Airports) and its tenants can take to improve sustainability of their facilities, operations, and equipment now and in the future. The SMP also provides guidance and recommendations for County Airports staff and tenants to incorporate sustainability and green practices during future planning, design, construction, and maintenance of their facilities and infrastructure. It should be noted that County Airports own and maintain the fixed infrastructure that make up the airports including runways, taxiways, aprons, lighting and signage systems, building structures, drainage networks and equipment that is used to maintain this infrastructure. County Airports does not own or operate aircraft. While County Airports can, and to the extent feasible, will play a role in facilitating and enabling future sustainability-based technological innovations in general and aircraft technologies in particular, there are also limitations to County Airports' authority. For example, County Airports is not in control and cannot drive the shift to Sustainable Aircraft Fuels (SAF) and electrification of certain aircraft types, nor can it lead technological development or certification/electrification of aircraft. The global aircraft industry and regulators are working hard to develop SAF and electric aircraft technologies and as those technologies become available, County Airports will join in the effort of bringing this infrastructure to County Airports.

Layout of the Airport's Sustainability Management Plan

This SMP begins with an introduction to the eight airports within the County's system, illustrating the individuality of each facility. This overview is followed by an explanation of the methodology behind the gathering of data used in the SMP, including data from stakeholder engagement, and describes the process used to identify, select, and refine the sustainability Sectors, Strategies, Measures, and Actions that make up this plan's core.

Next, the SMP provides an overview and description of the sustainability Sectors and the associated Strategies, Measures and Actions for each Sector. It then presents individual airports plans listing Measures proposed for each facility. These individual airports plans were compiled so that they can be used as stand-alone quick-reference documents by County staff and stakeholders at each airport as needed. The final part of the SMP is made up of proposed timelines/schedules and templates for tracking the progress of each Action, as well as a glossary of terms and references.

Sustainability Sectors

To attain greater sustainability of airport infrastructure and operations, this SMP is organized by five Sectors: Built Environment and Transportation, Energy, Solid Waste, Water, and Agriculture and Conservation. Each Section details Strategies that outline areas of focus within each Sector, which are supported by Measures that describe more specifically what the County and tenants of each County airport can do to contribute to an area of focus. Each Measure is supported by Actions that provide a framework for how the County and/or tenant can complete the Measure, a monitoring plan with timelines, goals, and progress tracking, and a funding plan that lists grants, tax incentives, and other financial support available at the time of writing of this report.



Figure 1 County Airports has already embarked on replacing fossil fuel powered vehicles with hybrid and electric vehicles to reduce vehicle emissions

Built Environment and Transportation

The Built Environment and Transportation Sector refers to the emissions that occur across the lifecycle of fixed and mobile assets at the airports. This includes operations such as flying, ground vehicle fleet operations, aircraft towing operations and staff commuting trips, as well as “embodied carbon” associated with construction and purchasing practices. Strategies to reduce emissions from these activities include supporting reduction of emissions from aviation; decreasing emissions from vehicle operations; decreasing emissions from operational equipment; reducing embodied carbon across the lifecycle of materials and processes; and increasing environmentally and socially responsible procurement practices.

Energy

The Energy Sector refers to energy used in buildings, including electricity, natural gas, diesel, and propane gas. Strategies to make airport facility operations more sustainable include increasing use of renewable energy and reducing facilities’ energy consumption through energy conservation and decarbonization.

Solid Waste

The Solid Waste Sector refers to solid waste generated by County Airports staff and tenants as part of routine operations that ends up in landfills or otherwise is not recycled or repurposed. Striving toward zero waste, this Strategy includes diverting as much solid waste as possible away from landfills and toward recycling/reuse, maximizing recycling opportunities in day-to-day operations and in construction and demolition activities. This Strategy also involves creating specific plans to reduce consumption of items like packaging materials in aviation, retail, and industrial activities as part of the tenants’ and Fixed-Based Operators’ (FBOs) operations.

Water

The Water Sector refers to potable water resources used in County-owned and tenants’ buildings and the resulting wastewater. Strategies in this Sector include reducing potable water consumption and continuing to manage water runoff.

Agriculture and Conservation

The Agriculture and Conservation Sector looks at best practices in areas of County Airports’ operations related to agriculture, landscaping, and grounds maintenance. This Sector focuses on promoting regionally appropriate landscaping.

Implementation of the SMP

Successful implementation of the SMP will require coordination with airport stakeholders, federal and state agencies, and other County departments in the identification of funding sources and associated grant activities, as well as collaboration on projects, efforts, and initiatives. Opportunities with leaseholders and FBOs that arise from new ground leases will include sustainability-related projects and practices. The County will work closely with airports’ existing and future tenants to coordinate these efforts.

Sustainability Management Plan Roadmap

The County Airports Sustainability Management Plan (SMP) consists of seven chapters.

Chapter 1 – Introduction provides an overview of each of the eight airports within the County’s system, the definition of sustainability, vision, and guiding principles as defined by County Airports team, a background into industry progress toward sustainability, and a summary of ongoing and completed sustainability initiatives at County of San Diego and County airports. This chapter also includes information on the federal, state, regional, and local regulations. Chapter 1 concludes with a section on relevant constraints as related to the SMP. For example, the County has no authority over the quantity, type, or flight track of aircraft arriving or departing from the airport, which are under the jurisdiction of the Federal Aviation Administration (FAA).

Chapter 2 – Methodology includes an explanation of the methodology behind the gathering of data and input to the SMP, including stakeholder engagement, and describes the process used to identify, select, and refine the sustainability Sectors, Strategies, Measures, and Actions that make up this plan’s core.

Chapter 3 – Sustainability Strategies and Measures is the core of the SMP. The comprehensive plans detail the steps for County Airports and tenants to take to achieve the vision and guiding principles defined in this SMP. The chapter is organized by Sectors, Strategies, Measures, Actions, Monitoring Plan, and Funding Plan.

Chapter 4 – Airport Plans is organized by airport and lists the applicable Measures for County Airports and tenants.

Chapter 5 – Airport System Sustainability Measure Timelines presents recommended timelines for County and tenants, by airport, with recommended durations and order for steps completing Measures and Actions.

Chapter 6 – Airport System Sustainability Measure Checklists includes checklists for each airport to help monitor and manage completion of each of the Measures. These are fillable forms.

Chapter 7 – Glossary and References is a glossary of key terms and references.

1. Introduction



1. Introduction

County Airports Overview

The County of San Diego, Airports Division (“County Airports”), a program within the Department of Public Works (DPW), operates and maintains eight public airports, airstrips, or airparks. These airports span San Diego County, ranging across coast, inland, and desert and serve their respective communities as air transportation hubs, emergency response facilities, and economic engines. Brief overviews of each of the eight airports operated by County Airports is included in the following pages.

While County Airports owns and operates their airport system, they provide leases for more than 30 aeronautical and 60 non-aeronautical businesses which provide an estimated \$1.3 billion in annual economic activity. The aeronautical tenants and users operate aircraft for government, commercial, and private uses and provide aviation goods and services.

County Airports is financially self-sufficient and is operated and maintained as an enterprise fund, at no cost to the County of San Diego General Fund. Capital improvements are funded through grants from the FAA and California Department of Transportation (Caltrans), as eligible, along with the Airport Enterprise Fund cash reserves. FAA grant funding requires compliance with a list of airport sponsor assurances included in FAA Order 5190.6B. As a result, FAA has the sole authority to regulate aircraft, pilots, air traffic, flight paths, number of aircraft operations, airports, and noise at County airports.

The primary role of County Airports is to operate and maintain the infrastructure on the ground to ensure safety for its users. Specifically, County Airports manages the facilities, including planning and constructing airport improvements; provides airport security and firefighting response services; manages leases for the businesses who operate at each airport; and coordinates with the FAA to ensure each airport is properly managed, maintained, and in compliance with FAA regulations. It is important to note that County Airports does not own aircraft and has no authority to control or restrict aircraft, including how many aircraft utilize an airport, number of flights (or operations), where aircraft fly, or the type of aircraft that can use an airport.

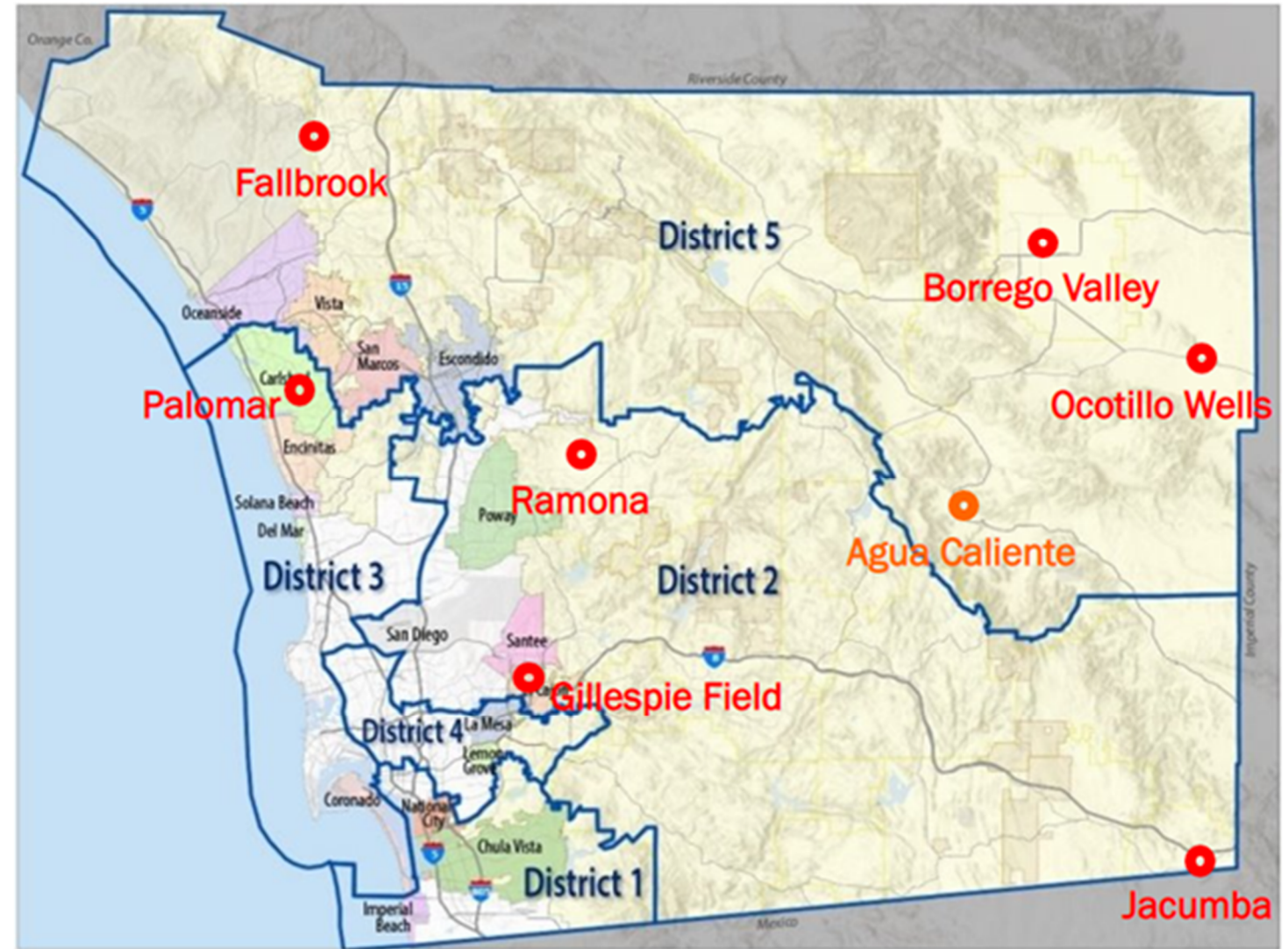


Figure 2 Map of County of San Diego airport locations

Agua Caliente Springs Airport



Figure 3 Agua Caliente Springs Airport site photo

Unlike the seven other airports County Airports owns and operates, Agua Caliente Springs Airport (Agua Caliente Airport) is owned by the State of California but operated by County Airports via an agreement between State of California Department of Parks and Recreation and the County of San Diego Department of Parks and Recreation. Agua Caliente Springs is a single runway with several tie-down positions and no additional facilities. The Airport is located near the Agua Caliente Hots Springs County Park, which provides hiking trails and geothermally heated springs and pools.

Table 1 Agua Caliente Springs Airport summary data

2022 Operations	Based Aircraft	Runways	County Facilities	Total Airport Size
4,400	N/A	11/29: 2,500' x 60'	N/A	55 acres

Borrego Valley Airport

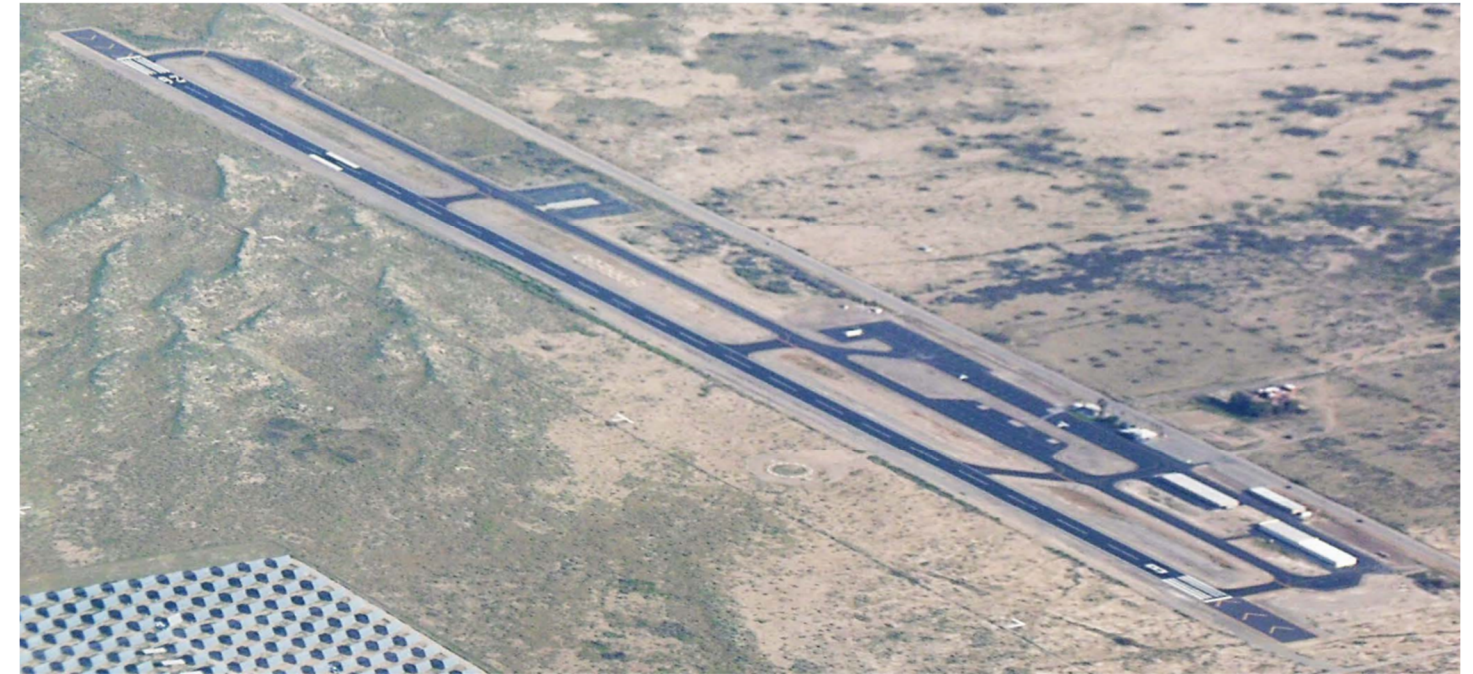


Figure 4 Borrego Valley Airport aerial photo

Borrego Valley Airport (Borrego Valley or Borrego Airport) is a single runway airport, which does not have an Air Traffic Control tower but does have aircraft hangars and tie downs for aircraft storage as well as fuel. The airport has a restaurant and a County Airport administration building. Borrego Valley Airport is located near Anza-Borrego Desert State Park.

Table 2 Borrego Valley Airport summary data

2022 Operations	Based Aircraft	Runways	County Facilities	Total Airport Size
25,174	10	08/26: 5,011' x 75'	1,920 ft ²	365 acres

Fallbrook Airpark



Figure 5 Fallbrook Airpark site photo

Fallbrook Airpark provides a single runway with fuel and aircraft storage in hangars or tie-downs. A large portion of the airport property is used for non-aviation uses, including a large commercial plant nursery, avocado groves, and a community sports complex.

Table 3 Fallbrook Airpark summary data

2022 Operations	Based Aircraft	Runways	County Facilities	Total Airport Size
29,940	97	18/36: 2,160' x 60'	400ft ²	290 acres

Gillespie Field



Figure 6 Gillespie Field aerial photo

Gillespie Field Airport (Gillespie Field), located on County-owned property within the limits of the City of El Cajon, is the 88th busiest in the nation by aircraft operations. Aviation uses include flight training, Sheriff's ASTREA – Aerial Support to Regional Enforcement Agencies, aerial firefighting, aircraft maintenance, and a blimp base. A total of 81 businesses are located at Gillespie Field, providing 6,250 jobs and \$919 million in economic impact. While Gillespie Field has a positive economic benefit both locally and regionally, it is part of a larger community known as the North El Cajon Environmental Justice Community, which is recognized by the County and the State as an area that would benefit from increased investment in projects, developments, and processes that enhance sustainability.

Table 4 Gillespie Field summary data

2022 Operations	Based Aircraft	Runways	County Facilities	Total Airport Size
148,403	535	9L/27R: 5,342' x 100' 9R/27L: 2,738' x 60' 17/35: 4,145' x 100'	17,899 ft ²	757 acres

Jacumba Airport



Figure 7 Jacumba Airport site photo

Jacumba Airport is a single runway airport located near the border with Mexico. The airport is primarily used by recreational glider aircraft, especially on the weekends. One business operates out of the sole hangar at Jacumba Airport.

Table 5 Jacumba Airport summary data

2022 Operations	Based Aircraft	Runways	County Facilities	Total Airport Size
1,096	N/A	07/25: 2,562' x 60'	N/A	124 acres

McClellan-Palomar Airport



Figure 8 McClellan-Palomar Airport terminal building, built to LEED standards

McClellan-Palomar Airport (Palomar Airport), located within the limits of the City of Carlsbad on County property, has commercial passenger service and U.S. Customs clearance. Despite a single runway, Palomar Airport is the 113th busiest airport in the nation by aircraft operations. The airport has a total of 34 businesses with 2,684 jobs and an economic impact of \$359 million.

Table 6 McClellan-Palomar Airport summary data

2022 Operations	Based Aircraft	Runways	County Facilities	Total Airport Size
146,305	278	6/24: 4,897' x 150'	57,880 ft ²	487 acres

Ocotillo Airport



Figure 9 Ocotillo Airport aerial photo

Ocotillo Airport is located on a dry lakebed near Ocotillo Wells State Vehicular Recreation Area and Anza-Borrego Desert State Park. The airport has two unpaved runways and is primarily used by military and recreation flyers. Aside from tie-down areas and a wind cone, no additional facilities are provided.

Table 7 Ocotillo Airport summary data

2022 Operations	Based Aircraft	Runways	County Facilities	Total Airport Size
762	N/A	09/27: 2,330' x 150' 13/31: 4,210' x 150'	N/A	350 acres

Ramona Airport



Figure 10 Ramona Airport aerial photo

Ramona Airport is a single runway airport with an Air Traffic Control tower. The airport is home of the Ramona Air Attack Base for the California Department of Forestry and Fire Protection and the United States Forest Service. A total of eight businesses are at Ramona Airport including FBOs and a helicopter museum.

Table 8 Ramona Airport summary data

2022 Operations	Based Aircraft	Runways	County Facilities	Total Airport Size
133,755	33	9/27: 5,001' x 150'	2,515 ft ²	400 acres

Vision

County of San Diego Airports will strive to be a leader in evidence-based sustainability efforts within the County of San Diego enterprise and the region. The airports system—in collaboration with tenants, users, partners, and stakeholders—will aim to efficiently use and effectively protect our natural resources; reduce emissions; support economic growth; encourage sustainable new technologies, facilities, and services in aviation; and strive to provide just and equitable provision of aviation services, without compromising the ability of all our communities to flourish and thrive now and in the future.

Sustainability is a holistic approach to operating, maintaining, and improving the County of San Diego Airport System in an environmentally sustainable, operationally resilient, economically effective, and socially responsible manner.

Industry Progress Toward Sustainability

The world needs a sustainable aviation industry. While much attention within aviation has been focused on major hub airports and commercial passenger travel, general aviation airports form part of the supply chains for critical activities including education and training, business, cultural activity, and emergency response. Aviation also contributes to sustainability efforts in the areas of environmental conservation, public mobility, employment, and community development, thus helping to support the growth and vibrancy of the local economy.

Aviation’s carbon emissions have been a source of significant focus, given the need for the world to reach net zero carbon emissions. Like the rest of the transportation industry, aviation organizations must balance increasing demand with the need to reduce impacts by becoming more energy- and operationally-efficient and by replacing fossil fuels with low- and zero-carbon alternatives. However, airports also have opportunities to address other sustainability goals, including the protection of potable water and other natural resources, management of solid waste, and preservation of environmental resources.



Figure 11 Taxiway B (Bravo) sign at Gillespie Field

In 2019-2020 County Airports developed an Airports Sustainability Guidance Plan (“2020 Guidance Plan”) focused on working toward and achieving Zero Net Energy, Zero Solid Waste, and Green Leasing Strategies for County-owned Airports facilities and operations, as well as all its tenants’ and FBOs’ facilities and operations. Because County Airports does not own or operate aircraft operating at its airports, the 2020 Guidance Plan did not directly address GHG emissions from the perspective of combustion of aviation fuel. By expanding its scope to include aircraft emissions, this SMP creates room for encouragement of aviation industry progress in areas like aircraft electrification and the use of SAF. Adoption and education around these and other emerging aviation sustainable technologies in aviation will allow County Airports, their tenants, and the broader San Diego County community, to participate in innovation and keep up with the industry.

The list of benefits from implementing sustainability-based initiatives in aviation are substantial, including reduced GHG emissions, reduced potable water consumption and wastewater and solid waste generation, and better air quality and community health. In many cases, these initiatives save long-term operational costs and expenditures. For example, replacing light fixtures with energy-efficient light-emitting diodes (LEDs) saves energy and reduces both carbon emissions and utility bills. In addition, sustainability-based initiatives will help to improve airports’ resilience against the effects of climate change and will help to prepare for a future of varying climate conditions. Lastly, sustainable technology advancements can create new business and employment opportunities. Sustainability offers County Airports and their tenants an opportunity to capitalize on important growing market opportunities in the industry.

Guiding Principles

The County Airports Sustainability Management Plan (SMP) will demonstrate sustainability leadership by:

- Encouraging, facilitating, and valuing tenant, user, stakeholder, and community participation, knowledge, perspectives, and partnerships.
- Creating and fostering a positive culture of sustainability at all County-owned airports, across all operations, facilities, and tenants and FBOs.
- Establishing goals and objectives in coordination with the Climate Action Plan Update and the Regional Decarbonization Framework that further reduce resource consumption, emissions, and solid waste.
- Incorporating evidence-based sustainability methods and best practices.
- Identifying, pursuing, and supporting leading-edge sustainable technologies and innovations.
- Prioritizing positive outcomes that benefit underserved communities.
- Increasing the use of renewable resources and decreasing reliance on natural resources and varying economic conditions.

Ongoing and Completed Sustainability Initiatives at County of San Diego and County Airports

Overall, the County has taken bold and ambitious steps toward becoming more sustainable as an enterprise. The County’s commitment to sustainability is captured in its 2022-2027 Strategic Action Plan: “a just, sustainable, and resilient future for all.” Notable County initiatives that relate to this SMP include:

San Diego Regional Decarbonization Framework (RDF) – On January 27, 2021, the County of San Diego Board of Supervisors (Board) directed the Office of the Chief Administrative Officer to develop a framework for a regional zero carbon sustainability plan in partnership with the University of California School of Global Policy and Strategy and the University of San Diego Energy Policy Initiatives Center, which includes methods to achieve zero carbon in the region by 2035. The RDF has three guiding principles: data-driven approach, regional collaboration, and stakeholder input.

County of San Diego Climate Action Plan Update – On September 30, 2020, the Board voted to set aside its approval of the County’s 2018 Climate Action Plan (2018 CAP) because the Final Supplemental Environmental Impact Report was found to be out of compliance with the California Environmental Quality Act (CEQA). The Board of Supervisors adopted the 2024 Climate Action Plan on September 11, 2024. The County continues to implement sustainability to effectively reduce GHG emissions as part of its ongoing commitment to the environment.

County of San Diego Individual Departmental Sustainability Plans – On May 5, 2021, the Board directed each County department (which number over 40) to develop their own sustainability plans. As an organization with more than 19,000 employees and over \$7.3B budget, the County’s vision is to set the standard for evidence-based sustainability efforts for the San Diego region and beyond. The effort has and will continue to measurably advance sustainability in all aspects of internal County departmental operations, has aligned departments toward a common pathway of sustainability, and has enabled continuous improvement over time via a solid framework of benchmarking and tracking sustainability-based performance targets.

On December 8, 2021, the Board directed staff to prepare a County of San Diego Airports Sustainability Management Plan (SMP), which addresses all eight County Airports, and on March 1, 2022, the Board approved an amendment to Arup’s (sustainability planning consultant) contract to support the development of the SMP. The contract committed to the development of a detailed, comprehensive, coordinated, and ambitious SMP that describes how the County’s eight airports could individually and collectively reduce natural resource consumption and GHG emissions.

County Airports has a history of sustainability achievements. In November 2020, County Airports prepared the 2020 Guidance Plan, which inventoried baseline resource use for airports with County-owned facilities and included short- and long-term sustainability strategies for the County’s airports system operations, as well as its tenants. Highlights of the 2020 Guidance Plan’s areas of leadership are: converting County Airports’ and tenants’ facilities to electric and transitioning to renewable energy sources; maximizing reduction of solid waste and wastewater generation in general operations and construction activities; and incorporating green leasing strategies for ground tenants and FBOs. The 2020 Guidance Plan also highlights sustainability accomplishments achieved prior to 2020, including converting the lighting system of Borrego Valley Airport’s airfield to LED lighting – a first in the region at the time; reusing pavement grindings; and switching to recycled water landscaping irrigation at

Palomar Airport. Past achievements are summarized in Table 9, including additional efforts for the period of November 2020 through October 2023, achieved after the 2020 Guidance Plan’s completion.

Table 9 Sustainability achievements at County Airports

Year	Conservation Area	Description
Ongoing	GHG	Reuse of asphalt pavement grindings from capital improvement projects involving removal of deteriorated pavement at McClellan-Palomar and Gillespie Field airports.
2008	Energy and Water	New Palomar Airport Terminal built to Leadership in Energy and Environmental Design (LEED) Silver standard.
2015	Energy	Incandescent runway and taxiway lighting replaced with LED lights at Borrego Valley Airport.
2015	Water	Irrigated grass replaced by xeriscape (low-water landscaping) with drip irrigation at County terminal building.
2015	Water	Potable water irrigation replaced by recycled water at County terminal building.
2015	Water	18,000 ft ² of irrigated grass replaced by xeriscape with drip irrigation and artificial turf at County terminal building at Gillespie Field.
2016	Energy and Water	New more energy and water efficient Borrego Valley Airport Terminal built.
2016	Water	Irrigated grass replaced by xeriscape (no irrigation) at County terminal building at Borrego Valley Airport.
2020	Solid Waste	EDCO conducted an audit of the solid waste and recycling loads and services at five of County airports with facilities and tenants, and a peripheral audit of loads and services for these airports’ respective tenants and provided recommendations on recycling expansion and solid waste reduction.
2020	Solid Waste	Added previously absent recycling services at Ramona Airport, Fallbrook Airpark and Borrego Valley Airport; replaced a three-yard solid waste dumpster with a recycling dumpster; reduced services on solid waste pick-up to once a week at Gillespie Field; and added a recycling dumpster and additional pick-up service at McClellan-Palomar Airport.

2020-2021	Energy and Water	Department of General Services (DGS) conducted a comprehensive energy and water fixtures audit of County-owned facilities and prepared energy audit reports with recommendations.
2021	Water	High Performance Aircraft, Inc replaced all irrigated grass with xeriscape with drip irrigation at 1850 Joe Crosson Drive.
2021	All	County Airports prepared the original 2020 Guidance Plan.
2023	Energy and Water	Gas water heater at Gillespie Field replaced by more efficient electric on-demand heating units.
2023	Built Environment and Transportation	Acquisition of three Ford F-150 Lightning EVs to replace three fossil fuel vehicles.

Program and Lessons Learned		Sustainability, Baseline Assessments, Sustainability Goals and Objectives, and Outreach and Stakeholder Engagement.
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National Resources

Table 11 Applicable national resources summary

Title	Description
Airport Cooperative Research Program (ACRP) Synthesis 66: Lessons Learned from Airport Sustainability Plans	The synthesis presents an analysis of responses to help inform airport responses to help leadership employees who are developing or implementing sustainability plans.
ACRP Synthesis 10: Airport Sustainability Practices	This synthesis explores airport sustainability practices across environmental, economic, and social issues.

Compliance with Federal, State, Regional

As public-use airports that operate using federal, state, and local funds, all County Airports projects must comply with rules, regulations, and ordinances at all levels. In addition, any specific projects (capital improvement and non-capital improvement tasks, activities, and larger undertakings) or discretionary actions identified or proposed by the SMP that might meet the definition of a “project” under CEQA and have bearing on approvals under the California Environmental Quality Act (CEQA) and/or National Environmental Policy Act (NEPA) will be reviewed for compliance individually and separately from this SMP. Federal guidance is also listed to provide aviation-specific context for sustainability planning.

This SMP is a living document that will be updated at least every five years to capture technological changes, reflect potential changes in site conditions and developments at airports, review and document new state, federal, regional, and local regulations and funding sources.

Federal Guidance

Table 10 Applicable federal guidance summary

Title	Date	Description
FAA Memorandum, Airport Sustainable Master Plan Pilot Program	May 27, 2010	This memorandum provides preliminary guidance on airport sustainability planning for the Sustainable Master Plan Pilot Program, detailing required content, Airports Improvement Program eligibility, schedule, and more.
FAA Report on the Sustainable Master Plan Pilot	December 17, 2012	This report provides information on best practices and lessons learned across the following five categories: Plan Preparation,

State Regulations & Plans

Table 12 Applicable state regulation and plans summary

Title	Description
EO S-3-05	Executive Order (EO) S-3-05 sets GHG emissions reduction targets at 1990 levels by 2020 and 80 percent below 1990 levels by 2050.
AB 32 - The California Global Warming Solutions Act of 2006	Assembly Bill (AB) 32 cuts the state’s GHG emissions to 1990 levels by 2020 with maintained and continued reductions post 2020.
EO B-30-15	Governor Brown signed EO B-30-15 in April 2015, establishing a California GHG reduction target of 40 percent below 1990 levels by 2030.
SB 32	Senate Bill (SB) 32 codifies into statute the GHG emissions reduction target of at least 40 percent below 1990 levels by 2030 contained in Governor Brown’s EO-30-15. The 2030 target reflects the same science that informs the Paris Agreement.
AB 197	AB 197 is the companion bill to SB 32 and provides additional direction to the California Air Resources Board (CARB) on areas related to reduction of GHG emissions.
SB 350 - Clean Energy and Pollution Reduction Act	SB 350 sets 2030 targets for increasing the state renewable energy mix to 50 percent, doubling energy efficiency in existing buildings, and implementing a modernized electric grid.
CARB 2022 Scoping Plan	California air regulators approved a roadmap for achieving a just and equitable transition to carbon neutrality by 2045 in December 2022.

EO S-01-07 - Low Carbon Fuel Standard	EO S-01-07 establishes a target to reduce the amount of carbon in transportation fuels by 10 percent by 2020.
SB 379 - Climate Adaptation and Resiliency Planning	SB 379 requires cities and counties to incorporate climate adaptation and resiliency into core local planning documents and processes.
SB 97 - California Environmental Quality Act of 2007 Amendments	SB 97 includes amendments, along with additional guidance, for the feasible reduction of GHG emissions or the effects of emissions.
AB 341 - California's Commercial Recycling Bill	AB 341 requires that businesses and public entities that have trash service levels of four cubic yards or greater arrange for recycling service. AB 341 also sets a recycling goal of 75 percent diversion by 2020.
California Code of Regulations, Title 24, Part 6	California Code of Regulations, Title 24, Part 6, is designed to reduce wasteful, uneconomic, inefficient, or unnecessary consumption of energy and to enhance outdoor and indoor environmental quality. This applies to newly constructed buildings and additions or alterations to existing buildings.
California Code of Regulations, Title 24, Part 11	California Code of Regulations, Title 24, Part 11, is designed to reduce wasteful, uneconomic, inefficient, or unnecessary consumption of potable water and to enhance outdoor and indoor environmental quality. This applies to newly constructed buildings and additions or alterations to existing buildings. This code also requires that at least 65 percent of non-hazardous construction debris is recycled or salvaged for reuse. Applicants for qualifying projects will be required to estimate the construction debris and recycling amounts prior to permit issuance. During construction activity, receipts for debris and recycling will be provided to the building inspector prior to final inspection
AB 1826 - Organics Waste Recycling Act	AB 1826 specifies organic materials recycling requirements for businesses and multi-family properties phased in through 2020. In September of 2020, CalRecycle reduced the threshold to 2 cubic yards of solid waste (solid waste is the total of trash, recycling, and organics) generated by covered businesses.
SB 1383 - Short-Lived Climate Pollutants: Methane Emissions	SB 1383 establishes methane emissions reduction targets in a statewide effort to reduce emissions of short-lived climate pollutants across California's economy. SB 1383 establishes targets to achieve a 50 percent reduction in the level of the statewide disposal of organic waste from the 2014 level by 2020 and a 75 percent reduction by 2025. The law grants California Department of Resources Recycling and Recovery the regulatory authority required to achieve the organic waste disposal reduction targets and establishes an additional target that no less than 20

	percent of currently disposed edible food is recovered for human consumption by 2025.
AB 939 California Integrated Waste Management Act	AB 939 made all California cities, counties, and approved regional solid waste management agencies responsible for enacting plans and implementing programs to divert 25 percent of their solid waste by 1995 and 50 percent by 2000. Later legislation mandates the 50 requirements be achieved every year.

Regional Agencies

Table 13 Applicable regional agencies summary

Agency	Description
San Diego Association of Governments	The San Diego Association of Governments is the region's transportation planning agency and conduit for federal and state transportation funding.
Center for Sustainable Energy	The Center for Sustainable Energy manages projects on behalf of the San Diego Regional Energy Partnership, which includes the County, City of San Diego, City of Chula Vista, San Diego Association of Governments, Port of San Diego, and San Diego Gas & Electric (SDG&E).
San Diego Regional Climate Collaborative	The San Diego Regional Climate Collaborative is a network for public agencies to share expertise, leverage resources, and advance comprehensive solutions to facilitate climate change planning.
Individual Integrated Resource Plan of SDG&E	The Individual Integrated Resource Plan process is the statewide approach to electric resource planning established by SB 350 and intended to achieve California's GHG emissions reduction goals for the electricity market.

Local Regulations

County of San Diego Environmental Plans & Programs

Table 14 Applicable County of San Diego environmental plans and programs summary

Program or Policy	Date Adopted/ Amended	Description
General Plan	August 2011	The General Plan balances population growth and development with infrastructure needs and resource protection. The General Plan is based on smart growth and land planning principles and establishes noise standards and goals for water resources, habitat conservation, flood preparedness, and airport hazards.
Climate Action Plan (CAP)	Originally adopted February 2018; Updated September 2024	The County’s CAP is a multi-objective plan that balances environmental, economic, and community interests; implements the County’s General Plan; and aligns with multiple County initiatives. It identifies Strategies and Measures to meet the 2030 GHG reduction targets and to demonstrate progress toward the 2045 GHG reduction goal.
Renewable Energy Plan	November 2019	The Renewable Energy Plan presents options to increase renewable energy use. The report provides a thorough assessment of best management practices and considers the costs and benefits of implementation and overall return on investment.
Strategic Plan to Reduce Waste	April 2017	The Strategic Plan to Reduce Waste contains over 15 individual programs and initiatives that focus on different solid waste types and sources, such as reducing food and other organic waste.
Zero Carbon Portfolio Plan	2021	The Zero Carbon Portfolio Plan applies to all facilities occupied by the County and presents specific activities that will result in a reduction in operational carbon emissions by 90% by 2030, relative to its 2008 Baseline.
Multiple Species Conservation Program	1997	The Multiple Species Conservation Program is designed to establish connected preserve systems that ensure the long-term survival of sensitive plant and animal species and protects the native vegetation found throughout the county.
Green Fleet Action Plan	September 2023	The updated 2023 Green Fleet Action Plan serves as the framework to guide the County’s long term fleet transition process to enable the County to meet its overarching goal of

		operating a 100% zero-emissions fleet, market permitting, by 2045.
Transportation Study Guidelines	2022	The Transportation Study Guidelines provides criteria on how projects should be evaluated for consistency related to the County’s transportation goals, policies, and plans and established the contents and procedures for preparing a Transportation Study in the County of San Diego.

County of San Diego Construction & Demolition

To increase diversion of construction and demolition (C&D) debris from landfills, conserve landfill capacity, and support C&D project compliance with solid waste diversion requirements of the California Green Building Standards Code (CGBSC), also referred to as CALGreen, DPW Recycling launched a C&D Diversion Program in the unincorporated area of San Diego County. The C&D Diversion Program applies to County Airports facilities in unincorporated areas and those in the Cities of Carlsbad and El Cajon. The program applies to projects involving improvements of airport structures and airfield facilities, and other infrastructure projects.

Table 15 Applicable County of San Diego C&D program and policy summary

Program or Policy	Date Adopted/ Amended	Description
C&D Debris Ordinance, Sections 68.511–68.520	April 21, 2007; revised January 2020	This ordinance requires that debris from C&D projects be diverted from landfill disposal in the unincorporated areas to reduce the amount of solid waste sent to landfills and to increase reuse and recycling of construction material. This ordinance applies to construction, demolition, or renovation projects of 1,000 to 5,000 square feet and over. Diversion rate requirements are 90 percent of inerts, 65 percent of overall, and 100 percent of land-clearing debris.

City of El Cajon Construction & Demolition

Gillespie Field is located on County-owned property, predominantly within the municipal limits of the City of El Cajon. Gillespie Field’s private ground leases are subject to the City of El Cajon-specific sustainability policies and programs and C&D requirements.

The City of El Cajon complies with the California Construction Waste Reduction Policy, CGBSC 5.4081. The City of El Cajon’s Building and Fire Safety Division has compiled Green Building Requirements for Non-Residential Construction, which require all projects to comply with the CGBSC at both the design and construction phases of development, to facilitate sustainable construction practices. The City sites CGBSC, Section 5.4081, requirements, which state that a minimum of 65 percent of non-hazardous C&D waste must be recycled or salvaged for reuse, and 100 percent of trees, stumps, rocks, vegetation, and soils from land clearing shall be recycled or reused.

The City of El Cajon’s solid waste collection and recycling services provider supplies industrial customers with solid waste roll-off services for 10-cubic yard to 40-cubic yard bins, as well as specialized compactors. Roll-off bins can be used for trash or recycling services, such as for construction debris or other dumpster service.

City of Carlsbad Construction & Demolition

McClellan-Palomar Airport is located on County-owned property within the municipal limits of the City of Carlsbad. McClellan-Palomar Airport’s private ground leases may be subject to compliance with the City of Carlsbad’s specific sustainability policies and programs and C&D requirements.

The City of Carlsbad adopted a Climate Action Plan in 2015 that lead to several ordinances adopted in 2019 to help reach the required GHG emissions reduction. The City of Carlsbad also developed a Construction and Demolition Recycling Guide for construction, demolition, and renovation projects to save natural resources and improve projects’ bottom line.

In July 2019, the City of Carlsbad published a Sustainable Materials Management Plan. The purpose of the Sustainable Materials Management Plan is to identify specific policies and ordinances, programs and services, service provider contractual requirements, and facility capacity that the City of Carlsbad is pursuing to achieve its sustainable materials management objectives.

County of San Diego Procurement

County Airports facilities use and procure goods and services to support operations in accordance with the following County Board of Supervisors (BOS) policies.

Table 16 Applicable County of San Diego procurement summary

Program or Policy	Date Adopted/ Amended	Description
A-137 Environmentally Responsible Use of Copy and Printing Paper	June 16, 2009, revised December 15, 2015	A-137 is intended to reduce the County’s impact on the environment by limiting the County’s paper use and promoting the use of recycled paper.
B-67 Environmentally Preferable Procurement	March 17, 1992, revised November 14, 2017	B-67 is intended to reduce the environmental impact of goods and services procured by the County, its contractors, and its grantees.
AD-#05 DPW DLI AD-#05 Recycled Products Procurement	July 30, 1993, revised December 31, 2019	AD-#05’s goal is to encourage the reduction of paper use and to promote the purchase of products with recycled content. The use of quality remanufactured, refurbished, or previously owned products is also permitted.

County of San Diego Board & Department of Public Works Policies & Ordinances

The following County and DPW policies and ordinances apply to County Airports facilities and grounds management and maintenance, as well as County fleet.

Table 17 Applicable County of San Diego and DPW policies and ordinances

Program or Policy	Date Adopted/ Amended	Description
G-15 Design Standards for County Facilities and Property	December 14, 1993, revised October 29, 2019	G-15 establishes general principles and objectives for design, construction, and improvement of owned or leased County facilities and property. This policy requires improvements greater than 5,000 square feet to comply with the energy efficiency upgrades that exceed current requirements by 15 percent or more. This may trigger significant building system upgrades, and the project applicant must review these criteria early in the project.
A-106 Water Supply, Conservation, and Reclamation	June 10, 1986, revised November 14, 2017	This policy serves to direct and guide various water-related uses at County facilities. The goals and objectives of regional and subregional water conservation plans developed by local water authorities, water districts, and cities were endorsed by the BOS and incorporated into this policy.
Water Conservation in Landscaping Ordinance (Landscaping Ordinance)	2016, revised June 24, 2020	This ordinance is as effective as the State’s Model Water Efficient Landscape Ordinance, which establishes water efficiency standards for new and existing landscapes. The ordinance applies to any new construction for which the County issues a building permit or a discretionary review, where the aggregate landscaped area is 500 square feet or more to obtain outdoor water use authorization. For those projects between 500 and 2,500 square feet, the County has a more streamlined process.
H-1 Fleet Management Internal Service Fund	June 24, 1997, revised October 29, 2019	The Internal Service Fund directs DGS, in conjunction with user departments, to develop 5-year plans for replacing vehicles and mobile equipment. Priority for replacement will be based on safety, status of vehicle depreciation, cost of repair or operation, alternative-fuel vehicle, carbon footprint, user department requirements, age, and mileage. During annual vehicle status report and acquisition planning review with client departments, gas-powered vehicles performing duties that could be performed by an electric or plug-in hybrid vehicle will be identified and referred to as “EV capable” vehicles. If EV infrastructure is available at the site where an EV capable vehicle is stationed and the EV capable

		vehicle is at least 75 percent depreciated, the vehicle will be included in the annual list for vehicle replacement.
H-2 Fleet Vehicle and Mobile Equipment Acquisition Policy	February 24, 2004, revised October 29, 2019	All vehicles purchased for the County’s fleet will be (a) consistent with the BOS-approved program to standardize fleet vehicles, (b) be energy-efficient and low emissions in the vehicle class/type, (c) be commercially available, (d) meet the criteria of the County definition of “EV capable” when available, and (e) be practical, fair, and reasonably priced for the class/type of vehicles needed for specific assignments.
DPW DLI AD-#01	October 31, 2008, revised October 31, 2015	AD-#01 is intended to affirm DPW’s commitment to conserving water resources. Xeriscape landscaping shall be used whenever new or upgraded landscaping is installed in DPW facilities.

County Airports Development Council and Advisory Groups

County Airports operates under system-wide guidance documents, including rules and regulations, minimum standards, and policies and procedures, that help maintain safe operating environments at each airport.

McClellan-Palomar Airport, Gillespie Field, and Fallbrook Airpark have established airport advisory committees that allow for direct and regular communication between County Airports management, BOS, aviation community, and surrounding residents to provide input on airport operations and planning.

Constraints

This SMP establishes Strategies and Measures that can contribute to achieving the County’s overall sustainability goals and help the County reduce its GHG emissions. The County, as the owner of the County Airports facilities, currently accepts federal grant funding from the FAA Airport Improvement Program. Therefore, the County is required to comply with a list of airport sponsor assurances provided by the FAA. FAA Order 5190.6B, FAA Airport Compliance Manual, Grant Assurance 22a, states:

[The County] will make [the] airport available as an airport for public use on reasonable terms, and without unjust discrimination, to all types, kinds, and classes of aeronautical activities, including commercial aeronautical activities offering services to the public at the airport.

Therefore, the County has no authority over the quantity, type, or flight track of aircraft arriving or departing from the airport, which are under the jurisdiction of the FAA. In consideration of these federal requirements, it is important to note that the County’s operations reflect the limits of their authority as ground facility managers.

In that role, County Airports approaches its role as manager of public-use airports and its contribution to resource use and GHG emissions reduction with certain restrictions as prescribed by federal law. These restrictions include the following:

- County Airports manages the airport ground facilities only and has no ability to control or restrict aircraft operations. County Airports does not have the authority to limit flights, flight emissions, or the type of aircraft using the airfield at each airport. These are within the FAA’s jurisdiction and individual pilots’ purviews.
- County Airports has limited ability to control the ground transportation system surrounding each airport when in other municipal jurisdictions. Transportation congestion and vehicle emissions are not within the County Airports’ jurisdiction when the surrounding road network is outside of unincorporated San Diego County.
- Due to FAA safety requirements, County Airports restricts tree canopies in the immediate vicinity of the air traffic pattern to preclude establishment of wildlife habitat that could interfere with airport operations. While biological open space is generally viewed as a compatible land use surrounding airports, large avian and mammal species can endanger a pilot and their aircraft, as well as themselves. Accordingly, County Airports endeavors to balance management of natural resources, including trees and habitat, with the safety of airport users.
- Currently, County Airports facilities are small compared to other airports in the region and are not considered large energy and potable water consumers or solid waste generators. Additionally, County Airports already operates at a fairly high level of efficiency with respect to the energy, water, and solid waste emission Sectors. Across all County-owned facilities, the five County Airports facilities represent less than 1 percent of the total electricity demand from County buildings. The total area of County Airports building space is approximately 80,000 square feet, while County buildings across the region amount to over 10 million square feet. Given this information, there may not be as much of a capacity for improvement for these County Airports facilities compared to larger (in size and occupancy) and busier County facilities, and the contribution of GHG emissions reductions would be proportional to the size and demand of the facilities as a component of the overall County system.

This SMP addresses both County Airports’ facilities and operations as well as tenants’ facilities and operations. In many instances, County Airports is the landowner, where the tenant owns and operates their building(s) and associated assets. In other instances, County Airports is the landowner and building-owner, where the tenant leases their space(s) from the County. This distinction is important to understand how the SMP is organized.

2. Methodology

DANGER
AVIATION AREA
NO TRESPASSING
S.D. COUNTY ORD. 72.246

2. Methodology

Development of this SMP started with defining what sustainability means to County Airports and adopting a vision and guiding principles. The subsequent steps were: establishing a baseline for environmental and resilience data; researching ways to achieve the vision in alignment with the guiding principles; conducting public outreach as part of the research effort and to validate the overall definition and vision; organizing the research outcomes into potential Strategies, Measures, and Actions by Sector; selecting and ranking Measures for inclusion in the SMP; and writing a Monitoring Plan and Funding Plan for each Measure. This chapter describes these steps in more detail.

Process for Developing Sustainability Definition, Vision, & Guiding Principles

The SMP process began with an extensive internal workshop for the County Airports team led by Arup on September 7, 2022, to establish a common understanding of what sustainability means to the airport system (presented in Chapter 1 above). The participants created draft statements and identified key words and concepts for the definition, vision, and guiding principles, drawing from other County and aviation industry references on sustainability. To help the project team spark ideas and foster a collaborative discussion about what these concepts could look like for County Airports, the workshop included extracts of other County and aviation industry sustainability documents, including:

County & Aviation Industry Sustainability Reference Documents

- 2021 United States Aviation Climate Action Plan
- Airports Council International (ACI) Sustainability Strategy for Airports Worldwide
- California Aviation System Plan study of 2020 (CASP 2020)
- City of San Diego Climate Action Plan (CAP)
- Clay Lacy Aviation 2021 Sustainability Vision and Strategy
- Colorado Airport Sustainability Program (website)
- County of San Diego General Management System (GMS)
- County of San Diego Sustainability Plan Board Letter, Attachment A County San Diego Sustainability Vision and Goals (March 1, 2022)
- Federal Aviation Administration (FAA) Airport Sustainability (website)
- Los Angeles World Airports (LAWA) 2019 Sustainability Action Plan (SAP)
- San Diego County Regional Airport Authority Policies, Section 8.31 Sustainability
- San Diego International Airport (SAN) Sustainability Management Program (June 2020)
- San Francisco International Airport (SFO) Sustainability and Social Equity Plan
- SFO's Interim Strategic Plan: COVID-19 Recovery to Resilience Framework 2020-2023
- Sustainable Aviation Guidance Alliance (SAGA) Sustainable Aviation Resource Guide

Understanding Baseline & Opportunities

After establishing the definition, vision, and guiding principles, Arup worked closely with the County Airports team to establish a baseline of data to identify areas where further Strategies, Measures, and Actions could contribute the most to achieve the sustainability vision. Data was collected for a variety of Sectors, including energy, water, solid waste, and GHG emissions. *The Baseline Assessment and Inventory* report (Baseline Assessment) included facilities owned and operated by the County and those owned and/or operated by tenants within County Airports properties. The Baseline Assessment for the County-owned and operated facilities was based on the 2020 Guidance Plan's 2018-2019 utilities use data. For tenant facilities, Arup estimated the baseline by extrapolating from proxy data by building type. For example, proxy data was sourced from the U.S. Energy Information Administration's data for electricity and natural gas consumption by building typology to estimate cumulative County Airports' tenants facilities' total energy use consumption. To support this, the County provided a mark-up of each airport indicating the typology for each building (i.e., office, hangar, greenhouse, warehouse, restaurant, etc.). Arup took this approach because access to tenant data would have required tenant consent which was not obtained during the timeframe of this project. A highlight of the results from this report are summarized below in the *Baseline Assessment and Inventory* section. The full report is attached as *Appendix 1*, which includes more detail on the approach and assumptions.

Arup also prepared a *Renewables, Resilience, and Incentives* report (Renewables Report), describing natural and climate hazards for each airport location. The Renewables Report considers how resiliency plays into sustainability and serves as a foundation to inform both County Airports' and tenants' regarding potential climate-change-related risks to their assets, operations, the public, and others who depend on them. A highlight from the Renewables Report is included in the next section, *Natural and Climate Hazards*, and the full report is attached as *Appendix 2*, which includes more detail on the approach and assumptions.

In addition to the natural and climate hazards, *The Renewables, Resilience, and Incentives* report also assesses the potential for solar generation at each airport, including estimates of rooftop, parking lot covering, and ground-mounted systems, as well as an initial review of available grid capacity to accept generation at each airport. A highlight of the results from this assessment are summarized below in the *Potential for Onsite Renewables* section and the full report is attached as *Appendix 2*, which includes more detail on the approach and assumptions.

Baseline Assessment & Inventory

The Baseline Report estimated GHG emissions for the total County Airports system, including County-owned and tenant facilities, shown in Figure 12, and has additional information on energy, water, and solid waste use, available in *Appendix 1*. The report helped inform the SMP by establishing a baseline inventory to further improve upon through the Strategies, Measures, and Actions proposed in this plan.

The estimated GHG emissions generated by County Airports' facilities demonstrate that the buildings owned by the County make up only a small percentage of the overall County Airports system. While the data necessary to show the size of all tenants' facilities is not available, both County Airports and its tenants can play an important role in GHG emissions reduction across all Sectors depicted in Figure 12. In addition to the Sectors within the County Airports' reach, which include buildings and vehicles, County Airports' tenants can also contribute to and voluntarily work toward more sustainable practices in agriculture and – as it becomes more feasible – conversion to SAF and/or electric aircraft.

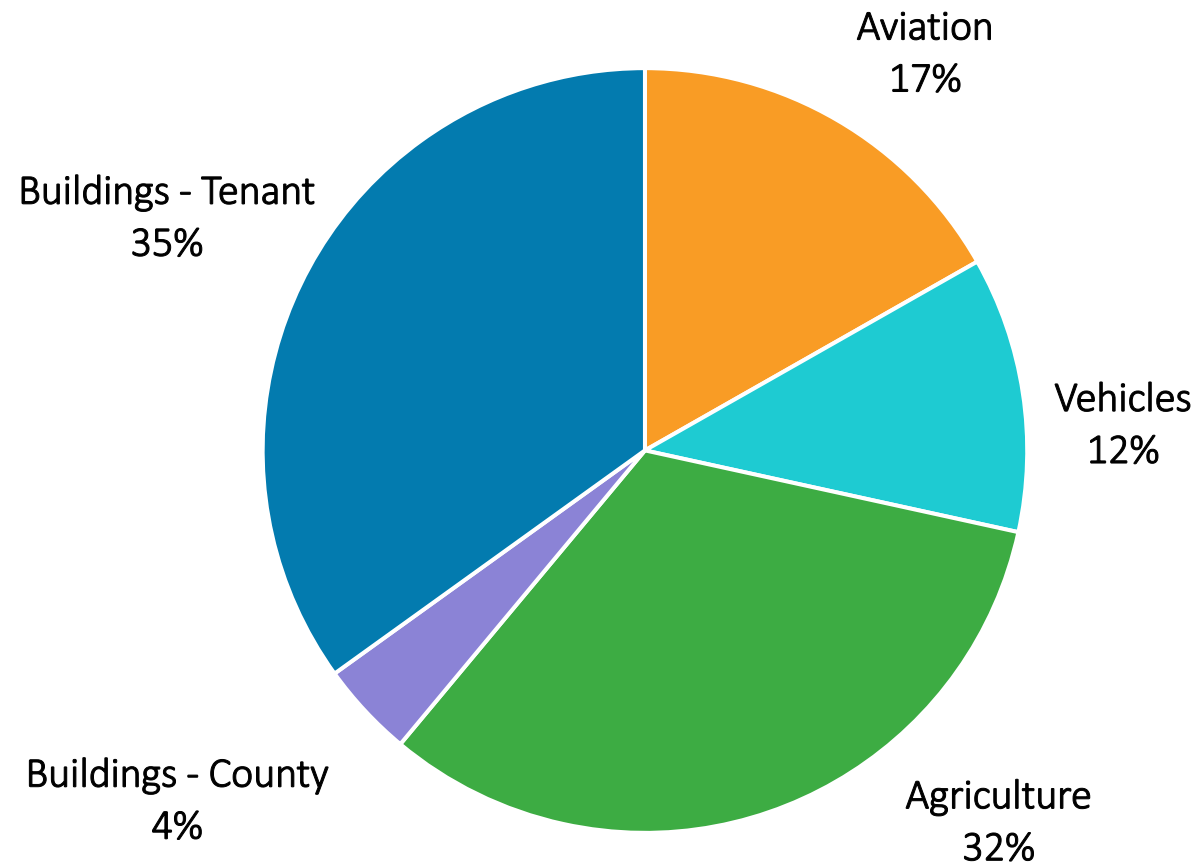


Figure 12 GHG emissions for County Airports per use type

Natural & Climate Hazards

Another opportunity for County Airports and its tenants to make a difference is responding to potential climate and natural hazards (e.g., extreme heat, earthquakes or wildfires) in a way that builds resiliency: the capacity to withstand and respond to stressors and shocks. Generally, the degree of potential hazards’ effects is determined by a combination of a system’s sensitivity (i.e., County Airports’ system’s infrastructure and operations that may be affected) and exposure (i.e., magnitude of effect and the likelihood of stressors’ recurrence). More information is available in the *Renewables, Resilience, and Incentives* report in *Appendix 2*.

Table 18 below provides sensitivity ratings commonly used in the resilience industry that can be applied to County Airports, based on the severity of the potential climate and natural hazards’ effects. The table also provides descriptions of the potential effects based on literature review of transportation and airport climate change risks.

An airport’s location, akin to housing or businesses, is one of the biggest determinants of its exposure to hazards. For the purpose of identifying and comparing potential threats across airports, the SMP assessed climate effects and hazards at airports using the following information. Wildfire exposure was evaluated using CalFire, Fire Probability Viewer, and Cal Fire, Fire Hazard Severity Zone. Landslide exposure was assessed using California Geological Survey Deep-Seated Landslide. Flooding

exposure was assessed using FEMA Flood Hazard Areas. Coastal storm surges exposure was assessed using Cal OES Tsunami Risk Map. Drought exposure was assessed using The Climate Explorer. Earthquake exposure was assessed using USGS Shaking Potential for California Map; Third Uniform California Earthquake, Rupture Forecast. Heat exposure was assessed using California Heat Assessment Tool. Wind exposure was assessed based on California 4th Climate Assessment, San Diego Region Report Susceptibility. Exposure descriptions in the Natural and Climate Hazards Assessment provide a justification for the degree of exposure identified (high, medium, or low). The ratings per airport are based on those exposure ratings in combination with the general sensitivities described in the lefthand columns of Table 18.

While each airport may be uniquely affected by climate and natural hazards, Table 18 demonstrates that the greatest effects across all eight airports are likely to stem from extreme heat, earthquakes, and wildfires. According to the assessment, all airports face high risk of at least two natural hazards. Runways in particular are vulnerable to various climate effects, including buckling from extreme heat, therefore, vulnerability is increased at airports like Fallbrook Airpark and Borrego Valley Airport that only have one runway.

For evaluating the sensitivity of each site within the County Airports system to natural and climate hazards, the following key sources were consulted (see References for complete citations):

Natural and Climate Hazard Sensitivity Key Sources

- **Airport Climate Risk Operational Screening Tool (ACROS):** Described in the Transportation Research Board’s report on airport risk assessment, highlighting climate adaptation planning for airports.
- **Mirzaiyanrajeh et al. (2022):** Study in the Journal of Transportation Engineering emphasizes advancements in airfield asphalt mixtures for enhanced performance.
- **National Academies of Sciences, Engineering, and Medicine (2018):** Presents strategies for using airport systems to manage climate risks effectively.
- **San Diego Region Report (2019):** Details regional climate impacts, stressing the need for adaptive measures in the San Diego area.
- **U.S. Department of Transportation (DOT) (2014):** The Transportation Climate Change Sensitivity Matrix aids in assessing and planning for climate-vulnerable transportation infrastructure.

Table 18 Potential sensitivity of County Airports to possible effects driven by natural and climate hazards

Natural / Climate Hazard or Stressor	General Estimated Sensitivity	Potential Effects to Airport Infrastructure and Operations	Site-Specific Estimated Sensitivity							
			Agua Caliente Springs	Borrego Valley	Fallbrook	Gillespie	Jacumba	McClellan-Palomar	Ramona	Ocotillo
Wildfires	High	Damage to buildings and equipment; reduced visibility from smoke; access restrictions; backup fuel required for pumping fuel during PSPS events	Med.	Med.	High	High	High	High	High	Med.
Landslides	Medium	Heaving foundations; physical damage to buildings, runways, or aircraft; limited airport access	Low	Low	Med.	Low	Low	Med.	Med.	Med.
Heavy Precipitation, Riverine Flooding, Tsunamis	Medium	Heaving foundations; damage to buildings, navigational aids, and drainage systems; flight delays during rain events	Low	High	Low	Med.	Low	Low	Low	Low
Sea Level Rise, Coastal Erosion, Storm Surge	Medium	Flooding of buildings, runways, and saltwater damage to aircraft or equipment; limited airport access	Low	Low	Low	Low	Low	Low	Low	Low
Droughts	Low	Damage to buildings and runways from soil contraction, subsidence	Low	Low	Low	Low	Low	Low	Low	Low
Earthquakes	High	Pavement and building damage; heaving foundations; high traffic from relief flights may damage runways or create congestion	High	High	Med.	Med.	Med.	Med.	Med.	High
Heat, Extreme Heat	High	Melting pavement resulting in buckling and immediate failure to function for takeoff; degradation of pavement, reduced lifespan; limits to aircraft operations due to runway length or pavement quality; increased stress on air conditioning systems; increased demand for cooling and risk of power outages; electrified aircraft particularly exposed to power outages	High	High	High	High	High	High	High	High
Wind	Medium	Damage to navigational aids; backup fuel required for pumping fuel during PSPS events	Med.	Med.	Med.	Med.	Med.	Med.	Med.	Med.

Potential for Onsite Renewables

Renewable energy generation exists in different forms, including wind power, hydropower, solar, nuclear, and geothermal to name the core ones. Since County Airports generally consist of open land and/or ancillary structures that provide good conditions for solar generation, and other forms are not feasible at County Airports locations (e.g. wind, hydropower) and/or not available at small scale (e.g. geothermal), the Renewables Report focuses on the potential for solar generation. Other forms of renewable energy generation may be applicable on a case-by-case basis, requiring a more specific and detailed study of buildings and sites, and other factors. Of the more commonly used renewable energy options, solar photovoltaics (solar PV) may be the most appropriate and effective option for County Airports. The report shows the maximum potential for solar capacity at each airport, which varies depending on the mounting options available, as shown in Figure 13. Additionally, each airport has a different amount of grid capacity, which currently may or may not be able to accept excess power generated by solar PV, as shown in Figure 13. The study done for the Renewables Report is based on current conditions in 2023, and the electric power grid capacity (which is an approximation offered by SDG&E) may change over time or through future infrastructure improvements. A potential opportunity is to use energy storage to store excess solar energy and supply the facilities with renewable power while the sun is not available.

Across the County Airports system, ground-mounting installation for solar PV results in the largest total potential for solar energy generation (in kilowatt-hours) followed by rooftop solar, parking solar, and agrivoltaics (solar power paired with agricultural land use) at Fallbrook Airpark. While the type of solar PV installation varies by airport, as an example, of all airports, Gillespie Field appears to have the largest potential for solar generation via roof-mounting.

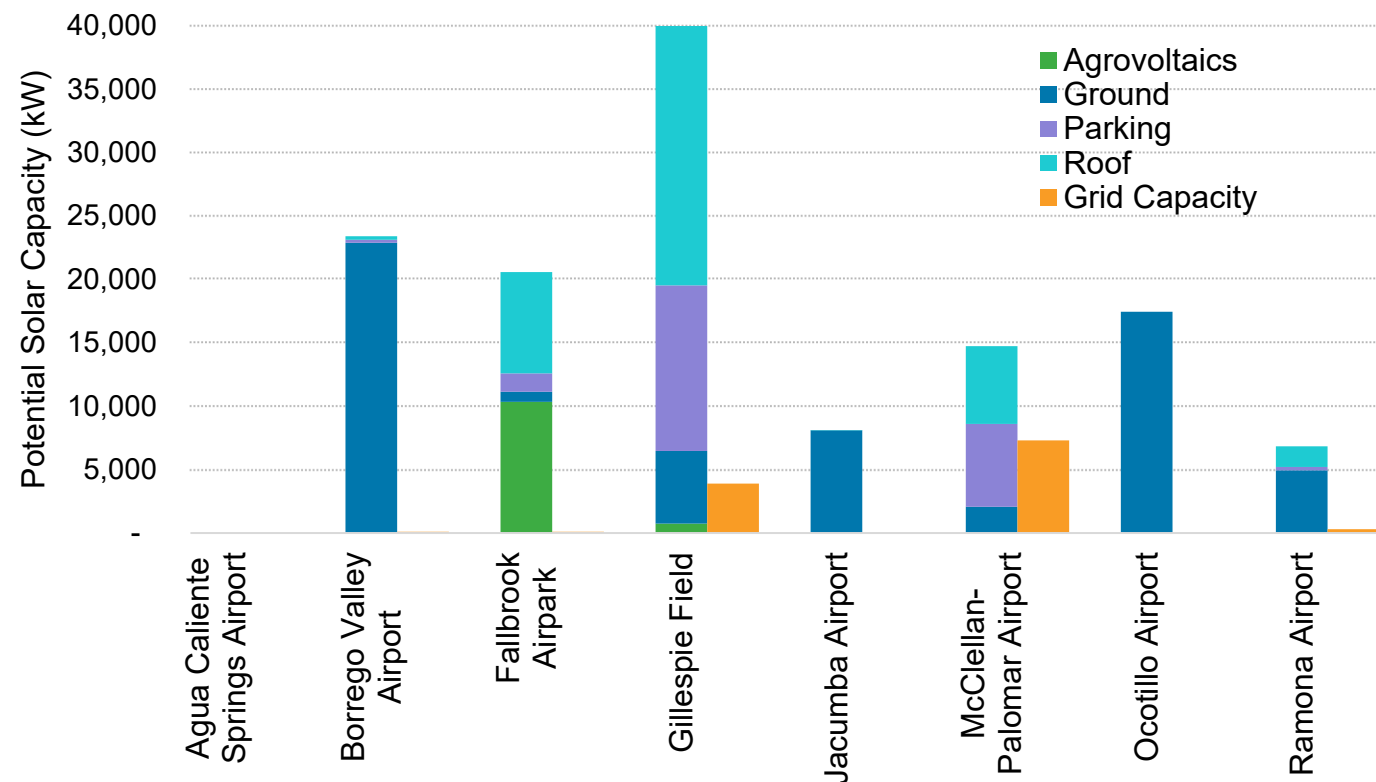


Figure 13 Potential solar capacity and approximate available grid capacity (per airport, by mount-type)

Identifying Sustainability Management Plan Strategies & Measures

The County Airports project team identified potential SMP Strategies and Measures through a multi-pronged, comprehensive effort. The first step included gathering relevant material from a variety of sources including:

- Facilitated discussions with stakeholders through community engagement meetings.
- Evaluation of airport/aviation industry sustainability best practices and innovative approaches.
- Review of the County of San Diego Airports Sustainability Guidance Plan (November 2020) and the County’s prior Climate Action Plan (CAP) (February 2018, which was rescinded in September 2020).
- Review of the County of San Diego individual departmental sustainability plans.

The next steps included drafting, reviewing, and refining potential SMP Strategies and Measures over several months. Arup led workshops for the County Airports’ team to support this collaborative and iterative process. Additionally, a “ranking” exercise was performed to prioritize the Strategies and Measures through a quantitative and qualitative process. The project team developed a set of criteria for ranking proposed SMP Strategies and Measures listed below. Each Measure was scored for the established criteria on the following scale: 1 = low, 2 = medium, 3 = high. The weighted cumulative score determined which Measures ranked higher than others. This ranking exercise helped inform the structure of the SMP by clarifying priorities.

SMP Strategy and Measure ranking criteria were:

- **Positive Effect** – the magnitude of the beneficial effect that a Measure has on emissions, energy, water, materials, solid waste, environmental resources, etc.
- **Economic Vitality** – the ability of a Measure to foster local business activity and generate employment opportunities within the surrounding community.
- **Innovation** – the degree to which a Measure introduces novel and inventive approaches or emerging technologies within the aviation industry.
- **Resilience** – the capacity of a Measure to enable systems, communities, or entities to withstand and recover from adverse effects of wildfires, power outages, and extreme heat events as well as other stressors, disruptions, or uncertainties.
- **Underserved Community Benefit** – the positive contribution a Measure could have on a surrounding underserved community that faces economic or social challenges.
- **Practical to Monitor** – the feasibility of and effort required for tracking and evaluating the progress or outcomes of a Measure.

Public Outreach

This SMP addresses current facilities and operations under the County Airport's control and jurisdiction and promotes Strategies, Measures, and Actions to encourage sustainability among tenants. It is critical to engage with tenants because their facilities and operations produce the majority of GHG emissions (35%) across the County's airport system (Figure 12). County buildings are responsible for only approximately 4% of total GHG emissions; in addition, nearly all ground vehicles' emissions, 100% of aircraft emissions, and 100% of agriculture operations are tenant-generated (Figure 12; see the Baseline Report for more detail). For this reason, coordinating with the tenants early in the development of this SMP was critical to ensure its success. In addition, the general public's feedback was essential to creating a well-informed plan that meets the needs of all community members.

To solicit tenant and other stakeholder perspectives, County Airports, with support from Kearns and West (a subcontractor to Arup that specializes in community engagement activities), hosted two rounds of community engagement meetings. The first round consisted of 14 meetings, as summarized in Table 19, that introduced the project team members, provided an overview of the SMP, including the definition of sustainability, its vision, and guiding principles, and shared an overview of the baseline assessment and inventory of airport facilities, future of sustainable aviation, potential for onsite solar PV, and available incentives for solar installations for tenants and FBOs. The format included a discussion period after each agenda item. The second round consisted of 5 meetings, as summarized in Table 20, to provide an overview of the draft SMP components and answer clarification questions. The second round also invited stakeholders to comment on the draft SMP by providing instructions on how to use the Engage Page platform. Each meeting included a welcome and introductions, an airport system and project overview, a review of round 1 outreach, an overview of the draft SMP chapters, and a discussion and Q&A.

The goals of the community engagement included:

- Seek equitable and inclusive involvement and input from a full range of stakeholders and community members, including those from underserved communities.
- Listen to stakeholder and community members' perspectives, and transparently share plan development and the plan itself, to inform project discussions.
- Integrate stakeholder and community engagement with the planning process so that input can meaningfully inform the steps leading to the SMP.
- Build positive and productive relationships with stakeholders and community members through this process.

The discussion focused on attendees' questions, gaining understanding into tenants' data management and analysis of utilities use and willingness to share with the County, thoughts on aviation initiatives such as electric aircraft, insight into sustainability-related projects tenants have completed or contemplated in the near future or long-term, solar installation opportunities, challenges and barriers tenants encountered with implementing sustainability measures, and brainstorming for how the County can help tenants with sustainability Measures. While attendance numbers were light, they are relatively proportional to the small size of the County Airports in relation to other County departments or other airports.

Public outreach meeting summaries and public comments are available in *Appendix 3*.



Figure 14 Sustainability Management Plan stakeholder outreach event at Gillespie Field (Round 1)



Figure 15 Sustainability Management Plan stakeholder outreach event at Gillespie Field (Round 2)

Table 19 Summary of community engagement meetings (Round 1)

Meeting Invitees	Airport	Location	Date
Tenants and Users – Aeronautical	Fallbrook Airpark	Fallbrook Library, 124 S Mission Rd, Fallbrook, CA 92028	Thursday, June 8, 2023, at 10:00 to 11:30 am
Tenants and Users – Aeronautical	Gillespie Field Airport	Gillespie Field, 1960 Joe Crosson Dr, El Cajon, CA 92020	Wednesday, June 7, 2023, at 2:00 – 3:30 pm
Tenants and Users – Aeronautical	McClellan-Palomar Airport	McClellan-Palomar, 2198 Palomar Airport Rd, Carlsbad, CA 92008	Thursday, June 8, 2023, at 2:00 pm
Tenants and Users – Aeronautical	Ramona Airport	Ramona Main Library, 1275 Main St, Ramona, CA 92065	Wednesday, June 7, 2023, from 10:15 am to 11:45 am
Tenants and Users – Aeronautical	Aqua Caliente Springs Airport, Borrego Valley Airport, Jacumba Airport, Ocotillo Airport	Virtual – Zoom Meeting	Tuesday, June 13th at 1:00 pm
Tenants and Users – Non-aeronautical	All	Virtual - Zoom Meeting	Thursday, January 22, 2023, 11:30 am to 1:00 pm
Public	Fallbrook Airpark	Virtual - Zoom Meeting	Wednesday, July 12, 2023, at 6:00 pm
Public	Gillespie Field Airport	Gillespie Field, 1960 Joe Crosson Dr, El Cajon, CA 92020	Monday, July 17, 2023, at 6:00 pm
Public	McClellan-Palomar Airport	McClellan-Palomar, 2198 Palomar Airport Rd, Carlsbad, CA 92008	Tuesday, July 18, 2023, at 6:00 pm
Public	Ramona Airport	Virtual - Zoom Meeting	Thursday, July 13, 2023, at 6:00 pm
Public	Aqua Caliente Springs Airport, Borrego Valley Airport, Jacumba Airport, Ocotillo Airport	Virtual – Zoom Meeting	Thursday, July 20, 2023, at 6:00 pm
Community Organizations	Fallbrook Airpark	Virtual – Zoom Meeting	Monday, June 26, 2023, at 11:30 am
Community Organizations	Gillespie Field Airport	Virtual – Zoom Meeting	Friday, June 30, 2023, at 1:00 pm
Community Organizations	Ramona Airport	Virtual – Zoom Meeting	Wednesday, June 28, 2023, at 1:00 pm

Table 20 Summary of community engagement meetings (Round 2)

Meeting Invitees	Airport	Location	Date
All interested parties	Aqua Caliente Springs Airport, Borrego Valley Airport, Jacumba Airport, Ocotillo Airport	Virtual – Zoom Meeting	Wednesday, October 16th at 6:00 pm
All interested parties	Fallbrook Airpark	Virtual – Zoom Meeting	Thursday, October 17th at 6:00 pm
All interested parties	Ramona Airport	Virtual – Zoom Meeting	Wednesday, October 23rd at 6:00 pm
All interested parties	Gillespie Field Airport	Gillespie Field, 1960 Joe Crosson Dr, El Cajon, CA 92020	Thursday, October 24th at 6:00 pm
All interested parties	McClellan-Palomar Airport	Virtual – Zoom Meeting	Tuesday, October 29th at 6:00 pm

3. SMP Sectors, Strategies, Measures, and Actions



3. SMP Sectors, Strategies, Measures and Actions

The SMP is organized under the framework shown in Figure 16, with key terms described in the following section.

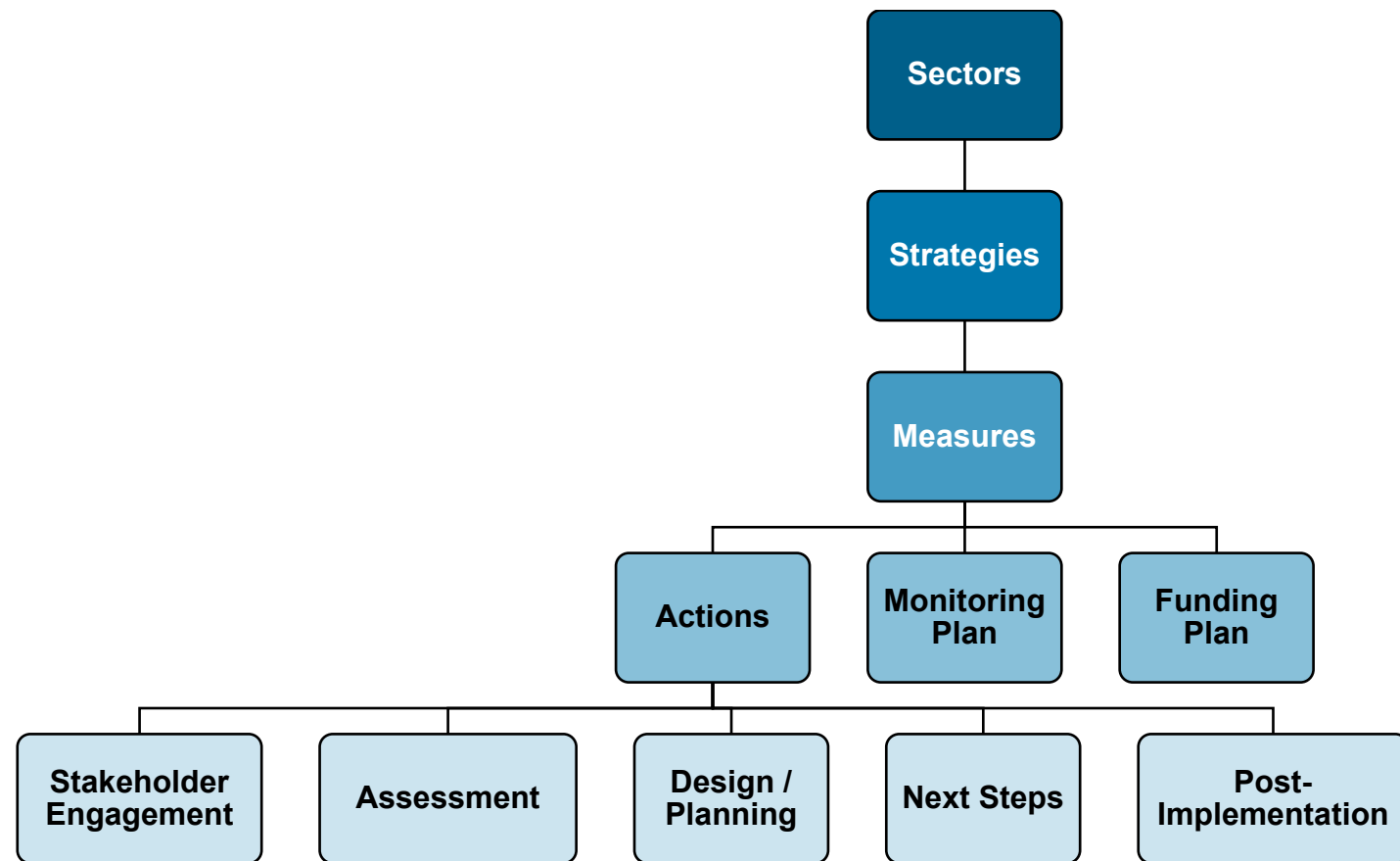


Figure 16 SMP framework breakdown

Definition of Sectors

There are five primary sustainability Sectors under which the SMP is organized: Built Environment and Transportation (T), Energy (E), Solid Waste (SW), Water (W), and Agriculture and Conservation (A), shown in Figure 17.

These sectors are defined as:

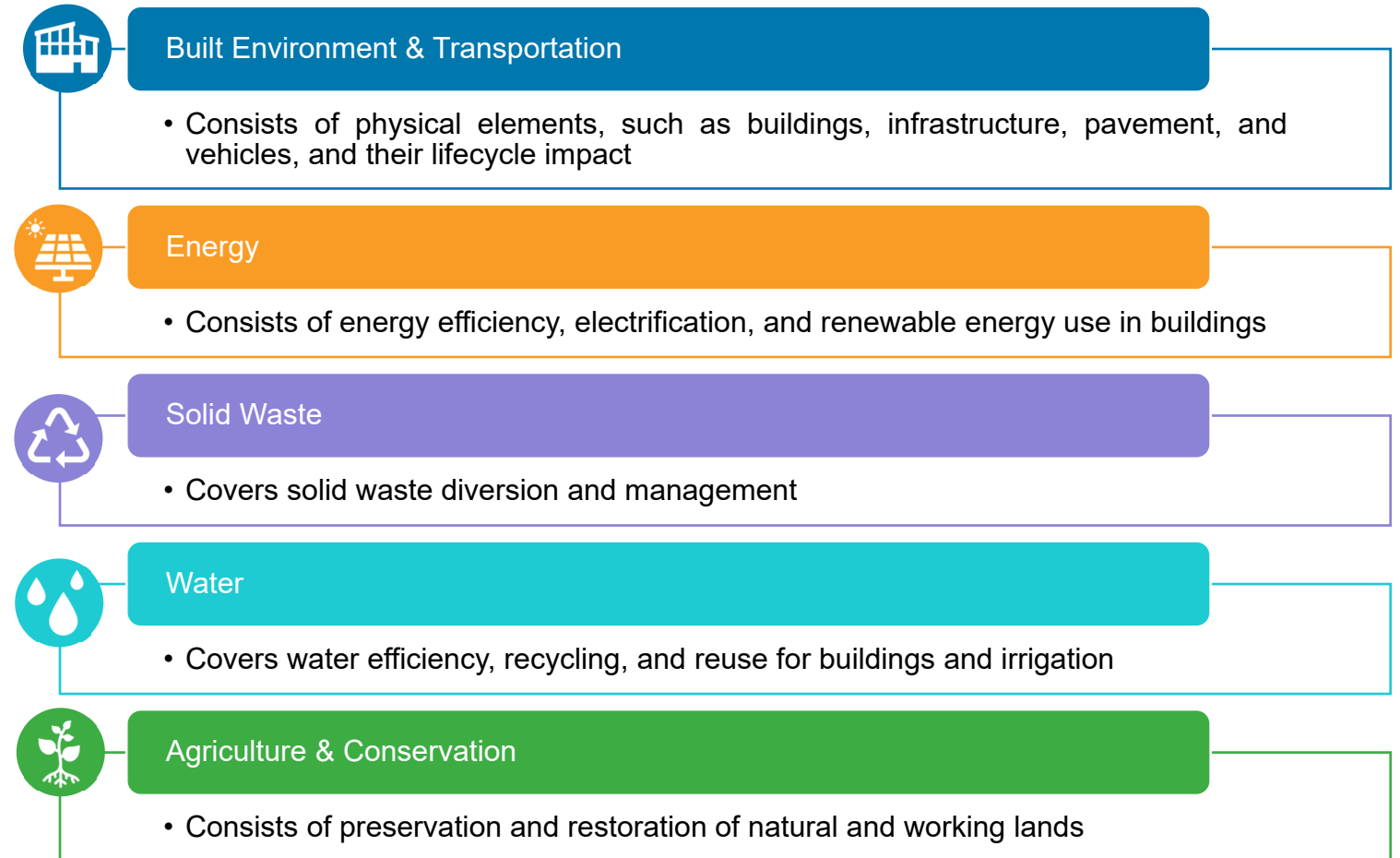


Figure 17 SMP's five Sectors

Definition of Strategies

Sectors contain one to six Strategies that provide areas of focus within the Sector where the County Airports can positively influence sustainability. For example, the Built Environment and Transportation Sector has six Strategies focused on decreasing emissions from transportation and equipment; the Energy Sector has two Strategies focused on increasing renewable energy generation and decreasing building energy use and carbon emissions.

Definition of Measures

Under each Strategy there are one to three Measures that describe more specifically what County Airports can do to have a positive influence. Measures may include adopting standards, developing programs, hosting events, or designing and constructing physical improvements. For example, the Strategy focusing on supporting reduction of emissions from aviation operations has two associated Measures for advancing this: supporting the transition to electric aircraft and supporting the transition to SAF and unleaded aviation gasoline.

Definition of Actions

Each Measure has associated Actions that provide a step-by-step framework for completing the Measure. Actions include:

1. **Stakeholder Engagement** – Establish and maintain connections with tenants, other County departments, community members, community organizations, local policymakers, vendors, equipment manufacturers, service providers, etc. to raise awareness and collaborate on the Measure.
2. **Assessment** – Gather data and/or compare options for progressing the Measure around considerations such as feasibility, market availability, cost, and funding sources.
3. **Design / Planning** – Identify specific funding source(s); conduct design and/or engineering work the Measure; schedule out work; and develop construction plans.
4. **Next Steps** – Progress project bidding and/or construction procurement, if applicable; roll-out new standards, processes, or procedures; and train staff.
5. **Post-Implementation** – Gather lessons learned, share knowledge within County Airports, and/or conduct County-wide, staff training, as-needed maintenance, progress sharing with the public, etc.

Definition of Monitoring Plans

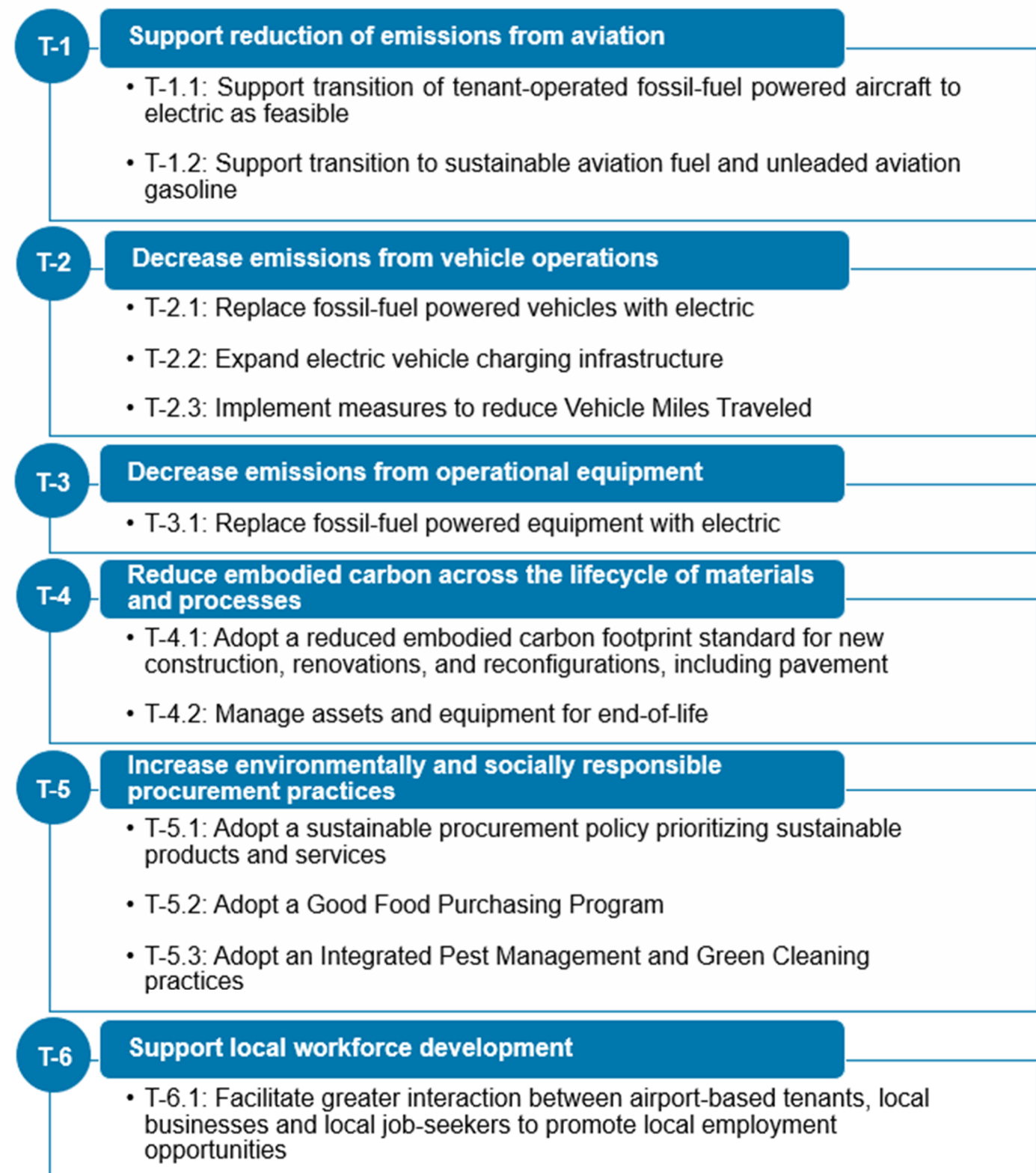
Each Measure has an associated Monitoring Plan that describes how to measure performance and success, collect data, evaluate outcomes, and report progress. They are intended to be user-friendly and practical, especially in situations with constrained resources. Monitoring Plans are intended to take effect concurrently with each Measure’s completion.

Definition of Funding Plans

Each Measure has an associated Funding Plan that outlines currently available funding programs or options with incentive amounts and eligibility criteria that may be applicable to the County and/or tenants. Funding sources vary among Measures, and the availability of funding programs routinely changes and evolves. For example, some funding sources are set to expire but may be renewed while other funding sources may become available in the future. Source information about potential funding opportunities is provided to ensure accessible, up-to-date information.

SMP Sectors, Strategies, and Measures

The following is a complete list of the SMP’s Sectors, Strategies, and Measures. The following sections break down each Measure into Actions for tenants and the County and describe the Monitoring Plans and Funding Plans.



E-1 Increase use of renewable energy

- E-1.1: Implement programs to facilitate installation of solar photovoltaics and storage

E-2 Reduce facilities' energy consumption through decarbonization

- E-2.1: Conduct energy audits and implement recommended measures
- E-2.2: Design new construction and renovations / retrofit existing buildings as all-electric

SW-1 Strive toward zero waste

- SW-1.1: Implement construction and demolition waste management plan
- SW-1.2: Implement aviation-specific zero waste management plan
- SW-1.3: Implement operational zero waste management plan

W-1 Reduce potable water consumption

- W-1.1: Conduct a water audit and implement conservation measures
- W-1.2: Design new construction and renovations / retrofit existing landscaping with recycled water opportunities as feasible
- W-1.3: Design new construction and renovations / retrofit existing outdoor areas with water efficient landscaping

W-2 W-2. Maintain water runoff management

- W-2.1: Maintain existing or implement new approaches to stormwater management

A-1 Promote regionally appropriate landscaping

- A-1.1. Assess, maintain, and expand tree coverage outside of airspace
- A-1.2. Employ best practices for landscape design and maintenance in collaboration with tenants
- A-1.3. Expand availability of recycled water (purple pipe) for landscaping



Figure 18 Terminal building entrance at Gillespie Field

Built Environment & Transportation

The Built Environment and Transportation Sector, which is focused on reducing lifecycle GHG emissions, contains six Strategies and twelve Measures.



County Airports fleet electric vehicle charging

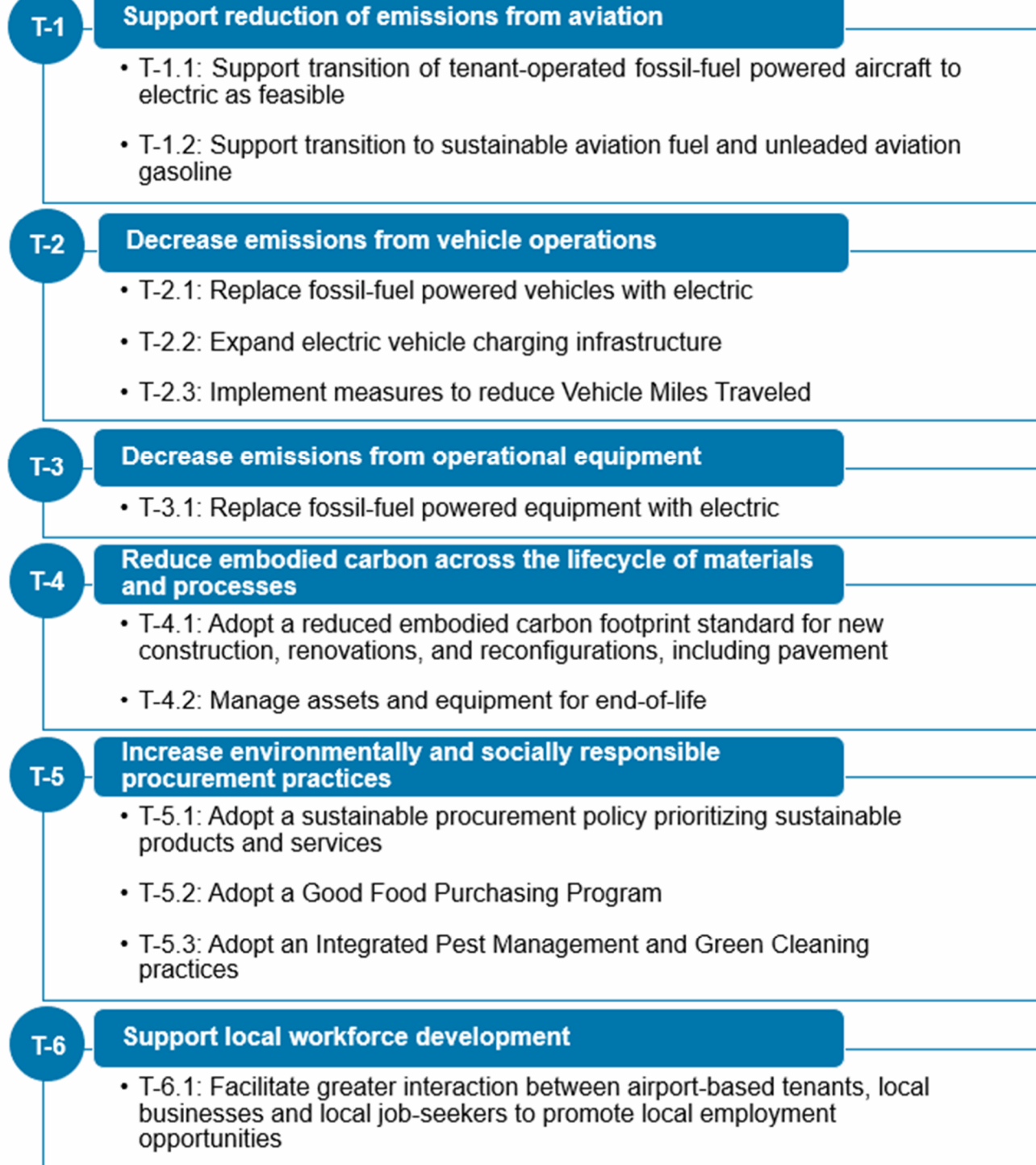


Figure 19 Built Environment & Transportation strategy and measure framework



T-1: Support reduction of emissions from aviation

T-1.1: Support transition of tenant-operated fossil-fuel powered aircraft to electric as feasible

Electric aircraft are powered by electric motor(s) with batteries to store energy. Replacing combustion of aviation gasoline with electricity reduces both GHG emissions and air pollution, especially if the electricity is clean (i.e. zero carbon emissions) and/or 100% renewable. In addition, as long as electricity remains less expensive than aviation gasoline and electric motors remain easier to maintain than combustion engines, electric aircraft are anticipated to be much less expensive to operate than combustion-powered planes.

However, the transition to electric aircraft is challenging for several reasons. Due to limitations imposed by battery weight, electric aircraft in the more advanced stages of development are focused on short- and medium-length operations, such as flight training, , with future potential for short- and medium-range commercial flights. The Federal Aviation Administration (FAA) has the sole authority to certify

and regulate aircraft. As of September 2024, Pipistrel Velis Electro is the first electric aircraft certified by the FAA, which is currently in operation at Santa Monica Airport. Additional aircraft in development are in the process of obtaining FAA approval, and some have received certification in other countries.

In addition, County Airports does not own any aircraft and has no ability to control or restrict aircraft operations such as the number of flights, flight emissions, flight paths, or the type of aircraft using an airport. The County can however play a role in supporting the transition away from fossil-fuel power through infrastructure and possible incentives. The provision of aircraft fuel is managed by airport tenants at all County airports except Borrego Valley Airport.

The transition to electric aircraft depends on FAA’s approval of new technologies.

Actions

ACTION ID	TENANT	COUNTY
Stakeholder Engagement (T-1.1.1)	Continue to gauge customers’ interest in electric aircraft. Maintain contact with County Airports to learn about electric aircraft technologies and potential funding opportunities such as County incentives.	Share information with tenants on the latest technologies and financial programs for electric aircraft. As feasible, help to facilitate communication between tenants and manufacturers or suppliers. Encourage experience-sharing among County Airports’ tenants. As appropriate, engage with the industry and continue development in this area with tenants.
Assessment (T-1.1.2)	Update County Airports on plans for electric aircraft procurement and/or operation. Engage with County Airports, utility companies, and engineers, as needed, to determine feasibility and cost of infrastructure upgrades to support planned electric aircraft operations. Engage with County Airports on potential grant opportunities.	Integrate future electric aircraft charging infrastructure into long-term planning efforts, such as airport Master Plans and utility configuration planning. As tenants express interest in electric aircraft, engage with them to better understand challenges, potential site constraints, and existing infrastructure conditions. Work with tenants and FAA to identify infrastructure-related barriers to implementation of aircraft electrification. As needed, collaborate with tenants, utility companies, and engineers to perform feasibility and cost analysis for infrastructure upgrades and other improvements to support electric aircraft operations. Review possible grant opportunities with tenants.
Design / Planning (T-1.1.3)	For assets controlled by tenants, plan any needed civil, electrical, or other infrastructure upgrades to support planned electric aircraft operations.	As tenants transition to electric aircraft, work with them to plan the necessary civil, electrical, and other infrastructure upgrades and needs, within County Airports’ capabilities.



ACTION ID	TENANT	COUNTY
Next Steps (T-1.1.4)	Install infrastructure (e.g. charging equipment) needed to support electric aircraft operations. Purchase electric aircraft.	Collaboratively with tenants, construct or facilitate construction of infrastructure for electric aircraft within the capabilities of County Airports. (Note: County Airports does not own or operate any aircraft and has no authority to do so.)
Post-Implementation (T-1.1.5)	None.	Share tenants' success stories and lessons learned from acquisition of and transition to electric aircraft amongst other tenants and possibly with the public.

Monitoring Plan

	TENANT	COUNTY
Monitoring Plan Description	Provide updates to County Airports on the status and progress toward electric aircraft infrastructure development and electric aircraft acquisitions.	Track the number of electric aircraft owned or operated by tenants. Periodically review and adjust transition approach based on evolving technology and regulatory changes.
Key Performance Indicator	% of based aircraft that are powered by electricity	% of based aircraft that are powered by electricity

Funding Plan

PROGRAM AND INTENT	INCENTIVE AMOUNT	ELIGIBILITY
<u>IRA Community Change Grant - ECJ</u> <i>Invest in low-emission and resilient technologies for Disadvantaged Communities (DACs)</i>	Maximum grant allocation to be determined (TBD) with release of notice of funding opportunity.	This grant is available to local governments that partner with a community-based organization. Eligible activities fall under the following sectors: <ul style="list-style-type: none"> Community-led air and other (including water and solid waste) pollution monitoring, prevention, and remediation. Investments in low- and zero-emission and resilient technologies and related infrastructure. Workforce development that supports the reduction of GHG emissions and other air pollutants.

The Environmental Protection Agency (EPA) is investing approximately \$2 billion dollars from the Inflation Reduction Act (IRA) into efforts that reduce pollution, increase community climate resilience, and build community capacity to respond to environmental challenges faced by disadvantaged and historically marginalized communities, as noted in Section 60201 of the IRA. This opportunity is applicable to the Gillespie airport given this airport is in a census tract that qualifies as a disadvantaged community per SB 535.



T-1.2: Support transition to sustainable aviation fuel and unleaded aviation gasoline

Two newly developed types of aircraft fuels, Sustainable Aviation Fuel and unleaded aviation gasoline, have sustainability benefits for surrounding communities (through reduced air pollution) and beyond (through reduced GHG emissions).

SAF is a biofuel which is produced from biomass or solid waste resources and has similar properties to conventional Jet A fuel, making it a drop-in replacement for Jet A with existing aircraft and fuel infrastructure. SAF significantly reduces aircraft engine GHG emissions and can also reduce local air pollution. Production of SAF will require significant ramp up to be widely available. A total of only 5.1 million gallons of renewable jet fuel were produced in 2021, but the federal government has set a target of 35 billion gallons per year produced by 2035.

Aviation Gasoline (AvGas), most commonly 100 octane Low-Lead (100LL) contains tetra-ethyl-lead (TEL) and is the only transportation fuel in the United States which still contains lead. On October 20,

2023, the Environmental Protection Agency (EPA) issued “Finding That Lead Emissions From Aircraft Engines That Operate on Leaded Fuel Cause or Contribute to Air Pollution That May Reasonably Be Anticipated To Endanger Public Health and Welfare,” determining that AvGas emissions may endanger public health under the Clean Air Act. Nonlead substitutes are becoming increasingly available, with the FAA approving a supplemental type certificate for General Aviation Modification Inc’s (GAMI) 100-octane unleaded fuel (G100UL). While approved, it will take a while until the 100-octane unleaded fuel becomes widely available, as supply chain scaling for refineries and distributors needs to occur. Some fuels with octane levels of less than 100, which cannot be used in all aircraft types, such as UL94 or motor gasoline (MoGas) are also available. Leaded AvGas remains a focus issue as federal and local governments have explored legislation to ban lead.

The County does not operate fuel farms or fueling operations at any airport across the system, but this service is provided by FBO tenants.

Actions

ACTION ID	TENANT	COUNTY
Stakeholder Engagement (T-1.2.1)	Engage with suppliers of sustainable aviation fuel (SAF) and unleaded aviation gasoline to understand development progress and availability.	Monitor any federal and state requirements regarding leaded fuels.
Assessment (T-1.2.2)	Identify possible business opportunities to transition fuel types.	Periodically assess availability and need for SAF. Evaluate potential financial incentives for tenants, such as waiving fuel flowage fees or other policies available to encourage tenants’ shift to sustainable or unleaded fuel.
Design / Planning (T-1.2.3)	As needed.	As needed.
Next Steps (T-1.2.4)	Continue to provide data on fuel flowage.	Track volume of SAF and unleaded fuels used.
Post-Implementation (T-1.2.5)	None.	Share success stories of tenants’ transitions to sustainable or unleaded fuel types.



Monitoring Plan

	TENANT	COUNTY
Monitoring Plan Description	Track and share with the County the volume of SAF, unleaded aviation gasoline, 100LL, and Jet A fuel purchased.	Track volume of SAF, Jet A, unleaded aviation gasoline, and 100LL sold at County airports.
Key Performance Indicator	Gallons of SAF or unleaded fuel purchased Gallons of total Jet A or 100LL fuel purchased	Gallons of SAF or unleaded fuel purchased Gallons of total Jet A or 100LL fuel purchased

Funding Plan

PROGRAM AND INTENT	INCENTIVE AMOUNT	ELIGIBILITY
<u>IRA Community Change Grant - ECJ</u> <i>Invest in low-emission and resilient technologies for DACs</i>	Maximum grant allocation TBD with release of notice of funding opportunity.	This grant is available to local governments that partner with a community-based organization. Eligible activities fall under the following sectors: <ul style="list-style-type: none"> Community-led air and other (including water and solid waste) pollution monitoring, prevention, and remediation. Investments in low- and zero-emission and resilient technologies and related infrastructure.
<u>IRS Sustainable Aviation Fuel Credit</u> <i>Incentivize the production of sustainable aviation fuels (SAF)</i>	The SAF credit is \$1.25 for each gallon of sustainable aviation fuel in a qualified mixture. The SAF must have a minimum reduction of 50% in lifecycle GHG emissions. Additionally, there is a supplemental credit of one cent for each percent that the reduction exceeds 50%.	Businesses that produce, then use or sell for use, a qualified SAF.



T-2: Decrease emissions from vehicle operations

T-2.1: Replace fossil-fuel powered vehicles with electric

Actions

ACTION ID	TENANT	COUNTY
Stakeholder Engagement (T-2.1.1)	Gauge demand for EVs internally and with any sub-tenants.	Thread with DGS, DPW vehicles fleet coordinator, and other County working groups involved in monitoring and procurement of latest technologies for electric vehicles. Share this information with tenants. Encourage communications and potentially facilitate discussions between tenants and manufacturers and suppliers, as feasible.
Assessment (T-2.1.2)	Identify EV options and potential business opportunities.	Maintain an inventory of fossil-fuel-powered vehicles that are owned, operated, or leased by the County Airports. The 2020 Guidance Plan provides a 2019 inventory of the light- and heavy-duty fleet operated by County Airports. Include information about expected lifetimes and maintenance cycles, to project potential replacement schedules.
Design / Planning (T-2.1.3)	For tenant-owned assets, create an EV procurement timeline and, if helpful, plan for infrastructure upgrades, as outlined in T-2.2.	For County Airports' assets, plan necessary civil, electrical, and other infrastructure upgrades to facilitate the transition to electric vehicles, as outlined in T-2.2.
Next Steps (T-2.1.4)	Purchase EVs and associated infrastructure as needed and/or as feasible.	Based on plans referenced above, procure and install electric vehicles and associated charging infrastructure.
Post-Implementation (T-2.1.5)	Continue to work with County on potential EV opportunities.	Share County's and tenants' success stories and lessons learned within County and County Airports' tenants.
Stakeholder Engagement (T-2.1.1)	Gauge demand for EVs internally and with any sub-tenants.	Thread with DGS, DPW vehicles fleet coordinator, and other County working groups involved in monitoring and procurement of latest technologies for electric vehicles. Share this information with tenants. Encourage communications and potentially facilitate discussions between tenants and manufacturers and suppliers, as feasible.



Monitoring Plan

	TENANT	COUNTY
Monitoring Plan Description	Track and share with County Airports the number of electric and non-electric vehicles that are added and removed from the fleet.	Track the number of County Airports' and tenant-owned electric and non-electric vehicles that are added and removed from the fleet. Track performance of County Airports-owned EVs, including operating costs and maintenance needs. Use data to optimize the EV fleet's efficiency. Periodically review and adjust the transition approach based on evolving technology, regulatory changes, and performance data.
Key Performance Indicator	# of electric vehicles owned by tenants or used in facilities' operations	# of electric vehicles in the fleet, light- and heavy-duty

Funding Plan

PROGRAM AND INTENT	INCENTIVE AMOUNT	ELIGIBILITY
<u>IRS Commercial Clean Vehicle Credit</u> <i>Incentivize new commercial clean vehicles</i>	The lesser of: <ul style="list-style-type: none"> • 15% of the vehicle cost for hybrid vehicle; • 30% of the vehicle cost for all electric or hydrogen vehicles; OR • The incremental cost of the vehicle. • The maximum credit is \$7,500 for qualified vehicles with gross vehicle weight ratings (GVWRs) of under 14,000 pounds and a battery capacity of no less than 7 kilowatt hours. 	Businesses and tax-exempt organizations qualify for the credit. See funding source website for additional qualifications.
<u>Federal Tax Credits for Plug-in Electric and Fuel Cell EV</u> <i>Incentivize new commercial clean vehicles</i>	All-electric, plug-in hybrid, and fuel cell electric vehicles purchased new in 2023 or after may be eligible for a federal income tax credit of up to \$7,500.	The credit is available to individuals and their businesses. See funding source website for additional qualifications.
<u>IRS Used Clean Vehicle Credit</u> <i>Incentivize new commercial clean vehicles</i>	The credit equals 30% of the sale price up to a maximum credit of \$4,000. The vehicle sales price must be \$25,000 or less.	The credit is available to individuals and their businesses.
<u>FAA Airport Zero Emission Vehicle & Infrastructure Pilot Program</u> <i>Incentivize new commercial clean vehicles and EV infrastructure</i>	No maximum grant allocation.	Any public-use airport eligible to receive Airport Improvement Program (AIP) grants in the National Plan of Integrated Airport Systems (NPIAS).



PROGRAM AND INTENT	INCENTIVE AMOUNT	ELIGIBILITY
<p><u>IRA Community Change Grant - ECJ</u> <i>Invest in low- emission and resilient technologies for DACs</i></p>	<p>Maximum grant allocation TBD with release of notice of funding opportunity.</p>	<p>This grant is available to local governments that partner with a community-based organization. Eligible activities fall under the following sectors:</p> <ul style="list-style-type: none"> • Community-led air and other (including water and solid waste) pollution monitoring, prevention, and remediation. • Investments in low- and zero-emission and resilient technologies and related infrastructure.
<p><u>Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP)</u> <i>Incentivize new commercial clean medium- and heavy-duty vehicles</i></p>	<p>\$7,500-\$120,000 per voucher depending on vehicle class. Opportunity for additional 15% applied to each voucher if vehicle is domiciled in a DAC. Reduction of voucher by 50% if used for plug-in hybrid vehicles.</p>	<p>Individual owner-operators, small businesses, corporate leaders, school districts, and municipal fleets.</p>
<p><u>CARB Clean Off-Road Equipment Voucher Incentive Project (CORE)</u> <i>Incentivize zero-emission off-road equipment</i></p>	<p>Maximum voucher amount capped at \$500,000. Individual equipment base voucher amounts vary; see link for detailed breakdown. Additional voucher enhancements available for deployments in DACs/low-income communities (LICs) (10%) and certified small business (15%).</p>	<p>Eligibility depends on equipment type, not applicant, refer to program website for eligible equipment types. This funding resource is useful for mobile fossil-fuel equipment like cargo handling equipment, airport cargo loaders and wide-body aircraft tugs.</p>

As this funding landscape evolves, some funding resources are sunsetting and others are on the horizon. The HVIP program is structured to provide funding through specific calendar years. The Community Energy Resilience Investment (CERI) established by the California Energy Commission (CEC) aims to fund projects in the state that accelerate decarbonization and enhance community energy resilience.



T-2.2: Expand electric vehicle charging infrastructure

Actions

ACTION ID	TENANT	COUNTY
Stakeholder Engagement (T-2.2.1)	Maintain communication with County Airports on possible EV infrastructure opportunities.	Thread with DGS and other County groups researching the latest developments associated with electric vehicles or EV infrastructure. Share information with tenants accordingly. If feasible, facilitate communication between tenants and manufacturers and suppliers on EV developments.
Assessment (T-2.2.2)	Identify possible EV infrastructure projects and business opportunities.	Maintain an inventory of electric vehicle charging stations, including the type (e.g., Level 2, direct current fast chargers). If access is available to the public, notify tenants, FBOs, and, potentially, the public. As tenants and FBOs express interest in electric vehicles, support them with infrastructure development.
Design / Planning (T-2.2.3)	For tenant assets, plan the necessary electrical and other infrastructure upgrades to facilitate installation of electric chargers.	For County assets, plan the necessary civil, electrical, and other infrastructure upgrades to facilitate installation of electric chargers.
Next Steps (T-2.2.4)	Per feasibility assessment, procure and install electric vehicle charging stations and associated infrastructure.	Procure and install electric vehicle chargers and associated infrastructure.
Post-Implementation (T-2.2.5)	Where possible, promote the availability of EV charging infrastructure through websites, social media, and informational signage, as appropriate.	Monitor and regularly maintain the electric vehicle chargers and associated infrastructure. As necessary, promote the availability of EV charging infrastructure through websites, social media, and informational signage as appropriate.

Monitoring Plan

	TENANT	COUNTY
Monitoring Plan Description	Track and share with the County all upcoming, in progress, and completed EV charger installation projects.	Track all County and tenant-owned upcoming, in progress, and completed EV charger installation projects. Thread with the County's efforts regarding development and upgrades of the EV infrastructure as needed.
Key Performance Indicator	# of EV charging stations	# of EV charging stations



Funding Plan

PROGRAM AND INTENT	INCENTIVE AMOUNT	ELIGIBILITY
<p><u>IRS Alternative Fuel Vehicle Refueling Property Credit</u> <i>Increase public EV charging infrastructure</i></p>	<p>The credit allowed is based on the placed in-service date for the qualifying property (up to \$1,000 for each item of property for individuals and up to \$100,000 for each qualified item of property for businesses).</p>	<p>Businesses and individuals that install qualified vehicle refueling or electric vehicle recharging property during the tax year. The property must be installed in a qualifying location. Eligible tax-exempt and governmental entities can also claim credit through elective pay.</p>
<p><u>FAA Airport Zero Emission Vehicle and Infrastructure Pilot Program</u> <i>Incentivize new commercial clean vehicles and EV infrastructure</i></p>	<p>The credit for qualified refueling property subject to depreciation equals 6% with a maximum credit of \$100,000 for each single item of property. Businesses meeting prevailing wage and apprenticeship requirements may be eligible for a 30% credit with the same \$100,000 limit. For qualifying property not subject to depreciation, the credit equals 30% of the cost with a maximum amount of \$1,000 per item.</p>	<p>Businesses and individuals that place qualified refueling property into service during the tax year. Qualified refueling property includes Level 2 and Level 3 charging stations and bidirectional charging equipment placed in service within low-income communities or non-urban census tracts. Applicable airports in low-income census tracts include Jacumba and Agua Caliente Springs, and applicable airports in non-urban census tracts include Jacumba, Ocotillo, Borrego Valley, and Agua Caliente Springs.</p>
<p><u>IRA Community Change Grant - ECJ</u> <i>Invest in low- emission and resilient technologies for DACs</i></p>	<p>No maximum grant allocation.</p>	<p>Any public-use airport eligible to receive Airport Improvement Program (AIP) grants in the National Plan of Integrated Airport Systems (NPIAS).</p>
<p><u>CEC Energy Conservation Assistance Act</u> <i>Finance EV infrastructure, energy efficiency, generation, and storage</i></p>	<p>Maximum grant allocation TBD with release of notice of funding opportunity.</p>	<p>This grant is available to local governments that partner with a community-based organization. Eligible activities fall under the following sectors:</p> <ul style="list-style-type: none"> • Community-led air and other (including water and solid waste) pollution monitoring, prevention, and remediation. • Investments in low- and zero-emission and resilient technologies and related infrastructure.
<p><u>CARB Clean Off-Road Equipment Voucher Incentive Project (CORE)</u> <i>Incentivize zero-emission off-road equipment</i></p>	<p>1% interest loan up to maximum loan amount of \$3 million.</p>	<p>Public schools, public entities, and California Native American tribes</p>
<p><u>Energiize - EV Fast Track Lane</u> <i>Reduce costs for shovel ready projects</i></p>	<p>Maximum voucher amount capped at \$500,000. Individual equipment base voucher amounts vary; see link for detailed breakdown. Additional voucher enhancements available for deployments in DACs/LICs (10%) and certified small business (15%).</p>	<p>Eligibility depends on equipment type, not applicant, refer to program website for eligible equipment types.</p>
<p><u>Energiize - EV Public Charging Lane</u></p>	<p>50% of eligible equipment and software costs covered with a \$500,000 project cap.</p>	<p>Individuals or business that have projects that:</p>



PROGRAM AND INTENT	INCENTIVE AMOUNT	ELIGIBILITY
<p><i>Reduce costs for medium-duty(MD)/heavy-duty (HD) EV infrastructure</i></p>		<ul style="list-style-type: none"> • Serves a commercial fleet or vehicle operator that can show proof of zero-emission MD/HD vehicle purchase or ownership. • Has a completed site design. • Has begun the permitting process. • Has selected chargers for the project site. • Has obtained consent to build from the property owner.
<p><u>Energiize - EV Jump Start Lane</u> <i>Reduce costs for MD/HD EV infrastructure (equity focus)</i></p>	<p>50% of eligible equipment and software costs covered with a \$500,000 project cap.</p>	<p>Commercial fleet users or station owners that:</p> <ul style="list-style-type: none"> • Demonstrate project need/demand. • Install DCFC of 150 kW or more. • Intended for public charging station developers. • Encouraged to provide infrastructure for at least one 350 kW stub-out and prepare for 1MW charging rates.
<p><u>SDG&E Power Your Drive for Workplaces</u> <i>Increase public EV charging infrastructure</i></p>	<p>75% of eligible equipment and software costs covered with a \$750,000 project cap.</p>	<p>Commercial fleet users that are:</p> <ul style="list-style-type: none"> • CA small business certified. • Certified Minority Business Enterprise, Woman-Owned Small Business, Veteran-Owned Small Business, or LGBT-Owned Small Business. • LIC. • Non-profit.
<p><u>SDG&E Power Your Drive for Fleets</u> <i>Reduce costs for MD/HD EV infrastructure</i></p>	<p>100% of Level 2 charger cost up to \$2,000 for small businesses and underserved communities. 50% of Level 2 charger cost up to \$2,000 for all other applicants.</p>	<p>Individuals or business that:</p> <ul style="list-style-type: none"> • Own or lease the property where chargers are installed and can attest to using the site for 5 years. • Own and maintain the EV chargers. • Load Management Plan is required.

In addition to the above funding resources, the California Electric Vehicle Infrastructure Project (CALeVIP) is a program that provides rebates for purchasing and installing eligible direct current fast chargers (DCFC) installed in DACs or LICs census tracts. It is unconfirmed if a new round of funding through this program will be released for future calendar years, and it is recommended that this funding resource be revisited in the future if funds are replenished.



T-2.3: Implement measures to reduce Vehicle Miles Traveled

Transportation is the largest source of GHG within San Diego County. Internally, the County has established methods to reduce Vehicle Miles Traveled (VMT) and developed Transportation Study Guidelines in 2022 to provide guidance, requirements, and procedures for transportation studies. However, the County has no direct purview over the ground transit systems, such as public transit via

buses and rail, surrounding each airport. As shown in the Actions, there are steps the County can take to help facilitate access to ground transportation systems such as coordination with relevant agencies. County Airports will also align with similar goals and measures on VMT reduction as proposed by the County's CAP.

Actions

ACTION ID	TENANT	COUNTY
Stakeholder Engagement (T-2.3.1)	As needed, provide input to County Airports about preferred transportation options and any challenges or ideas for improvement.	As needed, gather input from current transit users to understand preferences and to identify any challenges or ideas for improvement. Coordinate with local public transportation agencies to discuss any potential future connectivity to airports' facilities and to determine if there is an opportunity to better meet travel demands.
Assessment (T-2.3.2)	Consider feasibility of methods for reducing VMT, such as strategically reducing vehicle fleet, encouraging employee carpooling, facilitating multimodal transportation, telecommuting, offering EV rideshare to employees, etc.	Compare feasibility and cost of various opportunities for reducing VMT, such as strategically reducing vehicle fleet, encouraging employee carpooling, facilitating multimodal transportation, offering EV rideshare to employees, offering option to telecommute or hold virtual meetings, when feasible, etc.
Design / Planning (T-2.3.3)	Develop a VMT reduction plan based on the feasibility analysis.	As appropriate, collaborate with transportation authorities to strategize upgrades to existing transit stations or potential addition of new transit stops at County Airports, as feasible, aiming to enhance accessibility for all passengers, including those with disabilities. Support transportation agencies in implementing proposed changes, including pilot programs, as able to do so. If operationally necessary, develop a supplemental VMT reduction protocol for County Airports staff.
Next Steps (T-2.3.4)	Implement a VMT reduction plan by sharing carpool information, providing incentives for carpooling, promoting teleworking or teleconferencing, active modes of transportation, etc.	If and when transportation upgrades are completed by transportation authorities, inform County Airports' tenants, users, and staff of the new facilities. If necessary, implement a supplemental VMT reduction protocol by sharing carpool information, teleconferencing options, etc.
Post-Implementation (T-2.3.5)	None.	None.



Monitoring Plan

	TENANT	COUNTY
Monitoring Plan Description	Track and share with County Airports potential ways of reduction VMT.	Track transportation upgrades proposed, supported, and implemented. Track County Airports' fleet VMT and monitor trends over time.
Key Performance Indicator	VMT reduction plan outcomes	# and type of transportation upgrades serving the airports VMT reductions statistics

Funding Plan

PROGRAM AND INTENT	INCENTIVE AMOUNT	ELIGIBILITY
<u>Clean Mobility Options</u> <i>Incentivize zero-emission transportation projects</i>	Up to \$1.5 million vouchers to develop and launch zero-emission mobility projects, such as bike-sharing and ride-on-demand services, that fill a community's transportation gaps and provide access to key destinations. Up to \$100,000 vouchers to conduct community transportation needs assessments that help under-resourced communities identify and develop community-driven solutions that address their unique transportation needs.	A government entity, such a city, school district or transit agency or a tax-exempt nonprofit organization. Project locations must be either in a DAC or LIC.
<u>Transformative Climate Communities</u> <i>Reduce local GHG emissions in DACs</i>	Current funding allocations per grant type: <ul style="list-style-type: none"> • Planning Grants: Up to \$300,000 Project • Development Grants: Up to \$5,000,000 Implementation Grants: Up to \$29,500,000 	Projects must be led by a Collaborative Stakeholder Structure that may include: <ul style="list-style-type: none"> • Community-based organizations. • Local governments. • Nonprofit organizations. • Philanthropic organizations and foundations. • Faith-based organizations. • Coalitions or associations of nonprofits. • Community development finance institutions. • Community development corporations. • Joint powers authorities. • California Native American tribes. Eligible projects include but are not limited to: <ul style="list-style-type: none"> • Electric bicycle and car share programs. • Solar installation and energy efficiency. • Water-energy efficiency installations. • Urban greening and green infrastructure.



PROGRAM AND INTENT	INCENTIVE AMOUNT	ELIGIBILITY
		<ul style="list-style-type: none">• Bicycle and pedestrian facilities.• Recycling and solid waste management.• Health equity and well-being projects.



T-3: Decrease emissions from operational equipment

T-3.1: Replace fossil-fuel powered equipment with electric

Actions

ACTION ID	TENANT	COUNTY
Stakeholder Engagement (T-3.1.1)	Stay engaged with County Airports on small equipment usage and opportunities to convert to electric.	Stay in communication with other County departments and working groups researching the latest technologies for non-stationary electric equipment (e.g., landscaping and maintenance equipment such as mowers, trimmers, blowers, forklifts, golf carts, street sweepers, etc.). Engage with manufacturers and suppliers on technical requirements, cost to procure, operate, and maintain. Share information with tenants and encourage communication between tenants and suppliers, as able.
Assessment (T-3.1.2)	Review current equipment and assess possible business opportunities for replacement.	Maintain an inventory of how many pieces of fossil-fuel powered equipment are owned, operated, or leased by County Airports. Include information about expected lifecycles and maintenance cycles to estimate when replacements are due. Assess the feasibility of transitioning to electric equipment.
Design / Planning (T-3.1.3)	None.	Ensure equipment specifications are in line with any potential County requirements or DPW policies.
Next Steps (T-3.1.4)	In alignment with T-3.1.2, procure electric equipment to replace fossil-fuel powered.	Per feasibility assessment, procure electric equipment to replace fossil-fuel powered.
Post-Implementation (T-3.1.5)	Continue to look for further opportunities.	Continue to look for further opportunities.

Monitoring Plan

	TENANT	COUNTY
Monitoring Plan Description	Track and share with County Airports the types of electric and non-electric equipment owned.	Track active leases and contracts and identify when all-electric equipment requirements can be added during renewals, lease amendments, or as part of new leases. Track County Airports-owned equipment by fuel type.



	TENANT	COUNTY
Key Performance Indicator	% electric equipment/alternative fuel pieces of equipment	% electric equipment/alternative fuel pieces of equipment

Funding Plan

PROGRAM AND INTENT	INCENTIVE AMOUNT	ELIGIBILITY
<u>IRS Commercial Clean Vehicle Credit</u> <i>Incentivize clean mobile machinery</i>	The tax credit is worth 30% of the cost, up to \$40,000.	Businesses and tax-exempt organizations qualify for the credit. See funding source website for additional qualifications.
<u>IRA Community Change Grant - ECJ</u> <i>Invest in low- emission and resilient technologies for DACs</i>	The maximum grant allocation TBD with release of notice of funding opportunity.	This grant is available to local governments that partner with a community-based organization. Eligible activities fall under the following sectors: <ul style="list-style-type: none"> • Community-led air and other (including water and solid waste) pollution monitoring, prevention, and remediation. • Investments in low- and zero-emission and resilient technologies and related infrastructure. • Workforce development that supports the reduction of GHG emissions and other air pollutants.
<u>CA Tax Exemption for Farm Equipment and Machinery</u> <i>Reduce agricultural equipment costs</i>	Partial exemption of 5% of the California’s sales and use tax for farm equipment and machinery.	Ranchers, farmers and other growers who operate businesses described in SIC (Standard Industrial Classification) Codes 0111 to 0291. A person who assists a qualified rancher, farmer or grower by performing a service described in SIC Codes 0711 to 0783 Item receiving partial exemption must be used at least 50% for producing and harvesting agricultural producers.
<u>CARB Clean Off-Road Equipment Voucher Incentive Project (CORE)</u> <i>Incentivize zero-emission off-road equipment</i>	Maximum voucher amount capped at \$500,000. Individual equipment base voucher amounts vary; see link for detailed breakdown. Additional voucher enhancements available for deployments in DACs/LICs (10%) and certified small business (15%).	Eligibility depends on equipment type, not applicant, refer to program website for eligible equipment types. This funding resource is useful for mobile fossil-fuel equipment like construction equipment, landscaping equipment, agricultural equipment, and forklifts.
<u>Ag-STAR</u> <i>Increase energy efficient agricultural equipment use</i>	Rebate amount is tied to specific equipment type and size purchased. See website for detailed breakdown of available rebates.	Agricultural businesses within SDG&E territory that pays into the Public Purpose Program (PPP).
<u>Ag-STAR</u> <i>Increase energy efficient agricultural equipment use</i>	Incentive rates vary depending on the energy efficiency upgrade. Incentive Range: \$0.04/kWh-\$0.25/kWh and \$0.20/therm-\$1.50/therm	Agricultural businesses within SDG&E territory that pays into the Public Purpose Program (PPP)



T-4: Reduce embodied carbon across the lifecycle of materials and processes

T-4.1: Adopt a reduced embodied carbon footprint standard for new construction, renovations, and reconfigurations, including pavement

Embodied carbon refers to the total GHG emissions associated with the production, transportation, and assembly of materials used in construction throughout their lifecycle. Building materials represent about 15% of global GHG emissions, so reducing these emission sources is significant.

Embodied Carbon = GHG Emissions

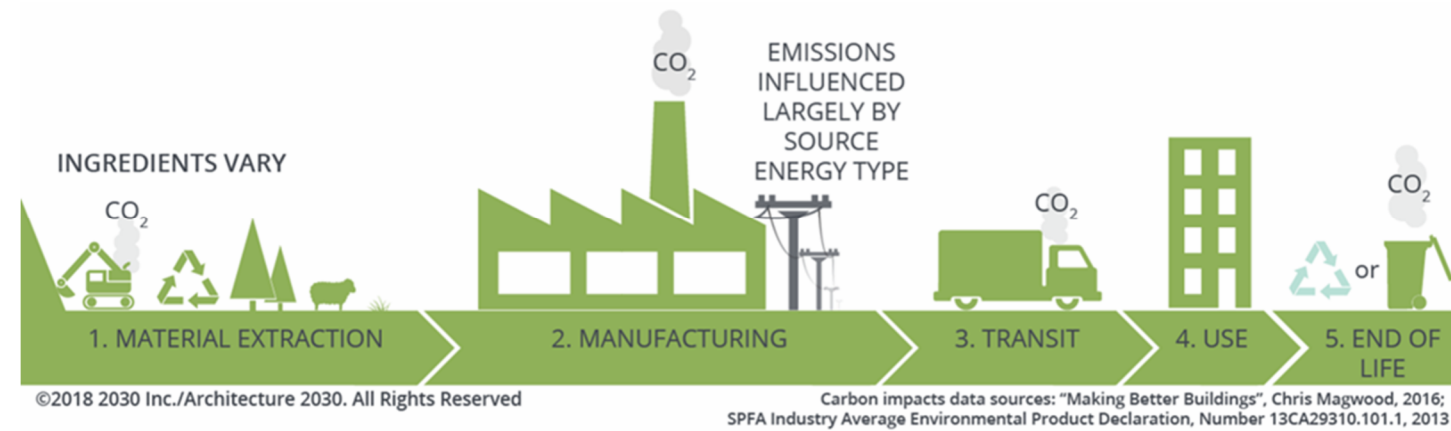


Figure 20 Sources of embodied carbon emissions across the lifecycle of building materials

Examples of activities that can reduce embodied carbon include:

- Reuse existing buildings or components.
- Maximize material use efficiency.
- Use recycled concrete aggregate or reclaimed asphalt pavement.
- Reduce cement and concrete use.
- Use timber instead of concrete or steel.
- Design for deconstruction.

The California Green Building Code (“CALGreen”) requires builders to use one of three pathways to reduce embodied carbon, effective July 2024 for buildings over 100,000 ft² and effective January 2026 for buildings over 50,000 ft²:

- Reusing an existing building.

- Conducting a Whole Building Life Cycle Assessment (WBLCA).
- Limiting global warming potential (carbon emissions) values for steel, concrete, and insulation.

Even though many buildings on County Airports properties will not be subject to mandatory CALGreen code compliance, as their size does not meet the thresholds, these principles remain pertinent and serve as valuable guidelines for enhancing construction practices aimed at reducing embodied carbon on a voluntary basis. As CALGreen code implementation becomes more commonplace, these best practices will potentially include smaller-size projects and structures.

Resources for exploring options for reducing the embodied carbon footprint for new construction, renovations, and reconfigurations include:

- [Embodied Carbon Order of Magnitude \(ECOM\) Estimator](#) – useful for preliminary calculations that represent industry-average emissions factors.
- [Embodied Carbon of Construction Calculator](#) – useful for seeing the range of global warming potential (GWP) values. Registration is free.
- [Carbon Leadership Forum Material Baselines Report 2023](#) – useful for product-level comparisons.

Pavement in particular makes up a large portion of County Airports’ built area, and pavement generates significant quantities of GHG emissions as a result of quarrying and mining virgin materials, transportation of large volumes of heavy materials, and the energy used to process and produce core paving components such as asphalt, cement, and steel. Recycled aggregates can be used in pavement to reduce embodied carbon, and industrial byproducts can also be repurposed and integrated into pavement to offset cement content.

Most airfield pavement improvement or replacement projects at County Airports are undertaken using federal grant funding, necessitating adherence to FAA 150/5320-6G, Airport Pavement Design and Evaluation. As required, County Airports will continue to follow the FAA pavement guidelines and design standards, including potential future use of pavement with recycled aggregates or other pavement alternatives with lower embodied carbon, as they become available and federally approved for use on airfields. In areas outside of the airfields such as parking lots, collaborative efforts within the County and/or with County Airports’ tenants may occur, to move toward utilizing more sustainable, lower embodied carbon construction materials as well as more sustainability-friendly construction practices. These efforts will take into account County policies and contracting constraints.



Actions

ACTION ID	TENANT	COUNTY
Stakeholder Engagement (T-4.1.1)	Exchange knowledge with County Airports about the latest developments in lower embodied carbon materials.	Collaborate with other County departments and tenants to exchange knowledge of latest developments in lower embodied carbon materials.
Assessment (T-4.1.2)	For all future construction, renovation, and reconfiguration projects, identify preferred pathway for tracking embodied carbon (e.g. building reuse, WBLCA, or GWP value limits). Explore alternative materials, construction techniques, and technologies that have a lower carbon footprint.	For all future construction, renovation, and reconfiguration projects, identify preferred pathway for tracking embodied carbon (e.g. building reuse, WBLCA, or GWP value limits). Explore alternative materials, construction techniques, and technologies that have a lower carbon footprint.
Design / Planning (T-4.1.3)	Where needed, engage an engineer to help design new construction and existing buildings renovations to follow low embodied carbon principles.	Develop guidelines for reducing the embodied carbon footprint in new construction and existing buildings renovations (e.g. selecting and sourcing materials with lower emissions and employing efficient construction methods).
Next Steps (T-4.1.4)	Engage a qualified contractor to procure and install new construction and existing building renovation projects while employing efficient construction methods to minimize embodied carbon.	Work with contractors to include the use of low embodied carbon materials where feasible. This includes review of design and specifications, material quantities, construction techniques, and any necessary modifications to the existing infrastructure. Aim to optimize sustainability goals within regulatory requirements.
Post-Implementation (T-4.1.5)	Strategically manage facilities and infrastructure to include preventative maintenance and upgrades to extend materials' end of life.	Strategically manage facilities and infrastructure to include preventative maintenance and upgrades to extend materials' end of life.

Monitoring Plan

	TENANT	COUNTY
Monitoring Plan Description	Track all relevant documents, such as mix design specifications, delivery receipts, and batch tickets for clear statements about the quantity and percentage of resource-efficient content used in the pavement mix.	Track all relevant documents, such as mix design specifications, delivery receipts, and batch tickets for clear statements about the quantity and percentage of resource-efficient content used in the pavement mix.
Key Performance Indicator	# of projects that followed the reduce embodied carbon standards or materials <u>For projects with pavement:</u> % resource-efficient content of new pavements (recycled material, ground granulated blast furnace slag, other byproduct reuse, etc.)	# of projects that followed the reduce embodied carbon standards or materials <u>For projects with pavement:</u> % resource-efficient content of new pavements (recycled material, ground granulated blast furnace slag, other byproduct reuse, etc.)



Funding Plan

PROGRAM AND INTENT	INCENTIVE AMOUNT	ELIGIBILITY
-	-	-

The IRA included \$2.15 billion for low-embodied carbon materials in construction and renovation projects. Part of these allocated funds were issued to the Department of Transportation and subsequently used for pilot programs like the Lower Carbon Procurement Pilot and the Federal Highway Administration (FHWA) Climate Challenge grant fund. The latter was launched in April of 2022, and successfully deployed 27 projects aimed at reducing the lifecycle emissions associated with the design, construction, and maintenance of pavements across U.S. states and territories. Similarly, the Federal Buy Clean Initiatives that help fund the procurement of greener asphalt, concrete, flat glass and steel, are breaking ground across the U.S. and there may be future opportunities applicable to the County of San Diego.



T-4.2: Manage assets and equipment for end-of-life

Key principles for managing assets and equipment to reduce overall life-cycle costs and maximize value (also called a “circular economy” approach) include:

- **Preventive maintenance:** Implement activities to prolong the useful life of assets and equipment through maintenance.
- **Reuse and Refurbishment:**
 - Promote the reuse of assets by assessing and repairing them.
 - Prioritize refurbished products over new in procurement.
 - When possible, procure reused equipment and relinquish assets for reuse at end-of-life.
 - The Department of Purchasing and Contracts (DPC) manages an online reutilization/repositioning program accessible by County personnel for the purpose of reutilization of surplus County property within the County, for official County of San Diego use only.

- There are growing markets for resource exchange and reuse including local or online platforms where individuals, businesses, and organizations can list, find, and exchange surplus or unused resources, contributing to sustainability and resource efficiency.

- **Recovery and Recycling:** Establish efficient collection systems and employ innovative recycling outlets for difficult-to-recycle commodities, including specialized recycling/repurposing facilities for recycling, as well as retail or distribution channels for products made from recycled materials.

County assets and equipment purchased with federal or Airport Enterprise Fund’s funding must be disposed of in a manner which meets existing requirements, such as avoidance of potential revenue diversion. County asset management is subject to County-wide policies governing asset recycling, reuse, and donation, limiting County Airports’ autonomy to establish independent processes. For example, management of the County Airports’ vehicle fleet falls under the purview of the larger DPW and the Department of General Services (DGS), and a contracted service oversees computers, monitors, and printers/copiers County-wide and manages their disposal/reuse.

Actions

ACTION ID	TENANT	COUNTY
Stakeholder Engagement (T-4.2.1)	Gather feedback from staff and other relevant stakeholders about current procurement, maintenance, and management practices for assets (fleet, equipment, office technology, electronics, etc.)	Thread with key County stakeholders responsible for asset procurement, maintenance, and management, to inform County Airports’ procedures for maintenance, disposal, and upgrades to fleet, equipment, office technology, electronics, etc.
Assessment (T-4.2.2)	Create an updated inventory of assets that includes maintenance milestones and end-of-life timelines. If feasible, use a database compatible with asset management. Identify suppliers and vendors that offer circular economy solutions such as resource exchange companies, reuse programs, and suppliers for refurbished goods.	Create or update an inventory of assets – equipment, electronic devices, etc. – including maintenance schedule and end-of-life timelines. Ideally, use a database for asset management. Conduct a search of suppliers and vendors that offer circular economy solutions, such as resource exchange companies, reuse programs, suppliers for refurbished goods, including local or online platforms. Consider additional circular economy practices, or pilot programs, based on feedback from stakeholders and vendors.
Design / Planning (T-4.2.3)	Identify feasible circular economy practices for the procurement, maintenance, and disposal of assets.	Prioritize the use of <u>DPC’s online reutilization/repositioning website</u> for procurement of appliances, equipment, and furniture. If needed, update to procurement, maintenance, and disposal guidelines for fleet, equipment, office technology, electronics, etc. for circular economy participation, as appropriate. Consider the use of ancillary or secondary guidelines to provide a more focused solution for a specific category.



ACTION ID	TENANT	COUNTY
Next Steps (T-4.2.4)	Adopt and train staff on circular economy practices for the procurement, maintenance, and disposal of assets.	Adhere to maintenance and disposal guidelines for fleet, equipment, office technology, electronic devices, etc. Train staff responsible for asset management on the procurement, maintenance, and disposal guidelines, and circular economy principles
Post-Implementation (T-4.2.5)	Track asset procurement, maintenance, and disposal and progress implementing circular economy practices. Continue to identify and implement additional sustainable procurement, maintenance, and disposal practices.	Establish a tracking system for asset management based on County-wide procedures and goals identified in the procurement, maintenance, and disposal guidelines. Schedule regular reviews within a tracking system to identify sustainable options or alternatives for procurement, maintenance, and disposal of assets and to determine if procedures can be improved.

Monitoring Plan

	TENANT	COUNTY
Monitoring Plan Description	Track and share with the County Airports successfully reused or refurbished assets.	Track County Airports' and tenant-procured assets, noting which are or can be reused or refurbished and which are slated for disposal.
Key Performance Indicator	# of reused or refurbished assets procured or were kept and not replaced # of assets slated for reuse or refurbishment	# of reused or refurbished assets procured or were kept and not replaced # of assets slated for reuse or refurbishment

Funding Plan

PROGRAM AND INTENT	INCENTIVE AMOUNT	ELIGIBILITY
<u>CA Tax-Exempt Bond Financing Program</u> <i>Incentivize sustainable practices across the solid waste and recycling industry</i>	Private activity, tax-exempt bonds. The securities pay for acquisition, construction or installation of qualified pollution control, water furnishing, solid waste disposal, solid waste recovery facilities and equipment.	May be used for qualified solid waste or hazardous waste disposal projects. This may include projects that focus on recycling used oil and projects that develop construction and demolition debris recycling programs. See program website for types of eligible projects.
<u>Transformative Climate Communities (TCC)</u> <i>Reduce local GHG emissions in DACs</i>	Current funding allocations per grant type: <ul style="list-style-type: none"> • Planning Grants: Up to \$300,000. • Project Development Grants: Up to \$5,000,000. • Implementation Grants: Up to \$29,500,000. 	Projects must be led by a Collaborative Stakeholder Structure that may include: <ul style="list-style-type: none"> • Community-based organizations. • Local governments. • Nonprofit organizations. • Philanthropic organizations and foundations. • Faith-based organizations.



PROGRAM AND INTENT	INCENTIVE AMOUNT	ELIGIBILITY
		<ul style="list-style-type: none">• Coalitions or associations of nonprofits.• Community development finance institutions.• Community development corporations.• Joint powers authorities.• California Native American tribes. <p>Eligible projects include but are not limited to:</p> <ul style="list-style-type: none">• Electric bicycle and car share programs.• Solar installation and energy efficiency.• Water-energy efficiency installations.• Urban greening and green infrastructure.• Bicycle and pedestrian facilities.• Recycling and solid waste management.• Health equity and well-being projects.



T-5: Increase environmentally and socially responsible procurement practices

T-5.1: Adopt a sustainable procurement policy prioritizing sustainable products and services

Product purchasing has a large environmental and social footprint when aggregated across everything an organization purchases. A sustainable procurement policy guides purchasing decisions toward products, vendors, and suppliers that can meet higher standards of accountability, transparency, and performance in these areas. Sustainable purchasing often starts with office supplies, food, and cleaning products, where well-established consumer-facing certification programs such as “Fair Trade” or “Eco Friendly” labels are well known but can be extended to include furniture and specialty items. A sustainable procurement policy, for the purpose of this plan, is intended to apply to operational spending activities and is not applicable to capital projects. This means this Measure is focused on day-to-day operational expenditures rather than large-scale capital initiatives. Figure 21 shows seven areas of sustainable procurement for consideration. It’s important to note that the majority of County Airports’ purchasing (for County-owned facilities), including office supplies/materials and cleaning products, is subject to the County-wide and DPW procurement policies and constraints.

Prioritization of these areas may depend on the type of business, organizational policies, and procurement needs. Ideally, activity occurs in each of the seven areas, contributing to sustainability and responsible procurement practices in a wholistic way. Additionally, procurement practices for each area may be subject to cost constraints, strategic considerations, and evolving sustainability goals within the organization or business.

- **Transparency and Reporting:** Prioritize suppliers that are transparent about their environmental and social sustainability.
- **Ethical Labor Practices:** Prioritize suppliers that implement activities to propagate fair labor practices, human rights, and local community well-being where operations occur.
- **Material Health and Safety:** Prioritize suppliers that commit to using materials that are safe for manufacturing operators, product users, and proximate parties. This includes using substances that are non-toxic and free from harmful chemicals, promoting a healthier environment for all.
- **Energy Efficiency and Carbon Footprint:** Prioritize procurement of products or services with low energy consumption and reduced GHG emissions. This can include energy-efficient appliances, vehicles, renewable energy sources, or local sourcing.
- **Solid Waste Reduction and Circular Economy Practices:** Prioritize suppliers that implement activities to minimize solid waste generation (i.e., durable products, minimal packaging, etc.) and promote the reuse, recycling, or repurposing of materials.
- **Social Equity and Inclusivity:** Prioritize suppliers that demonstrate a commitment to diversity, equity, and inclusion in their workforce, as well as in their interactions with local communities and the public.
- **Innovation and Technology Advancement:** Consider suppliers that invest in and develop innovative technologies and practices that contribute to environmental and social sustainability.

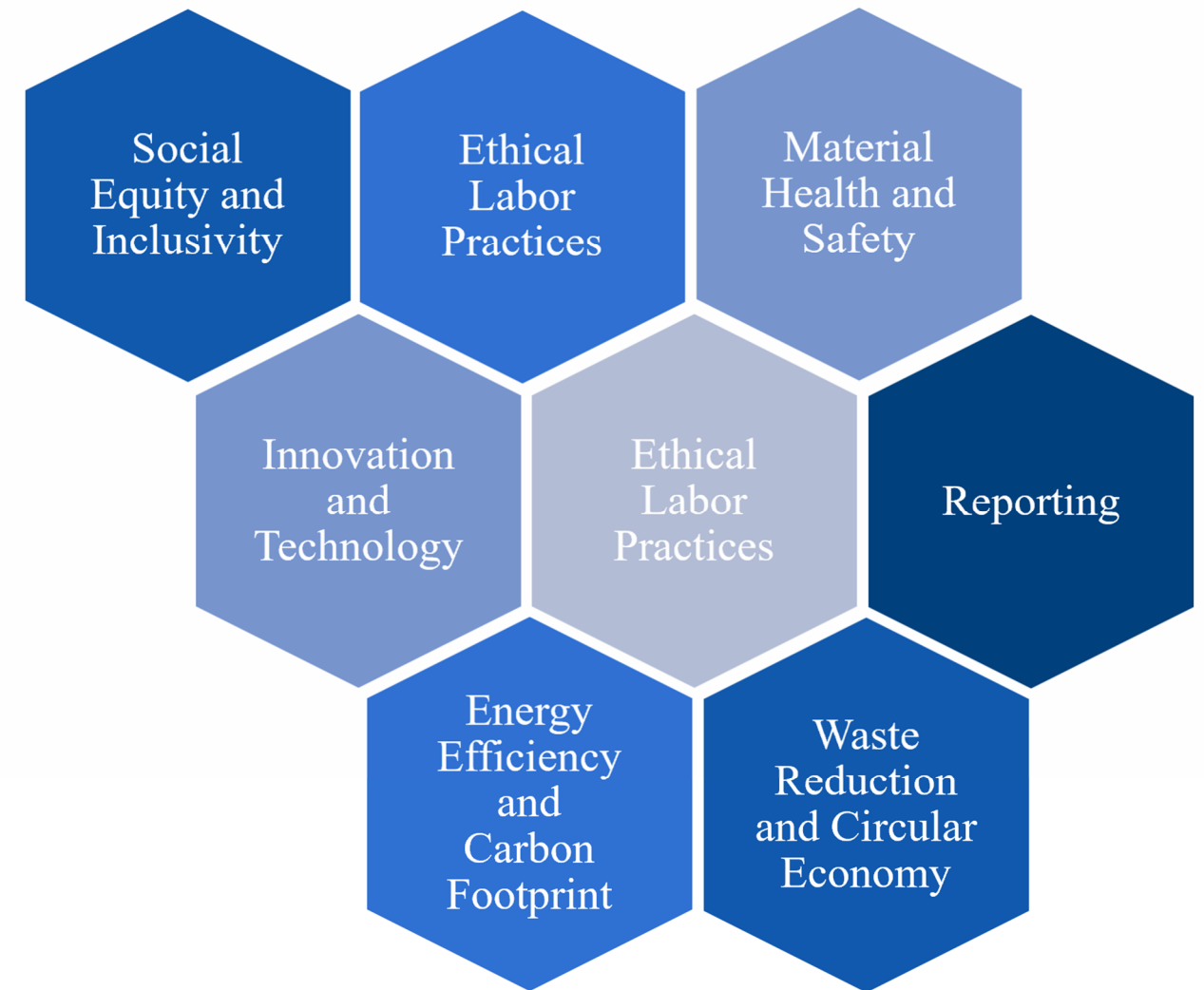


Figure 21 Factors of sustainable procurement policy development

To start, an overarching objective for sustainable procurement is to increase the number of suppliers engaged in each successive reporting period. The following list offers a selection of available procurement databases. It is not exhaustive, as the market is continuously evolving.

- The U.S. Environmental Protection Agency (EPA) developed the Recommendations of Specifications, Standards, and Ecolabels for Federal Purchasing, which can be applied to most product types. It includes 40 standards or ecolabels in more than 30 purchase categories. The main



categories include cafeteria, construction, custodial, electronics and associated services, grounds/landscaping, machine shop operations, and office/furniture.

- For the electronics category, Electronic Product Environmental Assessment Tool (EPEAT) is the leading ecolabel and covers the product’s lifecycle from design through use to recycling.
- A publicly available resource for sustainable products developed by the City and County of San Francisco is SF Approved. The website is a one-stop shop that was developed for the City to comply with its green product requirements. The main categories include bags, batteries, cleaning products, electronics, food ware, fuel, furniture, lighting, janitorial supplies, janitorial papers, lubricants, moving supplies, office supplies, and paint.
- The state of California’s Department of General Services developed a best practices manual known as the DGS Purchasing Guide or the Buying Green Guide. The main categories include building

maintenance, cleaning supplies, food, ground maintenance, office equipment, office supplies, paper products, safety, and transportation.

The existing County policy B-67: Environmentally Preferable Procurement provides a good foundation for initial steps to reduce solid waste, promote reuse and recycling, and/or contribute to positive social impact overall. Empowering staff to act beyond policy parameters can significantly enhance sustainable practices and contribute to more impactful environmental and social benefits.

As the sustainability-focused products and services market grows, it continues to align with the goals of heightened accountability and transparency in sustainable procurement. In a more mature market, it is more straightforward to evaluate and prioritize sustainable procurement criteria. Regularly evaluating and updating policies and procedures based on evolving industry standards and best practices is essential for maintaining an effective procurement practice.

Actions

ACTION ID	TENANT	COUNTY
Stakeholder Engagement (T-5.1.1)	Gather feedback from stakeholders on current product and service procurement practices and priorities.	Gather feedback from stakeholders on current product and service procurement practices and priorities, while complying with DPC policies.
Assessment (T-5.1.2)	Create a list of existing products and services utilized, prioritizing the top 5 products consumed and/or the most frequent services procured. Identify market-available solutions and suppliers that align with sustainable procurement practices.	If more focused solutions are needed to enhance procurement practices and priorities, including alignment with the industries’ best practices, conduct a scan of market-available products, services, and suppliers to inform potential development of ancillary protocols or policies.
Design / Planning (T-5.1.3)	Develop sustainable procurement guidelines for evaluating and selecting suppliers and products based on sustainability factors (e.g. environmental certifications, fair trade standards, ethical sourcing practices).	Develop ancillary protocols or according to areas of need, market-available solutions, and supplier options, if deemed necessary, as long as staying in compliance with DPC and DPW policies.
Next Steps (T-5.1.4)	Help staff responsible for product and service procurement to adopt the sustainable procurement guidelines. Execute contracts with vendors and suppliers that align with the guidelines.	Train staff responsible for product and service procurement on ancillary protocols or procedures, if they are necessary.
Post-Implementation (T-5.1.5)	Track progress toward implementing sustainable procurement practices. Continue to identify and procure additional sustainable products and services.	Track progress toward implementing sustainable procurement practices. Schedule regular reviews to identify more sustainable products and services and update protocols and policies accordingly.



Monitoring Plan

	TENANT	COUNTY
Monitoring Plan Description	Track and share with the County Airports sustainable procurement policy and best practices.	Track the number of vendors and suppliers under County Airports' contract(s), who comply with the County's B-67 policy for Environmentally Preferred Procurement, or any subsequent updates and ancillary protocols/policies, as applicable.
Key Performance Indicator	Development and implementation of sustainable procurement policy, if appropriate and necessary, depending on tenants' operations # of sustainable vendors and suppliers engaged	# of sustainable vendors and suppliers under contract, as managed by County Airports

Funding Plan

The shift from single-use consumables to reusable, long-lasting alternatives represents an opportunity for tenants to not only reduce their environmental footprint but also realize potential cost savings.

PROGRAM AND INTENT	INCENTIVE AMOUNT	ELIGIBILITY
-	-	-



T-5.2: Adopt a Good Food Purchasing Program

The choices made regarding the sourcing, production, and distribution of food have far-reaching implications for the public and the planet's overall health and well-being. Because of its high visibility, a sustainable food procurement program also acts as an exemplar for an organization's commitment to responsible, eco-conscious practices. From reducing carbon emissions to bolstering local economies, sustainable food procurement yields beneficial results across communities. A Good Food Purchasing Program is developed by identifying criteria that can be integrated into an operation's sustainable food procurement processes. Figure 22 shows eight considerations for sustainable food procurement and is offered as a framework to the County Airports' tenants for the development or improvement of existing food purchasing choices, programs, or policies.

As sustainable food availability advances, prioritizing sustainable procurement will become easier and sustainable market selection will become larger. This makes it important to regularly review and adjust policies and programs in accordance with evolving industry standards and best practices, ensuring continuity of efficient, effective, environmentally conscious, and socially responsible procurement. Each of the considerations shown in the figure below is accompanied by information on their associated food industry labels, certifications, and additional resources to guide County Airports tenants in making informed and sustainability-minded procurement decisions.

The considerations listed in this section assume legal compliance and regulatory requirements are met by food vendors. It also serves as guidance or sample criteria, depending on the food products being considered, and tenants' goals and resources. A wholistic review of each consideration is ideal from a sustainability standpoint. Purchasing considerations above are also discussed in more detail below, including the food industry labels. It is not an exhaustive list, as the market is continuously evolving.

- **Local and Seasonal Sourcing:** Prioritize locally grown or produced food to reduce transportation emissions, and support local economies and seasonal produce, to minimize energy-intensive production or long-distance deliveries.
 - The Live Well San Diego Food System Initiative website provides lists of local and seasonal markets and related resources.
- **Organic and Regenerative Practices:** Prioritize organic farming methods that avoid synthetic pesticides and fertilizers, reducing chemical inputs and their associated environmental effects, and that include agriculture techniques that promote soil health, biodiversity, and carbon sequestration.
 - The United States Department of Agriculture (USDA) Organic label ensures products meet federal guidelines for organic farming practices.
 - Regenerative Organic Certified products are products that meet the highest global standards in the world for farmworker fairness, animal welfare, and soil health.
- **Ethical Labor Practices:** Prioritize food producers and suppliers who adhere to fair labor standards, providing workers with fair wages, safe working conditions, and environmental sustainability for farmers and workers.

- Fair Trade Certified indicates products were sourced and produced in a manner that supports ethical labor practices.
- The Rainforest Alliance certification indicates the product or ingredient was produced using approved methods that support the three pillars of sustainability: environment, social, economic.



Figure 22 Considerations of sustainable food procurement with associated labels and certificates

- **Animal Welfare:** Consider the ethical treatment of animals in the sourcing of animal-based products. Support suppliers that follow humane farming practices. Also consider harvesting practices that may affect wildlife migratory patterns.
 - The Certified Humane label ensures that food products have come from operations that meet precise objective standards for kinder and more responsible farm animal practices.
- **Sustainable Seafood Sourcing:** Prioritize seafood from well-managed, sustainable fisheries to prevent overfishing and protect marine ecosystems.



- The Marine Stewardship Council certifies sustainable seafood products, indicating that they come from well-managed fisheries that meet specific environmental, social, and economic standards.
- **Sustainable Packaging:** Prioritize suppliers that minimize environmental footprint by utilizing eco-friendly materials and efficient design practices, ensuring both the protection of the product.
 - The Forest Stewardship Council Certification for Packaging ensures that wood, bamboo, and paper used in manufacturing paper products like coffee cups and paper bags is responsibly sourced.
- **Sustainable Palm Oil Sourcing:** Prioritize sourcing food products that do not contain palm oil or opt for products with sustainably sourced and certified palm oil to mitigate deforestation and environmental degradation associated with conventional palm oil production.

- Palm Oil Scan is a mobile app designed to inform users about a company's dedication to sourcing Certified Sustainable Palm Oil for their products.
- **Plant-Based Options:** Prioritize plant-based food options to promote sustainable and eco-friendly dietary choices, reducing the environmental footprint associated with animal agriculture.

County Airports does not engage in the direct purchase of food items, so this Measure is intended for procurement of food and beverages by County Airports' tenants or tenants who have and serve customers. The Measure can also serve as an effective general guide to County Airports' employees who bring their food or beverages from home.

Actions

ACTION ID	TENANT	COUNTY
Stakeholder Engagement (T-5.2.1)	Gather feedback from key stakeholders on current food sources and options. Feedback topic areas can include local sourcing, plant-based options, sustainable packaging, sustainable sourcing, and ethical practices.	None.
Assessment (T-5.2.2)	Create a list of existing food vendors and suppliers and information about their sourcing methods and packaging types. Identify market-available food vendors, distributors, and suppliers that align with Good Food Purchasing practices.	None.
Design / Planning (T-5.2.3)	Develop a Good Food Purchasing Plan that outlines requirements for compliant food vendors and suppliers and recommended airline menu offerings.	None.
Next Steps (T-5.2.4)	Create menu options that align with the Good Food Purchasing Program. Help food procurement staff to adopt the Program. Execute contracts with food vendors and suppliers that align with the Program.	None.
Post-Implementation (T-5.2.5)	Track progress toward implementing the Good Food Purchasing Program. Continue to identify opportunities for Program expansion or improvement.	None.



Monitoring Plan

	TENANT	COUNTY
Monitoring Plan Description	Track and share data with County Airports on the Good Food Purchasing Program status, development, implementation, and best practices.	-
Key Performance Indicator	Adoption of Good Food Purchasing Program # of sustainable vendors/suppliers engaged	-

Funding Plan

PROGRAM AND INTENT	INCENTIVE AMOUNT	ELIGIBILITY
<u>Edible Food Recovery Grant Program</u> <i>Supports edible food recovery</i>	To be determined in the state budget.	Nonprofit organizations (except private schools). Local governments and agencies.
<u>Transformative Climate Communities</u> <i>Reduce local GHG emissions in DACs</i>	Current funding allocations per grant type: <ul style="list-style-type: none"> • Planning Grants: Up to \$300,000. • Project Development Grants: Up to \$5,000,000. • Implementation Grants: Up to \$29,500,000. 	Projects must be led by a Collaborative Stakeholder Structure that may include: <ul style="list-style-type: none"> • Community-based organizations. • Local governments. • Nonprofit organizations. • Philanthropic organizations and foundations. • Faith-based organizations. • Coalitions or associations of nonprofits. • Community development finance institutions. • Community development corporations. • Joint powers authorities. • California Native American tribes. Eligible projects include but are not limited to: <ul style="list-style-type: none"> • Electric bicycle and car share programs. • Solar installation and energy efficiency. • Water-energy efficiency installations. • Urban greening and green infrastructure. • Bicycle and pedestrian facilities. • Recycling and solid waste management. • Health equity and well-being projects. • Community microgrids.



T-5.3: Adopt Integrated Pest Management and Green Cleaning practices

Green cleaning and integrated pest management (IPM) are ongoing practices for which increasing the number of sustainable suppliers or switching over to sustainable methods in pest management can be a central element of continuous improvement. The following list offers a selection of available procurement databases to find green cleaning products. The list is not exhaustive, as the market is continuously evolving.

The County's DGS oversees a County-wide contract for janitorial services, so implementation of an independent Green Cleaning program is currently not practical for individual departments. Additionally, Integrative Pest Management services for County departments, including pest control methods and type of products, are governed by the County's department of Agriculture, Weights, and Measures (AWM) and through their respective contracts.

- The U.S. Environmental Protection Agency (EPA) developed Recommendations of Specifications, Standards, and Ecolabels for Federal Purchasing, which can be applicable to most SMP Sectors. It includes 40 standards or ecolabels in more than 30 purchase categories. The main categories include cafeteria, construction, custodial, electronics and associated services, grounds/landscaping, machine shop operations, and office/furniture.
- A publicly available resource for sustainable cleaning products, developed by the City and County of San Francisco, is called SF Approved. The website is a one-stop shop that complies with green product requirements. The main categories include bags, batteries, cleaning products, electronics, food ware, fuel, furniture, lighting, janitorial supplies, janitorial papers, lubricants, moving supplies, office supplies, and paint.
- The State of California's Department of General Services developed a best practices manual known as the DGS Purchasing Guide or the Buying Green Guide. The main categories include building maintenance, cleaning supplies, food, ground maintenance, office equipment, office supplies, paper products, safety, and transportation.



Some examples of certificates and standards for cleaning supplies include Green Seal and ECOLOGO UL, as shown in Figure 23.

Figure 23 Example certificates and standards for cleaning supplies

Actions

ACTION ID	TENANT	COUNTY
Stakeholder Engagement (T-5.3.1)	Gather feedback from key staff on experience with and recommendations for pest management and cleaning practices and products.	None.
Assessment (T-5.3.2)	Create a list of cleaning and pest management products and methods currently used. Identify local pest management and green cleaning companies and products.	Work with County's DPC/DGS to provide feedback for improvement on Green Cleaning contract services and share recommendations for sustainable pest management products and practices with County's AWM.
Design / Planning (T-5.3.3)	Identify IPM & Green Cleaning practices that outlines prohibited cleaning products or rodenticides and recommended pest management and cleaning methods.	None.



ACTION ID	TENANT	COUNTY
	Develop a list of companies that offer services aligned with IPM & Green Cleaning best-practices.	
Next Steps (T-5.3.4)	Help in-house or contracted cleaning and pest management staff to switch to sustainable cleaning products or pest control options.	None.
Post-Implementation (T-5.3.5)	Track progress implementing the IPM & Green Cleaning practices.	None.

Monitoring Plan

	TENANT	COUNTY
Monitoring Plan Description	Track and share with the County Airports the type of pest management and cleaning products, suppliers, and practices used.	-
Key Performance Indicator	Adoption of IPM and Green Cleaning Policy # of sustainable products used and vendors/suppliers engaged	-

Funding Plan

PROGRAM AND INTENT	INCENTIVE AMOUNT	ELIGIBILITY
-	-	-



T-6: Support local workforce development

T-6.1 Facilitate greater interaction between airport-based tenants, local businesses and local job-seekers to promote local employment opportunities

Facilitating and/or participating in local job fairs demonstrates a commitment to social equity and community investment and promotes a reduction in VMT by employees traveling to and from their place of work. Providing a platform for local people with diverse skills and backgrounds to connect with

employment opportunities at County Airports reduces GHG emissions and traffic congestion while empowering individuals, fostering inclusion, and strengthening the economic foundation of neighboring communities.

Actions

ACTION ID	TENANT	COUNTY
Stakeholder Engagement (T-2.1.1)	Inform staff and/or customers about job fairs hosted by the County and other relevant organizations.	As appropriate and as needed, engage tenants, local businesses, community organizations, educational institutions, and relevant government agencies to determine interest in a job fair.
Assessment (T-2.1.2)	Provide the County with feedback to identify opportunities for local workforce training and development.	Assess staffing needs and research internal and/or external opportunities to join other organizations in local workforce development.
Design / Planning (T-2.1.3)	None.	As needed, organize or collaborate with other County departments to participate in job fairs to promote local employment opportunities, collecting and incorporating input from stakeholders or the public in the process. Publicize job fair(s) open to the local community.
Next Steps (T-2.1.4)	Participate in job fair events.	Host job fair events.
Post-Implementation (T-2.1.5)	None.	Compile and disseminate lessons learned from job fairs to improve outreach or the overall event success in the future.



Monitoring Plan

	TENANT	COUNTY
Monitoring Plan Description	Share with County Airports the number of job fairs attended and the number of placements made as a result.	Track the number of job fairs hosted or joined per year, alongside key metrics, such as attendance rate or registration count.
Key Performance Indicator	# of job placements # of job fairs attended Other benefits or positive outcomes	# job fairs per year (and, as available, attendance rate or registration count)

Funding Plan

PROGRAM AND INTENT	INCENTIVE AMOUNT	ELIGIBILITY
-	-	-

Energy

The Energy Sector is focused on addressing consumption of fossil fuels and contains two Strategies and three Measures.

E-1

Increase use of renewable energy

- E-1.1: Implement programs to facilitate installation of solar photovoltaics and storage

E-2

Reduce facilities' energy consumption through decarbonization

- E-2.1: Conduct energy audits and implement recommended measures
- E-2.2: Design new construction and renovations / retrofit existing buildings as all-electric

Figure 24 Energy strategy and measure framework



Passenger lounge at McClellan-Palomar Airport



E-1: Increase use of renewable energy

E-1.1: Implement programs to facilitate installation of solar photovoltaics and storage

Actions

ACTION ID	TENANT	COUNTY
Stakeholder Engagement (E-1.1.1)	Gauge demand for onsite solar PV among business partners and subtenants.	Contact tenants to determine interest and potential County support necessary for solar PV and solar battery storage installations. Contact SDG&E and San Diego Community Power (SDCP) to discuss electrical capacity available to support solar PV and battery storage installations. Contact FAA to discuss opportunities for glare study streamlining on a systemwide basis.
Assessment (E-1.1.2)	Identify onsite solar PV options, business opportunities, rebates and incentives, and return on investment. For guidance, see County Airports’ report, Potential for Onsite Renewables, in Appendix 2.	<p>Conduct an inspection of the electrical infrastructure to support installations on County Airports’ and tenant facilities and assess structural conditions of buildings for solar PV and battery storage systems. More information is in Potential for Onsite Renewables report in Appendix 2.</p> <p>Prepare an implementation schedule for installation of onsite solar PV and potential battery storage that factors in available financing and incentives.</p> <p>Align with the County’s <u>Zero Carbon Portfolio Plan</u> (ZCPP) Measure 6: Renewable Energy working with relevant County departments and working groups.</p> <p>If approved by FAA, conduct systemwide glare analyses to streamline future County Airports’ and tenant solar installations.</p>
Design / Planning (E-1.1.3)	For assets controlled by the tenants, identify any needed structural, electrical, and other infrastructure upgrades to facilitate installation of onsite solar PV.	For County-owned facilities, plan necessary civil, structural, electrical, and other infrastructure upgrades to facilitate installation of onsite solar PV and storage. Include potential tenant facilities in electrical infrastructure plan.
Next Steps (E-1.1.4)	Purchase solar PV system as needed and/or as feasible.	As necessary, work with DGS and other County stakeholders to issue a request for proposal (RFP) to solicit bids from qualified solar contractors. Evaluate proposals based on criteria such as experience, pricing, schedule, and execute a contract.
Post-Implementation (E-1.1.5)	Include commissioning and monitoring responsibilities in the contract requirements for the solar contractor. Apply for applicable rebates and incentives.	Include commissioning and monitoring responsibilities in the contract requirements for the solar contractor. Apply for applicable rebates and incentives.



Monitoring Plan

	TENANT	COUNTY
Monitoring Plan Description	Share with County Airports the wattage of installed solar PV systems.	Document County Airports' and tenant projects to validate solar PV and battery installations and track progress in SMP checklist.
Key Performance Indicator	Rated capacity (kW) of solar installations Rated capacity (kWh) sizing of battery storage installations	Rated capacity (kW) of solar installations Rated capacity (kWh) sizing of battery storage installations

Funding Plan

PROGRAM AND INTENT	INCENTIVE AMOUNT	ELIGIBILITY
<p><u>Renewable Electricity Production Tax Credit (PTC)</u> <i>Incentivize renewable energy generation systems</i></p>	<p>If project meets IRA labor requirements:</p> <p>And start of construction occurs from 2023-2033:</p> <ul style="list-style-type: none"> • \$2.75 (base credit). • \$0.3 (domestic content bonus). • \$0.3 (energy community bonus). <p>And start of construction occurs the later of 2034*:</p> <ul style="list-style-type: none"> • \$2.00 (base credit). • \$0.2 (domestic content bonus). • \$0.2 (energy community bonus). <p>If start of construction occurs the later of 2035*:</p> <ul style="list-style-type: none"> • \$1.3 (base credit). • \$0.1 (domestic content bonus). • \$0.1 (energy community bonus). <p>If project does <i>not</i> meet labor requirements:</p> <p>And start of construction occurs from 2023-2033:</p> <ul style="list-style-type: none"> • \$0.55 (base credit). • \$0.1 (domestic content bonus). • \$0.1 (energy community bonus). <p>And start of construction occurs the later of 2034*:</p> <ul style="list-style-type: none"> • \$0.4 (base credit). • \$0 (domestic content bonus). • \$0 (energy community bonus). 	<p>Applicable for solar projects that are in the U.S., use new and limited previously used equipment, not leased to a tax-exempt entity (e.g., a school). See program website for eligible expenses and qualifications for domestic content bonus and energy community bonus.</p>



PROGRAM AND INTENT	INCENTIVE AMOUNT	ELIGIBILITY
	<p>If start of construction occurs the later of 2035*:</p> <ul style="list-style-type: none"> • \$0.3 (base credit). • \$0 (domestic content bonus). • \$0.1(energy community bonus). 	
<p><u>Business Energy Investment Tax Credit (ITC)</u> <i>Incentivize renewable energy generation systems</i></p>	<p>If project does meet labor requirements</p> <p>And start of construction occurs from 2023-2033:</p> <ul style="list-style-type: none"> • 30% (base credit). • 10% (domestic content bonus). • 10% (energy community bonus). <p>And start of construction occurs the later of 2034*:</p> <ul style="list-style-type: none"> • 22.5% (base credit). • 7.5% (domestic content bonus). • 7.5% (energy community bonus). <p>And start of construction occurs the later of 2035*:</p> <ul style="list-style-type: none"> • 15% (base credit). • 5% (domestic content bonus). • 5% (energy community bonus). <p>If project does <i>not</i> meet labor requirements</p> <p>And start of construction occurs from 2023-2033:</p> <ul style="list-style-type: none"> • 6% (base credit). • 2% (domestic content bonus). • 2% (energy community bonus). <p>And start of construction occurs the later of 2034*:</p> <ul style="list-style-type: none"> • 4.5% (base credit). • 1.5% (domestic content bonus). • 1.5% (energy community bonus). <p>And start of construction occurs the later of 2035*:</p> <ul style="list-style-type: none"> • 3% (base credit). • 1% (domestic content bonus). • 1% (energy community bonus). <p>If <5 MW projects in LMI communities or Indian Land</p> <p>And start of construction occurs between 2023-2036: 10%.</p> <p>If project is a qualified LI economic benefit project:</p> <p>And start of construction occurs between 2023-2036: 20%.</p>	<p>Applicable for solar projects that are in the U.S., use new and limited previously used equipment, not leased to a tax-exempt entity (e.g., a school). See program website for eligible expenses and qualifications for domestic content bonus and energy community bonus.</p>



PROGRAM AND INTENT	INCENTIVE AMOUNT	ELIGIBILITY
<p><u>U.S. DoE – Loan Guarantee Program</u> <i>Incentivize early use of innovative energy technologies</i></p>	<p>Direct loans from U.S. Treasury’s Federal Financing Bank (FFB) backed by 100% “full faith and credit” Department of Energy (DOE) guarantees, OR DOE partial guarantees of commercial debt. No maximum loan amount specified.</p>	<p>Innovative technologies that avoid, reduce or sequester air pollutants or anthropogenic emissions of greenhouse gases; and employ new or significantly improved technologies as compared to commercial technologies in service in the United States at the time the guarantee is issued. Does not include research and development projects.</p>
<p><u>U.S. DoA– Electric Infrastructure Loan and Loan Guarantee Program</u> <i>Finance EV infrastructure supporting rural areas</i></p>	<p>Loan Guarantees up to 100% allow the Federal Financing Bank (FFB) to extend credit to qualified borrowers in rural areas. 100% of the construction work plan can be financed. No maximum loan amount specified.</p>	<p>Most retail or power supply providers serving qualified rural areas, including:</p> <ul style="list-style-type: none"> • State and local governmental entities. • Nonprofits including cooperatives and limited dividend or mutual associations. • For-profit businesses (must be a corporation or limited liability company).
<p><u>U.S. DoA – High Energy Cost Grant Program</u> <i>Lower energy costs for families and individuals</i></p>	<p>Grant amount from \$100,000-\$3,000,000.</p>	<p>Most retail or power supply providers serving an eligible rural community, including:</p> <ul style="list-style-type: none"> • State and local governmental entities. • Non-profits, including cooperatives and limited dividend or mutual associations. • For-profit businesses. <p>Eligible communities must be in the U.S. and demonstrate annual average household energy cost exceeding 275% of the national average. County Airports that qualify as rural Jacumba Airport, Agua Caliente Springs Airport, Borrego Valley Airport and Ocotillo Airport.</p>
<p><u>U.S. DoA – Rural Energy for America Program (REAP)</u> <i>Finance renewable energy and energy upgrades</i></p>	<p>Loan guarantees on loans up to 75% of total eligible project costs. Grants for up to 50% of total eligible project costs. Combined grant and loan guarantee funding up to 75% of total eligible project costs.</p>	<p>Agricultural producers and small businesses located in rural areas and either a private for-profit entity or a cooperative.</p>
<p><u>IRA Community Change Grant – ECJ</u> <i>Invest in low- emission and resilient technologies for DACs</i></p>	<p>Maximum grant allocation TBD with release of notice of funding opportunity.</p>	<p>This grant is available to local governments that partner with a community-based organization. Eligible activities fall under the following categories:</p> <ul style="list-style-type: none"> • Climate resiliency and adaptation.



PROGRAM AND INTENT	INCENTIVE AMOUNT	ELIGIBILITY
		<ul style="list-style-type: none"> • Mitigating climate and health risks from urban heat islands, extreme heat, wood heater emissions, and wildfire events. • Community-led air and other (including water and solid waste) pollution monitoring, prevention, and remediation. • Investments in low- and zero-emission and resilient technologies and related infrastructure. • Workforce development that supports the reduction of greenhouse gas emissions and other air pollutants. • Facilitating the engagement of disadvantaged communities in State and Federal advisory groups, workshops, rulemakings, and other public processes.
<p><u>CEC Energy Conservation Assistance Act</u> <i>Finance EV infrastructure, energy efficiency, generation, and storage</i></p>	<p>1% interest loan up to maximum loan amount of \$3 million.</p>	<p>Public schools, public entities, and California Native American tribes.</p>
<p><u>CA Tax Exemption for Farm Solar</u> <i>Incentivize renewable energy generation systems</i></p>	<p>Partial exemption of 5% of the California’s sales and use tax for farm equipment and machinery.</p>	<p>Individuals or businesses that can demonstrate that their solar power system designed to provide at least 50% of its power to qualifying machinery.</p>
<p><u>Cal Rev & Tax Code § 6377.1</u> <i>Incentivize renewable energy generation and storage systems</i></p>	<p>Complete exemption of the California’s sales and use tax for renewable and storage technologies.</p>	<p>Qualified tangible personal property purchased for use by a qualified person to be used primarily in the generation or production, or storage and distribution, of electric power.</p> <p>Qualified person is a person that is primarily engaged in those lines of business described in Codes 3111 to 3399, inclusive, 221111 to 221118, inclusive, 221122, 541711, or 541712 of the North American Industry Classification System</p>
<p><u>CA Active Solar Energy System Exclusion</u> <i>Incentivize installation of solar energy systems</i></p>	<p>Excludes 100% of system value from being added to property tax assessment; 75% of system value exemption for dual-use equipment</p>	<p>Active solar energy systems that use solar devices to provide for the collection, storage, or distribution of solar electric or thermal energy.</p>
<p><u>Self-Generation Incentive Program (SGIP)</u> <i>Incentivize renewable energy generation systems</i></p>	<p>\$300/kWh rebate covers approximately 35% of the cost of an average energy storage system.</p> <p>There are two additional categories of higher SGIP rebates for non-residential customers:</p> <ul style="list-style-type: none"> • Equity rebate rate: \$850/kWh. 	<p>Non-residential qualifying energy storage technologies and residential systems with sizes greater than 10 kW.</p> <p>Equity rebates apply to qualifying energy storage technologies for vulnerable residential and non-residential investor-owned utility ratepayers. You may be eligible if you are in or serve a low-income or disadvantaged community.</p>



PROGRAM AND INTENT	INCENTIVE AMOUNT	ELIGIBILITY
	<ul style="list-style-type: none"> Equity resiliency rebate rate: \$1,000/kWh. 	<p>Equity resilience rebates apply to qualifying energy storage technologies for vulnerable residential and non-residential customers with critical resiliency needs. You may be eligible if you are in a High Fire-Threat District (HFTD) or have been affected by two or more Public Safety Power Shutoff (PSPS) or wildfire events.</p>
<p><u>CEC Demand Side Grid Support (DSGS)</u> <i>Enhance grid energy resilience</i></p>	<p>Payment and incentives vary depending on how energy resources or dispatched. Possible to receive incentives of \$2 per kWh Energy Payment: Participants will earn an incentive of \$0.25 per kWh to \$2 for each kilowatt-hour (kWh)</p>	<p>Eligible DSGS participants include:</p> <ul style="list-style-type: none"> A customer of a Publicly Owned Utility (POU) or a Federal Power Marketing Administration (FPMA). A customer of a Community Choice Aggregation (CCA), energy service provider, or electrical corporation AND <ul style="list-style-type: none"> Participating with backup generator(s), or Participating through the incremental market-integrated demand response capacity pilot, or Participating through the market-aware behind-the-meter battery storage pilot.
<p><u>Qualified Energy Conservation Bonds</u> <i>Finance clean energy improvements</i></p>	<p>Provide the bond purchaser with a 70% interest subsidy in federal tax credits by the United States government. This subsidy provides a rate savings for the purchaser which allows the public entity to receive low-interest financing upon the sale of these bonds.</p>	<p>Eligible projects:</p> <ul style="list-style-type: none"> Energy consumption reduction in publicly owned buildings. Implementing green community programs. Rural development involving the production of electricity from renewable energy resources. Technologies that capture and sequester carbon dioxide produced by fossil fuels. Technologies that reduce energy use.
<p><u>Community Solar Green Tariff (CSGT)</u> <i>Community solar program</i></p>	<p>Provides 20% bill discount for both income-qualified and non-income qualified residential customers in Disadvantaged Communities (DACs) who may be unable to install solar on their roof. Also provides 20% bill discount for community sponsors.</p>	<p>Project sites must be rooftop or ground-mounted solar located in a DAC with 5 miles of participating customers. A non-profit community-based organization (CBO), school, or government entity based in a DAC that is within 5 miles of the project acts as a community sponsor and receives 25% of the project output while the participating customers receive 75% of the project output. The community sponsor can be the project site host, but it is not required.</p>



E-2: Reduce facilities' energy consumption through energy conservation and decarbonization

E-2.1: Conduct energy audits and implement recommended measures

Actions

ACTION ID	TENANT	COUNTY
Stakeholder Engagement (E-2.1.1)	Gauge demand for energy efficiency among business partners and subtenants.	Contact tenants to determine interest and potential County support necessary for energy efficiency projects.
Assessment (E-2.1.2)	Enroll in an energy use tracking application, such as US EPA's free confidential <u>ENERGY STAR Portfolio Manager</u> tracking tool. Authorize automated data collection from utility bills to ENERGY STAR. Conduct an energy audit for buildings owned, operated, or leased by the tenant. Consider scheduling energy audits every 3-5 years. Engage a contractor to provide cost estimates for Energy Conservation Measures (ECMs) (e.g. LED lights, occupancy sensors, more efficient HVAC, appliances, equipment, etc.).	Discuss with DGS or other County departments energy use tracking applications used for County facilities. Alternatively, enroll in US EPA's free, confidential <u>ENERGY STAR Portfolio Manager</u> tracking tool. Authorize automated data collection from utility bills to ENERGY STAR. Refer to the 2020/2021 energy audits of County-owned airports facilities conducted by DGS and completed for the 2020 Guidance Plan. Consider scheduling energy audits every 3-5 years. Engage a contractor to provide cost estimates for Energy Conservation Measures (ECMs), such as LED lights, more efficient HVAC, appliances, equipment, occupancy sensors, etc.
Design / Planning (E-2.1.3)	Prepare an implementation schedule for selected ECMs from the energy audit.	Continue implementation of recommended ECMs from the energy audit done in 2020/2021. Align with the County's <u>Zero Carbon Portfolio Plan</u> Measure 3: Energy Efficiency Projects working with relevant County departments and working groups.
Next Steps (E-2.1.4)	Retrofit the buildings owned, operated, or leased by the tenant with the planned ECMs.	Retrofit County Airports facilities with ECMs. As tenants express interest in ECMs, engage with them to support transition.
Post-Implementation (E-2.1.5)	Include commissioning and monitoring responsibilities in the contract requirements for the solar contractor. Apply for applicable rebates and incentives.	Include commissioning and monitoring responsibilities in the contract requirements for the solar contractor. Apply for applicable rebates and incentives.



Monitoring Plan

	TENANT	COUNTY
Monitoring Plan Description	Review ENERGY STAR score (or data from another energy use tracker) periodically to check for trends and changes in energy use and to document energy savings or other positive results of ECMs implementation. Update the County when energy audits and ECM retrofits occur. Share ENERGY STAR account with County Airports.	Review ENERGY STAR score (or data from another energy use tracker) quarterly, to check for trends and changes in energy use and to document energy savings or other positive outcomes of ECMs implementation. Document projects and outcomes of projects completed by County Airports' and tenants, such as by reviewing and saving invoices, permits, commissioning reports, photographs, etc., to show proof of completion or validate tenants' completion of energy audits and ECMs' implementation. Establish milestones for ECMs implementation.
Key Performance Indicator	# of energy audits conducted ECMs implemented and resulting energy savings, if data is available ENERGY STAR score (or another energy use tracking application data) by facility	Date and details of the energy audit conducted Types of ECMs implemented and resulting energy savings, if data is available. ENERGY STAR score (or another energy use tracking application data) by facility Number of tenants sharing ENERGY STAR (or a similar platform) accounts with County Airports

Funding Plan

PROGRAM AND INTENT	INCENTIVE AMOUNT	ELIGIBILITY
<u>Energy-Efficient Commercial Buildings Tax Deduction</u> <i>Incentivize energy efficiency upgrades</i>	The incentive is a tax deduction of \$1.80/ ft ² .	Owners of new or existing buildings who install: interior lighting; building envelope improvements (insulation, new windows), or heating, cooling, ventilation, or hot water systems that reduce the building's total energy and power cost by 50% or more in comparison to a building meeting minimum requirement in the most recent ASHRAE Standard 90.1.
<u>U.S. DoA – Rural Energy for America Program (REAP)</u> <i>Finance renewable energy and energy upgrades</i>	Loan guarantees on loans up to 75% of total eligible project costs. Grants for up to 50 % of total eligible project costs. Combined grant and loan guarantee funding up to 75% of total eligible project costs.	Agricultural producers and small businesses located in rural areas and either a private for-profit entity or a cooperative.
<u>Office of Clean Energy Demonstrations Energy Improvements in Rural or Remote Areas</u> <i>Enhance the resilience, reliability, and affordability of energy systems</i>	Provides financial investment, technical assistance, and other resources to advance clean energy demonstrations and energy solutions that are replicable and scalable. No maximum funding cap and \$200,000,000 appropriated annually.	Industry Partners and other For-profit Entities; State and Local Governments; Community Based Organizations and other Non-profit Entities; Cities, Towns, or Unincorporated Areas with populations of fewer than 10,000 inhabitants. Projects must show they build clean energy knowledge, capacity, and self-reliance throughout rural America



PROGRAM AND INTENT	INCENTIVE AMOUNT	ELIGIBILITY
<p><u>CEC Energy Conservation Assistance Act</u> <i>Finance EV infrastructure, energy efficiency, generation, and storage</i></p>	<p>1% interest loan up to maximum loan amount of \$3 million.</p>	<p>Public schools, public entities, and California Native American tribes</p>
<p><u>GoGreen Business Energy Financing (formerly the Small Business Financing program)</u> <i>Finance energy efficient retrofits</i></p>	<p>Participants can finance as much as \$5 million in improvements through GoGreen Business energy efficiency leases, loans and service agreements; a portion may consist of non-energy projects and property improvements.</p>	<p>GoGreen Business is available to businesses and nonprofits that receive energy from an investor-owned utility or Community Choice Aggregator and meet at least one of the following criteria:</p> <ul style="list-style-type: none"> • 100 or fewer employees. • Less than \$15 million in annual revenue. • Conformity with Small Business Administration size guidelines for their industry.
<p><u>Qualified Energy Conservation Bonds</u> <i>Finance clean energy improvements</i></p>	<p>Provide the bond purchaser with a 70% interest subsidy in federal tax credits by the United States government. This subsidy provides a rate savings for the purchaser which allows the public entity to receive low-interest financing upon the sale of these bonds.</p>	<p>Eligible projects:</p> <ul style="list-style-type: none"> • Energy consumption reduction in publicly owned buildings • Implementing green community programs. • Rural development involving the production of electricity from renewable energy resources. • Technologies that capture and sequestration of carbon dioxide produced by fossil fuels. • Technologies that reduce energy use.
<p><u>CAP4ZNE</u> <i>Incentivize energy efficiency upgrades</i></p>	<p>This program provides a comprehensive look at the customer's facilities and may provide the following assessment or analysis, which may include:</p> <ul style="list-style-type: none"> • Building Benchmarking Behavioral opportunities, including Technical Assistance and Education. • Whole Building Audits Retro-commissioning (RCx) and Monitoring-Based Commissioning (MBCx). • SDG&E® Rates & Usage (Electric & Natural Gas) Codes & Standards including Private Sector Reach Codes. • Project Financing Options Dashboard. 	<p>Customer must: Be a Local Government Public entity. Pay into the California Public Goods Charges Building vintage must be 10 years or greater Minimum energy consumption must be at least 15 kWh/ft²/year</p>



PROGRAM AND INTENT	INCENTIVE AMOUNT	ELIGIBILITY
<p><u>Business Energy Solutions (BES)</u> <i>Incentivize energy efficiency upgrades</i></p>	<p>Offers no-cost energy audits and identifies ways to save money on utility bills through energy-efficient upgrades, such as LED lighting. Many upgrades are available at no cost.</p>	<p>Available to small commercial customers whose monthly maximum demand has not exceeded 20 kW within the past 12 months. Customers must also pay the Public Purpose Program (PPP) surcharge to be eligible.</p>
<p><u>Comprehensive Energy Management Solutions (CEMS) Program (Fast Track Incentives)</u> <i>Incentivize energy efficiency upgrades</i></p>	<p>Varying incentive amounts depending on the energy efficiency upgrade (see website for detailed breakdown). The program offers on-bill financing with 0 interest and 0 penalty loans, GoGreen Financing (from CA), efficiency as a service financing with 0 up front capital cost</p>	<p>Be an existing commercial gas or electric customer on a qualifying rate schedule within the SDG&E service territory. Have a monthly electrical demand greater than 20 kW over the most recent 12-month period.</p>
<p><u>Comprehensive Energy Management Solutions (CEMS) Program (Custom Incentives)</u> <i>Incentivize energy efficiency upgrades</i></p>	<p>Custom Incentives (see website for details). The program offers on-bill financing with 0 interest and 0 penalty loans, GoGreen Financing (from CA), efficiency as a service financing with 0 up front capital cost.</p>	<p>Be an existing commercial gas or electric customer on a qualifying rate schedule within the SDG&E service territory. Have a monthly electrical demand greater than 20 kW over the most recent 12-month period. Projects must have predictable operating patterns Projects must save at least 10% compared to baseline Projects must be verifiable at the meter.</p>



E-2.2: Design new construction and renovations / retrofit existing buildings as all-electric

Actions

ACTION ID	TENANT	COUNTY
Stakeholder Engagement (E-2.2.1)	Gauge demand for electrification among business partners and subtenants.	Contact tenants to determine interest and potential County support necessary for electrification projects.
Assessment (E-2.2.2)	Identify equipment and appliances in buildings owned, operated, or leased by the tenant that consume natural gas or other fossil fuels (e.g. furnaces, boilers, water heaters, cookstoves, ovens, clothes dryers, and emergency generators). Estimate costs of electrifying the fossil fuel-consuming equipment and appliances.	Refer to the 2020/2021 energy audit reports completed for the 2020 Guidance Plan, which include recommendations for electrification of natural-gas-based equipment. Consider performing energy audits every 3-5 years. Engage a qualified contractor to provide cost estimates for further electrification of County Airports' facilities (e.g., replacing gas boilers, stoves, heat pumps, etc.).
Design / Planning (E-2.2.3)	Prepare an equipment and appliance electrification schedule.	Prepare an implementation schedule for recommended electrification measures from the energy audit. Align with the County's Zero Carbon Portfolio Plan (ZCPP) Measure 2: Building Electrification, threading with relevant County departments.
Next Steps (E-2.2.4)	Execute equipment and appliance electrification projects.	Retrofit County Airports' equipment and appliances based on electrification implementation plan (e.g., replacing gas stoves, installing heat pumps, etc.). As tenants express interest in building electrification, engage to support their efforts, including discussions about their site operations and proposed renovations/retrofit plans.
Post-Implementation (E-2.2.5)	For complex systems, engage a qualified industry professional to commission completed projects and help set-up effective monitoring and controls protocols.	For complex systems, engage a qualified industry professional to commission completed projects and help set-up effective monitoring and controls protocols.

Monitoring Plan

	TENANT	COUNTY
Monitoring Plan Description	Track and share with County which facility components or buildings were converted to all-electric.	Track which County Airports' and tenant facilities or equipment converted to all-electric.
Key Performance Indicator	# of buildings using gas Type and # of equipment and appliances converted to all-electric	# of buildings using gas Type and # of equipment and appliances converted to all-electric



Funding Plan

PROGRAM AND INTENT	INCENTIVE AMOUNT	ELIGIBILITY
<p><u>CARB Clean Off-Road Equipment Voucher Incentive Project (CORE)</u> <i>Incentivize zero-emission off-road equipment</i></p>	<p>The maximum voucher amount is capped at \$500,000. Individual equipment base voucher amounts vary; see link for detailed breakdown. Additional voucher enhancements available for deployments in DACs/LICs (10%) and certified small business (15%).</p>	<p>Eligibility depends on equipment type, not applicant, refer to program website for eligible equipment types. This funding resource is useful for non-mobile fossil-fuel equipment like aircraft ground power units.</p>
<p><u>California Foodservice Instant Rebates</u> <i>Incentivize high efficiency electric appliances</i></p>	<p>The maximum rebate is \$3,000 per unit on commercial foodservice equipment.</p>	<p>This rebate is intended for non-residential customers of SDG&E.</p>

Solid Waste

The Solid waste Sector is focused on reducing Solid waste generation and increasing diversion from landfill and contains one Strategy and three Measures.

SW
-1

Strive toward zero waste

- SW-1.1: Implement construction and demolition waste management plan
- SW-1.2: Implement aviation-specific zero waste management plan
- SW-1.3: Implement operational zero waste management plan

Figure 25 Solid Waste strategy and measure framework



Runway pavement at Borrego Valley Airport



SW-1: Strive toward zero waste

SW-1.1: Implement construction and demolition waste management plan

Construction and Demolition (C&D) waste diversion from landfill and source reduction (i.e., minimize solid waste through efficient resource use or reuse) are pivotal components of sustainable solid waste management. These practices aim to minimize the environmental footprint of construction activities by reducing the amount of solid waste sent to landfills and maximizing the reuse and recycling of materials. CALGreen Code requires projects to recycle or otherwise divert a minimum 65% of the nonhazardous C&D waste from landfill, and the County of San Diego Construction and Demolition Debris Recycling Ordinance requires that 90% of inerts (e.g., concrete, bricks, tile, etc.) and 70% of all other materials must be recycled. County of San Diego also requires major grading projects greater than 5,000 cubic

yards to submit a Debris Management Plan. These requirements demonstrate the statewide and regional commitment to responsible C&D waste management and environmental sustainability. However, more can be done. All projects can plan for a diversion rate above the minimum requirements and employ solid waste reduction activities, and smaller projects not facing these mandatory requirements can still meet or even exceed them. These goals are made more feasible because San Diego County has systems in place for C&D waste recycling, solid waste management planning, and diversion rate protocols. For additional information and resources, visit County of San Diego's Construction and Demolition Recycling FAQs and Construction and Demolition Recycling Links.

Actions

ACTION ID	TENANT	COUNTY
Stakeholder Engagement (SW-1.1.1)	None.	None.
Assessment (SW-1.1.2)	Identify opportunities for solid waste diversion from C&D activities, particularly for larger volumes of material to be demolished. Review County's, and the industry's at large, resources for C&D recycling, reuse, and green building.	Work with DPW staff in charge of C&D decisions and other County authorities, as needed, to add/change certain project construction contract terms and conditions for contractors. The goal is to increase C&D diversion above code requirements and implement source reduction activities to minimize resource consumption divert from landfills.
Design / Planning (SW-1.1.3)	Follow the <u>County of San Diego construction and Demolition Debris Recycling Ordinance</u> .	As feasible and necessary to supplement the County's C&D Ordinance, create a C&D Waste Management Plan with measurable and achievable goals for C&D waste diversion in new construction and retrofit projects, such as solid waste sorting and recycling or reuse of construction materials in other County Airports' on-site or off-site applications.
Implementation (SW-1.1.4)	Use an approved solid waste hauler, per County of San Diego requirements.	Implement the activities in the C&D Waste Management Plan.
Post-Implementation (SW-1.1.5)	None.	None.



Monitoring Plan

	TENANT	COUNTY
Monitoring Plan Description	Utilize your local jurisdiction’s construction waste management tracking protocol and follow the County’s C&D Debris Recycling Ordinance.	Utilize your local jurisdiction’s construction waste management tracking protocol and follow the County’s C&D Debris Recycling Ordinance.
Key Performance Indicator	Landfill diversion rate (%) of construction and demolition waste	Landfill diversion rate (%) of construction and demolition waste

Funding Plan

PROGRAM AND INTENT	INCENTIVE AMOUNT	ELIGIBILITY
<p><u>Transformative Climate Communities</u> Reduce local GHG emissions in DACs</p>	<p>Current funding allocations per grant type:</p> <ul style="list-style-type: none"> • Planning Grants: Up to \$300,000. • Project Development Grants: Up to \$5,000,000. • Implementation Grants: Up to \$29,500,000. 	<p>Projects must be led by a Collaborative Stakeholder Structure that may include:</p> <ul style="list-style-type: none"> • Community-based organizations. • Local governments. • Nonprofit organizations. • Philanthropic organizations and foundations. • Faith-based organizations. • Coalitions or associations of nonprofits. • Community development finance institutions. • Community development corporations. • Joint powers authorities. • California Native American tribes. <p>Eligible projects include but are not limited to:</p> <ul style="list-style-type: none"> • Electric bicycle and car share programs. • Solar installation and energy efficiency. • Water-energy efficiency installations. • Urban greening and green infrastructure. • Bicycle and pedestrian facilities. • Recycling and solid waste management. • Health equity and well-being projects. • Community microgrids.



SW-1.2: Implement aviation-specific zero waste management plan

Actions

ACTION ID	TENANT	COUNTY
Stakeholder Engagement (SW-1.2.1)	Gather feedback from key staff on experience with current practices, protocols, and procedures for aviation-related solid waste and associated processing and diversion/reuse practices. Types of solid waste include but are not limited to: aircraft tires, turbine oil, hydraulic fluid, engine oil, motor oil, oil cans, hot-drained or crushed non-terne plated used oil filters, solid waste gasoline, gas filters, grease sludge, anti-freeze, hazardous materials and spent solvents, batteries, electronics, electrical wiring, etc.	Gather input from County Airports' aeronautical tenants to identify current and proposed practices and procedures for processing and minimizing of aviation-generated solid waste. Collaborate with tenants to evaluate the feasibility (logistics, resources, etc.) and potential ways of reducing aviation-based solid waste and opportunities for reuse and recycling.
Assessment (SW-1.2.2)	Review current aviation-specific solid waste management practices to record the types of solid waste generated, sources of solid waste, methods of collection, storage, and disposal/recycling/reuse. Consider opportunities to share aviation-specific waste pickups / recycling with collocated businesses.	Provide input to tenants and identify activities, as relevant, for a collaborative approach to enable tenants to prepare and implement measurable, achievable, and scalable Aviation-Specific Waste Management Plan.
Design / Planning (SW-1.2.3)	Create an Aviation-Specific Waste Management Plan to divert solid waste from landfill.	Support tenants with design of the Aviation-Specific Waste Management Plan.
Implementation (SW-1.2.4)	Implement an Aviation-Specific Waste Management Plan.	Support tenants with implementation of the Aviation-Specific Waste Management Plan and discuss potential incentives to reward implementation.
Post-Implementation (SW-1.2.5)	None.	Establish a system to track and record types of solid waste and quantities diverted from going to landfill.

Monitoring Plan

	TENANT	COUNTY
Monitoring Plan Description	Track and share with the County Airports aviation-generated solid waste and quantities that are diverted from going to landfill.	Track the types and quantity of solid waste diverted from going to landfill for County Airports' projects and tenant projects.
Key Performance Indicator	# or % of product types diverted	# or % of product types diverted



Funding Plan

PROGRAM AND INTENT	INCENTIVE AMOUNT	ELIGIBILITY
<p><u>IRA Community Change Grant - ECJ</u> <i>Invest in low- emission and resilient technologies for DACs</i></p>	<p>Maximum grant allocation TBD with release of notice of funding opportunity.</p>	<p>Local governments that partner with a community-based organization. Eligible activities fall under the following sectors:</p> <ul style="list-style-type: none"> • Community-led air and other (including water and solid waste) pollution monitoring, prevention, and remediation. • Workforce development that supports the reduction of GHG emissions and other air pollutants.
<p><u>Transformative Climate Communities</u> <i>Reduce local GHG emissions in DACs</i></p>	<p>Current funding allocations per grant type:</p> <ul style="list-style-type: none"> • Planning Grants: Up to \$300,000. • Project Development Grants: Up to \$5,000,000. • Implementation Grants: Up to \$29,500,000. 	<p>Projects must be led by a Collaborative Stakeholder Structure that may include:</p> <ul style="list-style-type: none"> • Community-based organizations. • Local governments. • Nonprofit organizations. • Philanthropic organizations and foundations. • Faith-based organizations. • Coalitions or associations of nonprofits. • Community development finance institutions. • Community development corporations. • Joint powers authorities. • California Native American tribes. <p>Eligible projects include but are not limited to:</p> <ul style="list-style-type: none"> • Electric bicycle and car share programs. • Solar installation and energy efficiency. • Water-energy efficiency installations. • Urban greening and green infrastructure. • Bicycle and pedestrian facilities. • Recycling and solid waste management. • Health equity and well-being projects. • Community microgrids.



SW-1.3: Implement operational zero waste management plan

Implementation of an operational management plan with the goal of zero waste is a proactive and forward-looking approach to resource conservation and contributes to mitigating climate change. Actions intended to work toward zero waste planning are supported by state mandates and locally in California, as well as San Diego. Finding ways to recycle challenging-to-recycle items and exploring reuse, repurposing, and other diversion methods is a critical step in moving towards more sustainable and zero-waste communities. Innovative recycling outlets are emerging to manage difficult-to-recycle commodities, including specialized recycling/repurposing facilities and online platforms. A comprehensive approach to waste management helps to reduce the burden on landfills but also conserves resources, minimizes environmental footprint, and fosters a circular economy that increases prosperity for all.

California Senate Bill 1383 (SB 1383), also known as the California Organic Waste Recycling Act of 2016, is a landmark piece of legislation that requires all commercial properties in California to recycle, compost, or otherwise divert organic waste from landfills. This is especially significant because, according to CalRecycle, over one third of solid waste in California landfills is organic material (e.g., food waste), making landfills a major source of methane emissions – a potent GHG.

Achievements in solid waste diversion for unincorporated areas of San Diego County are significant. In 2021, 58% of solid waste within the unincorporated area was diverted from going to landfills. In addition to SB1383 requirements, the 2020 County of San Diego Solid Waste Ordinance includes landfill diversion goals of 75% by 2025 and 80% by 2030.

Actions

ACTION ID	TENANT	COUNTY
Stakeholder Engagement (SW-1.3.1)	Gather feedback from key staff on experience with current solid waste generation and diversion practices. Seek recommendations for increasing solid waste diversion and recycling, including organic waste.	Gather input from tenants to identify ways County Airports can assist tenants with reducing solid and organic waste generation, increasing product recycling and repurposing, including assisting with improving access to recycling and organic collection bins and dumpsters, ensuring proper and sufficient signage, hosting educational events, distributing training or educational videos, etc.
Assessment (SW-1.3.2)	Review current solid waste management practices to record the types of solid waste generated, sources of solid waste, methods of collection, storage, and disposal/recycling/reuse.	Conduct a solid waste and recycling audit of County Airports’ facilities to identify additional solid waste reduction opportunities and, as feasible, determine solid waste categories, and trends and practices concerning disposal methods (e.g., landfill, incineration), recovery methods (e.g., reductions, reuse, recycling, composting), and recycling and organic waste contamination rates. Review existing protocols related to recycling, reuse, and disposal of hazardous waste (including printer and copier toners and cartridges, batteries, lightbulbs, cleaning products, and e-waste). Evaluate feasibility (logistics, resources, etc.) and activities for improvement in accordance with the audits and evaluations.
Design / Planning (SW-1.3.3)	Create a Zero Waste Plan for your business to divert solid waste from landfill. Consider using online websites that offer salvaged products, equipment, furniture, etc. to improve solid waste diversion.	Commit to prioritizing acquisition of office technology, materials, equipment, etc. from the DPC’s online reutilization/repositioning salvaged products, before considering purchasing new items. Develop a Zero Waste Plan to implement feasible initiatives identified in 1.3.2 above as applicable to County Airports. Collaborate with tenants to help enable them to determine ways to reduce solid waste generation, work toward achieving zero waste, and/or assist with finding available resources offering old product repairs or used technology, products, materials, equipment, etc.



ACTION ID	TENANT	COUNTY
Implementation (SW-1.3.4)	Implement measures in tenant-specific Zero Waste Plan.	Implement measures in County Airport's Zero Waste Plan. Support tenants with implementation of their own Zero Waste Plans and discuss potential incentives to reward implementation.
Post-Implementation (SW-1.3.5)	Establish a system to track product types and quantities diverted from landfill. Schedule regular audits to assess effectiveness of measures in the Zero Waste Plan and to identify necessary changes or improvements.	Establish a system to track and quantify County Airports' items diverted from landfill.

Monitoring Plan

	TENANT	COUNTY
Monitoring Plan Description	Track and share with the County items and quantities of items intended for disposal that were diverted from landfill.	Track the types and quantities of items belonging to County Airports and tenants that were diverted from landfill.
Key Performance Indicator	# of product types diverted	# of product types diverted

Funding Plan

PROGRAM AND INTENT	INCENTIVE AMOUNT	ELIGIBILITY
<u>USDA Water & Waste Disposal Loan & Grant Program</u> <i>Funds clean and reliable solid waste disposal, and storm water drainage</i>	This program does not have a maximum loan or grant amount.	State and local governmental entities in rural areas that have populations of 10,000 or less. Borrowers must have the legal authority to construct, operate and maintain the proposed services or facilities. All facilities receiving federal financing must be used for a public purpose. County Airports that qualify based on location and population include Jacumba Airport and Borrego Valley Airport.
<u>Community Composting for Green Spaces Grant Program</u> <i>Increase composting programs in green spaces</i>	To be determined in the state budget.	Local governments and state agencies. Projects must serve disadvantaged and low-income communities.
<u>Organics Grant Program</u> <i>Expand capacity of or build new composting facilities</i>	To be determined in the state budget.	Local governments and state agencies.



PROGRAM AND INTENT	INCENTIVE AMOUNT	ELIGIBILITY
<p><u>Edible Food Recovery Grant Program</u> <i>Supports edible food recovery</i></p>	<p>To be determined in the state budget.</p>	<p>Local governments and agencies. Can be used for projects related to food waste prevention and solid waste source reduction.</p>
<p><u>Transformative Climate Communities</u> <i>Reduce local GHG emissions in DACs</i></p>	<p>Current funding allocations per grant type:</p> <ul style="list-style-type: none"> • Planning Grants: Up to \$300,000. • Project Development Grants: Up to \$5,000,000. • Implementation Grants: Up to \$29,500,000. 	<p>Projects must be led by a Collaborative Stakeholder Structure that may include:</p> <ul style="list-style-type: none"> • Community-based organizations. • Local governments. • Nonprofit organizations. • Philanthropic organizations and foundations. • Faith-based organizations. • Coalitions or associations of nonprofits. • Community development finance institutions. • Community development corporations. • Joint powers authorities. • California Native American tribes. <p>Eligible projects include but are not limited to:</p> <ul style="list-style-type: none"> • Electric bicycle and car share programs. • Solar installation and energy efficiency. • Water-energy efficiency installations. • Urban greening and green infrastructure. • Bicycle and pedestrian facilities. • Recycling and solid waste management. • Health equity and well-being projects. • Community microgrids.



Water

The Water Sector is focused on responsible water management and conservation and contains two Strategies and four Measures.

W-1

Reduce potable water consumption

- W-1.1: Conduct a water audit and implement conservation measures
- W-1.2: Design new construction and renovations / retrofit existing landscaping with recycled water opportunities as feasible
- W-1.3: Design new construction and renovations / retrofit existing outdoor areas with water efficient landscaping

W-2

W-2. Maintain water runoff management

- W-2.1: Maintain existing or implement new approaches to stormwater management

Figure 26 Water strategy and measure framework



W-1: Reduce potable water consumption

W-1.1: Conduct a water audit and implement conservation measures

Actions

ACTION ID	TENANT	COUNTY
Stakeholder Engagement (W-1.1.1)	Gauge interest in water conservation among business partners and subtenants.	Contact tenants to determine interest and potential County support necessary for water conservation projects.
Assessment (W-1.1.2)	Review current plumbing fixtures, check for leaks, and assess possible business opportunities for repair or replacement.	Refer to the 2019/2020 water fixtures audits of County-owned airport facilities, completed for the 2020 Guidance Plan. Consider scheduling water audits every 2-3 years. Estimate cost and effort of retrofitting or replacing water fixtures, appliances and equipment, Water Conservation Measures (WCM), for buildings owned, operated, or leased by tenants. Examples of WCMs include: low-flow and <u>WaterSense-labeled</u> water fixtures, motion sensors for sinks, urinals, and toilets, fixing indoor and outdoor irrigation leaks, etc.), using a qualified contractor if needed. (WaterSense-labeled products meet EPA's specifications for water efficiency and performance, and are backed by independent, third-party certification).
Design / Planning (W-1.1.3)	None.	Continue to implement WCM recommendations from new water audits or from audits completed for the 2020 Guidance Plan.
Next Steps (W-1.1.4)	Per feasibility assessment, fix leaks and procure and install replacement plumbing fixtures.	Retrofit County Airports-owned and operated facilities with the WCMs (such as low-flow and <u>WaterSense</u> water fixtures, motion sensors for sinks, urinals, and toilets, fixing indoor piping leaks and outdoor irrigation leaks, etc.). Engage with tenants to facilitate potable water improvements and discuss potential incentives.
Post-Implementation (W-1.1.5)	For large water users (such as agricultural irrigation, car washes, etc.), track water consumption in ENERGY STAR Portfolio Manager (or another database, if preferred).	Track water consumption in ENERGY STAR Portfolio Manager or via a County-used platform or another database.



Monitoring Plan

	TENANT	COUNTY
Monitoring Plan Description	Review water bills (or ENERGY STAR Portfolio Manager water records) periodically for unexpected changes in water consumption.	Document completion of water audits and/or recommended measures for County Airports' and tenants' facilities through compilation of invoices, permits, reports, photographs, etc., to show proof of completion. Review ENERGY STAR Portfolio Manager (or another used database) quarterly for unexpected changes in water consumption.
Key Performance Indicator	Change in water consumption (from water bill or sub-meter)	Water audit date and details Change in water consumption from (from water bill or submeter)

Funding Plan

PROGRAM AND INTENT	INCENTIVE AMOUNT	ELIGIBILITY
<u>IRA Community Change Grant - ECJ</u> <i>Invest in low- emission and resilient technologies for DACs</i>	Maximum grant allocation TBD with release of notice of funding opportunity.	This grant is available to local governments that partner with a community-based organization. Eligible activities fall under the following categories: <ul style="list-style-type: none"> • Climate resiliency and adaptation. • Mitigating climate and health risks from urban heat islands, extreme heat, wood heater emissions, and wildfire events. • Community-led air and other (including water and solid waste) pollution monitoring, prevention, and remediation. • Investments in low- and zero-emission and resilient technologies and related infrastructure. • Workforce development that supports the reduction of greenhouse gas emissions and other air pollutants. • Facilitating the engagement of disadvantaged communities in State and Federal advisory groups, workshops, rulemakings, and other public processes.
<u>CalConserve Water Use Efficiency Loan Program</u> <i>Finance water efficiency and conservation projects</i>	This program does not have a maximum loan amount.	This program is open to local Agencies.



PROGRAM AND INTENT	INCENTIVE AMOUNT	ELIGIBILITY
<p><u>SoCal WaterSmart Commercial Devices</u> <i>Incentivize water efficiency and conservation</i></p>	<p>Rebates vary depending on the upgrade implemented. See program website for detailed breakdown of available rebates.</p>	<p>Eligible projects include:</p> <ul style="list-style-type: none"> • Plumbing fixtures (toilets, urinals, control valves). • Landscaping equipment (spray heads, nozzles). • Flow regulators. • Soil moisture sensor systems). • Food equipment (food steamers, ice machines). • Cooling tower controllers.
<p><u>County of San Diego Waterscape - Smart Irrigation Controllers</u> <i>Incentivize water efficiency and conservation</i></p>	<p>Up to \$80 per controller for less than one acre of landscape. Up to \$60 per station for more than one acre of landscape. Rebates cannot exceed the purchase price of the controllers.</p>	<p>If in unincorporated San Diego AND receiving water from the San Diego County Water Authority and their member agencies. See link for additional property requirements.</p>
<p><u>County of San Diego Waterscape - Turf Replacement</u> <i>Incentivize water efficiency and conservation</i></p>	<p>Commercial properties may receive between \$2 - \$4/ft² of converted yard, up to 10,000 ft² for commercial properties. This rebate is capped at 50,000 ft² for commercial properties.</p>	<p>If in unincorporated San Diego AND receiving water from the San Diego County Water Authority and their member agencies. See link for additional property requirements.</p>
<p><u>County of San Diego Waterscape - Agricultural Irrigation Efficiency Program</u> <i>Incentivize water efficiency and conservation</i></p>	<p>When individuals implement the recommended efficiency upgrades, they receive up to \$550/acre or \$5,000, whichever is lower.</p>	<p>Agricultural producers within unincorporated San Diego County. Growers must have one or more acres of planted, irrigated agricultural material.</p>
<p><u>BeWaterWise Commercial Water Use Survey</u> <i>Incentivize water efficiency and conservation</i></p>	<p>The program offers a free irrigation audit.</p>	<p>Commercial property within Metropolitan's service area with a minimum of one acre of irrigated area.</p>
<p><u>Transformative Climate Communities</u> <i>Reduce local GHG emissions in DACs</i></p>	<p>Current funding allocations per grant type:</p> <ul style="list-style-type: none"> • Planning Grants: Up to \$300,000. • Project Development Grants: Up to \$5,000,000. • Implementation Grants: Up to \$29,500,000. 	<p>Projects must be led by a Collaborative Stakeholder Structure that may include:</p> <ul style="list-style-type: none"> • Community-based organizations. • Local governments. • Nonprofit organizations. • Philanthropic organizations and foundations. • Faith-based organizations. • Coalitions or associations of nonprofits. • Community development finance institutions. • Community development corporations. • Joint powers authorities. • California Native American tribes. <p>Eligible projects include but are not limited to:</p>



PROGRAM AND INTENT	INCENTIVE AMOUNT	ELIGIBILITY
		<ul style="list-style-type: none">• Electric bicycle and car share programs.• Solar installation and energy efficiency.• Water-energy efficiency installations.• Urban greening and green infrastructure.• Bicycle and pedestrian facilities.• Recycling and solid waste management.• Health equity and well-being projects.



W-1.2: Design new construction and renovations / retrofit existing landscaping with recycled water opportunities as feasible

Actions

ACTION ID	TENANT	COUNTY
Stakeholder Engagement (W-1.2.1)	Gauge interest in recycled water opportunities among operations, business partners, and subtenants.	Contact tenants to determine interest and potential County support necessary for recycled water projects.
Assessment (W-1.2.2)	Identify non-potable water uses that may be suitable for recycled water (e.g. landscaping, flush fixtures, cooling tower make-up water, airplane washing, etc.). Identify any nearby interconnections to the municipal recycled water supply (frequently referred to as “purple pipe”). Identify any plumbing systems that may be suitable for a gray-water system.	Identify any nearby interconnections for purple pipe for the County-owned and operated facilities and what would be required to connect to this supply. Assess if plumbing systems for the County-owned and operated facilities would be suitable for a gray-water system. As tenants express interest in recycled water, engage with them to support the transition through an understanding of current site operations and infrastructure conditions. Evaluate the feasibility of implementing connection to municipal purple pipe and/or installing a gray water system for non-potable water uses.
Design / Planning (W-1.2.3)	Determine the feasibility of implementing connection to municipal purple pipe and/or installing a gray-water system for non-potable water uses. Plan any necessary civil, plumbing, and other infrastructure upgrades to facilitate connection to purple-pipe and/or gray-water system.	Within the boundaries of the assets controlled by the business, plan the necessary civil, plumbing, and other infrastructure upgrades to facilitate connection to purple-pipe and/or gray water system if feasible.
Next Steps (W-1.2.4)	Construct any planned purple pipe interconnection and/or gray-water system projects.	Construct the recycled water designs for the County-owned and operated facilities.
Post-Implementation (W-1.2.5)	For complex systems, such as gray-water systems, engage a qualified commissioning agent to commission completed projects and help set-up effective monitoring and controls protocols.	For complex systems, such as gray-water systems, engage a qualified commissioning agent to commission completed projects and help set-up effective monitoring and controls protocols.

Monitoring Plan

	TENANT	COUNTY
Monitoring Plan Description	Track and share with County Airports recycled water project implementation.	Track County Airports’ and tenant-led recycled water project implementation.



	TENANT	COUNTY
Key Performance Indicator	# of users and locations using recycled water	# of users and locations using recycled water

Funding Plan

PROGRAM AND INTENT	INCENTIVE AMOUNT	ELIGIBILITY
<p><u>General Fund – Water Resilience Infrastructure – Water Recycling</u></p> <p><i>Finance and technically support municipal wastewater treatment projects</i></p>	<p>Grant is calculated at 35% of eligible construction costs up to \$15 million per project</p>	<p>Local public agencies, 501c(3) nonprofit organizations qualified to do business in California, Public Utilities, Federally and non-federally recognized Native American tribes on the Native American Heritage Commission’s list, and Mutual water companies.</p> <p>Eligible uses: recycled water treatment; recycled water storage, distribution, and pumping; groundwater recharge; indirect potable reuse; and surface water augmentation.</p> <p>Eligible costs: Planning Grant - All costs necessary to determine the feasibility of using recycled water and to select an alternative to offset or augment the use of fresh/potable water from state or local supplies.</p>
<p><u>San Diego County Water Authority On-Site Retrofit Program</u></p> <p><i>Incentivize recycled water retrofits</i></p>	<p>Incentives of up to \$195 per acre-foot (325,000 gallons) for ten years of estimated water use are available from the San Diego County Water Authority.</p>	<p>The program is open to public or private properties with at least 1 acre-foot per year of imported water use or a minimum of 15,000 ft² of irrigated area, and with access to recycled water within Metropolitan’s service area.</p>
<p><u>Transformative Climate Communities</u></p> <p><i>Reduce local GHG emissions in DACs</i></p>	<p>Current funding allocations per grant type:</p> <ul style="list-style-type: none"> • Planning Grants: Up to \$300,000. • Project Development Grants: Up to \$5,000,000. • Implementation Grants: Up to \$29,500,000. 	<p>Projects must be led by a Collaborative Stakeholder Structure that may include:</p> <ul style="list-style-type: none"> • Community-based organizations. • Local governments. • Nonprofit organizations. • Philanthropic organizations and foundations. • Faith-based organizations. • Coalitions or associations of nonprofits. • Community development finance institutions. • Community development corporations. • Joint powers authorities. • California Native American tribes. <p>Eligible projects include but are not limited to:</p> <ul style="list-style-type: none"> • Electric bicycle and car share programs. • Solar installation and energy efficiency.



PROGRAM AND INTENT	INCENTIVE AMOUNT	ELIGIBILITY
		<ul style="list-style-type: none">• Water-energy efficiency installations.• Urban greening and green infrastructure.• Bicycle and pedestrian facilities.• Recycling and solid waste management.• Health equity and well-being projects.



W-1.3: Design new construction and renovations / retrofit existing outdoor areas with water efficient landscaping

Actions

ACTION ID	TENANT	COUNTY
Stakeholder Engagement (W-1.3.1)	Gauge interest in water efficient landscaping among operations, business partners and subtenants.	Contact tenants to determine interest and potential County support necessary for water efficient landscaping projects.
Assessment (W-1.3.2)	Identify landscaping locations for potential transition to xeriscaping (no-water or low-water landscaping). Prepare an implementation schedule for installing water-efficient landscaping.	Identify potential landscaping locations for transition to xeriscaping for County Airports-owned and operated facilities. Prepare an implementation schedule for installing water-efficient landscaping.
Design / Planning (W-1.3.3)	Plan landscape design with native and drought-resistant plants and/or rock mulch. Select water-efficient irrigation systems, such as drip and smart irrigation. Refer to County’s guidance and native plants palette for plant selection on the County’s Landscape Ordinance website . Include irrigation monitoring systems to detect water leaks.	Plan landscape design with native and drought-resistant plants and/or rock mulch. Select water-efficient irrigation systems, such as drip and smart irrigation. Refer to County’s Landscape Ordinance for native plant palettes . Include irrigation monitoring systems to detect water leaks.
Next Steps (W-1.3.4)	Install water-efficient or no-water landscaping.	Install water-efficient or no-water landscaping.
Post-Implementation (W-1.3.5)	Document locations and the number and type of areas evaluated for conversion to water-efficient or no-water landscaping.	Document locations and the number and type of areas evaluated for conversion to water-efficient or no-water landscaping.

For more information, see [County of San Diego Water Efficient Landscape Design Manual](#) and [2020 Water Efficient Landscape Design Manual](#).

Monitoring Plan

	TENANT	COUNTY
Monitoring Plan Description	Track and share with the County progress converting landscaped areas to xeriscape or rock mulch.	Track County and tenants and locations with traditional landscaping and irrigation, xeriscapes, and rock mulch landscapes.
Key Performance Indicator	Size or number of areas converted to xeriscape, water-efficient landscaping, or no-water landscaping and estimated water savings in gallons	Number of tenants, locations, and/or area sizes of tenant and County-owned facilities that were converted to xeriscape, water-efficient, or no-water landscaping Approximate water savings



Funding Plan

PROGRAM AND INTENT	INCENTIVE AMOUNT	ELIGIBILITY
<p><u>IRA Community Change Grant - ECJ</u> <i>Invest in low- emission and resilient technologies for DACs</i></p>	<p>Maximum grant allocation TBD with release of notice of funding opportunity.</p>	<p>This grant is available to local governments that partner with a community-based organization.</p>
<p><u>CalConserve Water Use Efficiency Loan Program</u> <i>Finance water efficiency and conservation projects</i></p>	<p>This program does not have a maximum loan amount.</p>	<p>Local Agencies.</p>
<p><u>County of San Diego Waterscape - Rain Saving</u> <i>Incentivize water efficiency and conservation</i></p>	<p>Rain-saving yard: Up to \$0.75/gallon stored, not to exceed the overall rain-saving cap of \$6,000 for commercial properties. Rain-saving gardens: Up to \$2.25/gallon stored, not to exceed the overall rain-saving cap of \$6,000 for commercial properties. Purchase and install up to 2 rain barrels of your choice and get \$65/barrel. Purchase and install a cistern and get up to \$450.</p>	<p>If in unincorporated San Diego AND receiving water from the San Diego County Water Authority and their member agencies. See link for additional property requirements.</p>
<p><u>County of San Diego Waterscape - Watersmart Edgescaping</u> <i>Incentivize water conservation and enhanced stormwater management</i></p>	<p>Commercial property owners can get up to \$5/ft² of replaced turf, or up to \$6/ft² if all native plants are used. Commercial property owners can get up to \$4/ft² parking planter areas.</p>	<p>If in unincorporated San Diego. See link for additional property requirements.</p>
<p><u>County of San Diego Waterscape - Turf Replacement</u> <i>Reduce financial burden on property owners for water conservation enhancements</i></p>	<p>Commercial properties may receive between \$2 - \$4/ft² of converted yard, up to 10,000 ft² for commercial properties. This rebate is capped at 50,000 ft² for commercial properties.</p>	<p>If in unincorporated San Diego AND receiving water from the San Diego County Water Authority and their member agencies. See link for additional property requirements.</p>
<p><u>County of San Diego Waterscape - Smart Irrigation Controllers</u> <i>Reduce financial burden on property owners for water conservation enhancements</i></p>	<p>Up to \$80 per controller for less than one acre of landscape. Up to \$60 per station for more than one acre of landscape. Rebates cannot exceed the purchase price of the controllers.</p>	<p>If in unincorporated San Diego AND receiving water from the San Diego County Water Authority and their member agencies. See link for additional property requirements.</p>
<p><u>Transformative Climate Communities</u> <i>Reduce local GHG emissions in DACs</i></p>	<p>Current funding allocations per grant type:</p> <ul style="list-style-type: none"> • Planning Grants: Up to \$300,000. • Project Development Grants: Up to \$5,000,000. • Implementation Grants: Up to \$29,500,000. 	<p>Projects must be led by a Collaborative Stakeholder Structure that may include:</p> <ul style="list-style-type: none"> • Community-based organizations. • Local governments. • Nonprofit organizations. • Philanthropic organizations and foundations. • Faith-based organizations.



PROGRAM AND INTENT	INCENTIVE AMOUNT	ELIGIBILITY
		<ul style="list-style-type: none">• Coalitions or associations of nonprofits.• Community development finance institutions.• Community development corporations.• Joint powers authorities.• California Native American tribes. <p>Eligible projects include but are not limited to:</p> <ul style="list-style-type: none">• Electric bicycle and car share programs.• Solar installation and energy efficiency.• Water-energy efficiency installations.• Urban greening and green infrastructure.• Bicycle and pedestrian facilities.• Recycling and solid waste management.• Health equity and well-being projects.



W-2: Maintain water runoff management

W-2.1: Maintain existing or implement new approaches to stormwater management

Projects to improve on-airport stormwater drainages have been undertaken at County Airports over the past decades, but further improvements may be needed to adapt to droughts and climate change. For currently paved areas throughout airports’ parcels, introduction of permeable pavement would allow stormwater to percolate into the ground and reduce surface flows. ACRP Report 178: Guidance for Usage of Permeable Pavement at Airports provides guidance/requirements for areas at airports that can be converted to permeable pavement including paved shoulders, aprons (depending on usage),

landside roadways, and parking lots. All airside pavement design and construction must meet FAA Advisory Circular requirements. Other low-impact stormwater management approaches include the use of planted bioswales along roadways and directing stormwater and roof runoff to flow-through planters. These approaches both slow stormwater sheet flows/volumes and improve water quality through plant filtration.

Actions

ACTION ID	TENANT	COUNTY
Stakeholder Engagement (W-2.1.1)	None.	None.
Assessment (W-2.1.2)	Identify potential locations for permeable pavement, stormwater debris capture devices, and/or other opportunities for low-impact stormwater management that promotes ground infiltration and/or storage.	Identify potential locations for permeable pavement, stormwater debris capture devices, and/or other opportunities for low-impact stormwater management that promotes ground infiltration and/or storage. Determine feasibility and prioritize projects with potential to promote stormwater infiltration and/or capture.
Design / Planning (W-2.1.3)	Plan permeable pavement installations and other opportunities for low-impact development and stormwater infiltration and/or stormwater capture.	Plan permeable pavement installations and potential other opportunities for low-impact development and stormwater infiltration and/or storage.
Next Steps (W-2.1.4)	Implement permeable pavement installations and other opportunities for low-impact development and stormwater infiltration and/or stormwater capture.	Consider adding permeable pavement, stormwater debris capture features or stormwater capture.
Post-Implementation (W-2.1.5)	For tenant-operated facilities, conduct periodic inspections of and maintenance on all stormwater management features.	For County Airports’ facilities, establish and perform annual inspections and, if necessary, establish a maintenance program for all stormwater management features, to ensure performance as designed. Document annual inspections, and perform necessary maintenance, repairs, or stabilization measures.



Monitoring Plan

	TENANT	COUNTY
Monitoring Plan Description	Track and share with the County stormwater-related improvements.	For County Airports' and tenant facilities, track locations where pavement was converted to permeable and types of other stormwater-related improvements.
Key Performance Indicator	% of area (ft ²) or locations with installed permeable pavement or other stormwater quality improvements or stormwater-capture features	% of County Airports' areas (ft ²) or locations with installed permeable pavement or other stormwater quality improvements or stormwater-capture features

Funding Plan

PROGRAM AND INTENT	INCENTIVE AMOUNT	ELIGIBILITY
<u>IRA Community Change Grant - ECJ</u> <i>Invest in low- emission and resilient technologies for DACs</i>	Maximum grant allocation TBD with release of notice of funding opportunity.	This grant is available to local governments that partner with a community-based organization. Eligible activities fall under the following categories: Climate resiliency and adaptation Mitigating climate and health risks from urban heat islands, extreme heat, wood heater emissions, and wildfire events Community-led air and other (including water and solid waste) pollution monitoring, prevention, and remediation. Workforce development that supports the reduction of GHG emissions and other air pollutants.
<u>USDA Water & Waste Disposal Loan & Grant Program</u> <i>Funds clean and reliable solid waste disposal, and storm water drainage</i>	This program does not have a maximum loan or grant amount.	State and local governmental entities in rural areas that have populations of 10,000 or less. Borrowers must have the legal authority to construct, operate and maintain the proposed services or facilities. All facilities receiving federal financing must be used for a public purpose. County Airports that qualify based on location and population include Jacumba Airport and Borrego Valley Airport.
<u>CalConserve Water Use Efficiency Loan Program</u> <i>Finance water efficiency and conservation projects</i>	This program does not have a maximum loan amount.	Local Agencies.
<u>County of San Diego Waterscape - Rain Friendly Pavement</u> <i>Incentivize enhanced stormwater management</i>	Commercial property owners can get up to \$1/ ft ² , with a maximum lifetime rebate of \$10,000.	If in unincorporated San Diego. See program website for additional property requirements.
<u>County of San Diego Waterscape - Smart Irrigation Controllers</u>	Up to \$80 per controller for less than one acre of landscape. Up to \$60 per station for more than one acre of landscape. Rebates cannot exceed the purchase price of the controllers.	If in unincorporated San Diego AND receiving water from the San Diego County Water Authority and their member agencies. See link for additional property requirements.



PROGRAM AND INTENT	INCENTIVE AMOUNT	ELIGIBILITY
<i>Incentivize water efficiency and conservation</i>		

Agriculture & Conservation

The Agriculture and Conservation Sector focuses on landscaping, including potential for planting trees where feasible, to support regional and local conservation goals. This Sector contains one Strategy and three Measures.

A-1

Promote regionally appropriate landscaping

- A-1.1. Assess, maintain, and expand tree coverage outside of airspace
- A-1.2. Employ best practices for landscape design and maintenance in collaboration with tenants
- A-1.3. Expand availability of recycled water (purple pipe) for landscaping

Figure 27 Agriculture & Conservation strategy and measure framework

Wildflowers at Gillespie Field



A-1: Promote regionally appropriate landscaping

A-1.1: Assess, maintain, and expand tree coverage outside of airspace

Expanding tree coverage generally offers a host of environmental benefits from improved air quality and stormwater management to carbon sequestration and enhanced biodiversity. However, per FAA Circular Advisory Orders, trees cannot penetrate airspace (i.e. 14 CFR Part 77 surfaces) to ensure aircraft safety and efficiency of air traffic. In addition, while biological open space is generally viewed as a compatible land use in areas surrounding airports, large avian and mammal species can become hazards and endanger pilots, passengers, as well as themselves. Due to FAA safety requirements, County Airports restricts tree or vegetation growth and establishment in the immediate vicinity of the air

traffic pattern to preclude establishment of wildlife habitat and due to potential future need to use vacant lands for airport improvements or tenant developments.

The County's Department of Parks and Recreation (DPR) is leading a tree planting initiative to increase the number of trees at County parks and open space preserves. Although County Airports are not under the purview of DPR, there may be an opportunity to use DPR's processes to advance tree planting initiatives by potentially sharing their resources, tracking system, volunteer program, tree species palette, etc.

Actions

ACTION ID	TENANT	COUNTY
Stakeholder Engagement (A-1.1.1)	Engage County Airports in proposed trees planting discussions to streamline approval and identify available support.	Collaborate with DPR to thread on established processes and resources for trees planting.
Assessment (A-1.1.2)	Consider current tree coverage and site conditions and constraints to identify areas where trees can be added. Discuss with County airspace height restrictions to inform tree planting locations and tree species. Find nurseries or request County Airports' resources to obtain tree species options to comply with airspace height and site restrictions.	Initiate assessment of the current tree coverage and site conditions and constraints to identify areas where trees can be added. Select tree species that are native and suitable for local climate, soil conditions, maintenance requirements, and site-specific objectives, such as increasing shade, improving air quality, and enhancing aesthetics. Collaborate with DPR to participate in existing programs, as applicable. Find tree species that comply with airspace height and site restrictions.
Design / Planning (A-1.1.3)	Select tree species that are suitable for local climate, soil conditions, maintenance requirements, and site-specific objectives, such as increasing shade, improving air quality, and enhancing aesthetics. Where available, irrigate using recycled water (i.e., purple pipe).	Create tree planting design plans, planting schedule, proposed irrigation system, and any other improvements, as applicable. Where available, irrigate using recycled water (i.e., purple pipe). Collaborate with DPR as necessary.
Next Steps (A-1.1.4)	Plant trees and install irrigation system, if necessary.	Plant trees and install irrigation system, if necessary. Use recycled water (i.e., purple pipe) if possible. Collaborate with DPR, as necessary.
Post-Implementation (A-1.1.5)	Ensure tree growth remains below airspace height restrictions.	Ensure tree growth remains below airspace height restrictions. If necessary, engage an arborist to develop a maintenance plan that includes watering, pruning, mulching, and pest control.



Monitoring Plan

	TENANT	COUNTY
Monitoring Plan Description	Track the number of trees planted, species type, and locations where planted.	Track the number of trees planted, species type, and locations where planted.
Key Performance Indicator	# of trees planted # of trees removed (to track overall change in trees on-site)	# of trees planted # of trees removed (to track overall change in trees on-site)

Funding Plan

PROGRAM AND INTENT	INCENTIVE AMOUNT	ELIGIBILITY
<u>IRA Community Change Grant - ECJ</u> <i>Invest in low- emission and resilient technologies for DACs</i>	Maximum grant allocation TBD with release of notice of funding opportunity.	Local governments that partner with a community-based organization. Eligible activities fall under the following sectors: <ul style="list-style-type: none"> • Climate resiliency and adaptation. • Mitigating climate and health risks from urban heat islands, extreme heat, wood heater emissions, and wildfire events. • Community-led air and other (including water and solid waste) pollution monitoring, prevention, and remediation. • Workforce development that supports the reduction of GHG emissions and other air pollutants.
<u>Urban Greening Program</u> <i>Establishment, enhancement, and expansion of community spaces and parks, tree planting, green infrastructure in streets and alleys, and the construction of active transportation infrastructure</i>	Maximum grant allocation TBD with release of notice of funding opportunity.	Local agencies, nonprofits, and joint powers authorities.
<u>SDG&E Sustainable Tree Program for Community Partners</u> <i>Support biodiversity throughout the region by providing/planting trees in parks, open spaces, rights-of-way and even private property</i>	Receive up to 10 free trees from SDG&E’s approved tree list via delivery or pick up.	Community partners such as tribal nations, cities, local agencies and nonprofits are encouraged to apply for this program.
<u>Transformative Climate Communities</u> <i>Reduce local GHG emissions in DACs</i>	Current funding allocations per grant type: <ul style="list-style-type: none"> • Planning Grants: Up to \$300,000. 	Projects must be led by a Collaborative Stakeholder Structure that may include:



PROGRAM AND INTENT	INCENTIVE AMOUNT	ELIGIBILITY
	<ul style="list-style-type: none"> • Project Development Grants: Up to \$5,000,000. • Implementation Grants: Up to \$29,500,000. 	<ul style="list-style-type: none"> • Community-based organizations. • Local governments. • Nonprofit organizations. • Philanthropic organizations and foundations. • Faith-based organizations. • Coalitions or associations of nonprofits. • Community development finance institutions. • Community development corporations. • Joint powers authorities. • California Native American tribes. <p>Eligible projects include but are not limited to:</p> <ul style="list-style-type: none"> • Electric bicycle and car share programs. • Solar installation and energy efficiency. • Water-energy efficiency installations. • Urban greening and green infrastructure. • Bicycle and pedestrian facilities. • Recycling and solid waste management. • Health equity and well-being projects.



A-1.2: Employ best practices for landscape design and maintenance in collaboration with tenants

Actions

ACTION ID	TENANT	COUNTY
Stakeholder Engagement (A-1.2.1)	None.	None.
Assessment (A-1.2.2)	Identify existing plant and animal species and their habitats present on tenant-managed outdoor areas. Determine opportunities for creating or maintaining biodiverse habitats.	Identify existing plant and animal species and their habitats present on County-owned outdoor areas. Determine opportunities for creating or maintaining biodiverse habitats.
Design / Planning (A-1.2.3)	Select native plant species for landscaping efforts that can potentially provide essential food and habitat for local wildlife and that are well-suited for regional climate and soil conditions, and location in the vicinity of an airport.	Select native plant species for landscaping efforts that can potentially provide essential food and habitat for local wildlife and that are well-suited for regional climate, soil conditions, and location in the vicinity of an airport.
Next Steps (A-1.2.4)	Formulate a plan to attract pollinators and support water conservation efforts on-site.	None.
Post-Implementation (A-1.2.5)	Explore certifications like <u>Wildlife Friendly</u> , <u>Bee Better Certified</u> , or <u>Rainforest Alliance</u> to showcase a commitment to biodiversity.	Explore certifications like <u>Wildlife Friendly</u> , <u>Bee Better Certified</u> , or <u>Rainforest Alliance</u> to showcase a commitment to biodiversity.

Monitoring Plan

	TENANT	COUNTY
Monitoring Plan Description	Share with County Airports any intended or existing projects related to landscape design and maintenance.	Track landscape design and maintenance projects.
Key Performance Indicator	# and type of landscape projects	# and type of landscape projects



Funding Plan

PROGRAM AND INTENT	INCENTIVE AMOUNT	ELIGIBILITY
<p><u>IRA Community Change Grant - ECJ</u> <i>Invest in low- emission and resilient technologies for DACs</i></p>	<p>Maximum grant allocation TBD with release of notice of funding opportunity.</p>	<p>Local governments that partner with a community-based organization. Eligible activities fall under the following sectors: Climate resiliency and adaptation Mitigating climate and health risks from urban heat islands, extreme heat, wood heater emissions, and wildfire events Community-led air and other (including water and solid waste) pollution monitoring, prevention, and remediation. Workforce development that supports the reduction of GHG emissions and other air pollutants.</p>
<p><u>Urban Greening Program</u> <i>Establishment, enhancement, and expansion of community spaces and parks, tree planting, green infrastructure in streets and alleys, and the construction of active transportation infrastructure</i></p>	<p>Maximum grant allocation TBD with release of notice of funding opportunity.</p>	<p>Local agencies, nonprofits, and joint powers authorities.</p>
<p><u>SDG&E Sustainable Tree Program for Community Partners</u> <i>Support biodiversity throughout the region by providing/planting trees in parks, open spaces, rights-of-way and even private property</i></p>	<p>Receive up to 10 free trees from SDG&E’s approved tree list via delivery or pick up.</p>	<p>Community partners such as tribal nations, cities, local agencies and nonprofits are encouraged to apply for this program.</p>
<p><u>Transformative Climate Communities</u> <i>Reduce local GHG emissions in DACs</i></p>	<p>Current funding allocations per grant type:</p> <ul style="list-style-type: none"> • Planning Grants: Up to \$300,000. • Project Development Grants: Up to \$5,000,000. • Implementation Grants: Up to \$29,500,000. 	<p>Projects must be led by a Collaborative Stakeholder Structure that may include:</p> <ul style="list-style-type: none"> • Community-based organizations. • Local governments. • Nonprofit organizations. • Philanthropic organizations and foundations. • Faith-based organizations. • Coalitions or associations of nonprofits. • Community development finance institutions. • Community development corporations. • Joint powers authorities. • California Native American tribes. <p>Eligible projects include but are not limited to:</p> <ul style="list-style-type: none"> • Electric bicycle and car share programs. • Solar installation and energy efficiency. • Water-energy efficiency installations. • Urban greening and green infrastructure.



PROGRAM AND INTENT	INCENTIVE AMOUNT	ELIGIBILITY
		<ul style="list-style-type: none">• Bicycle and pedestrian facilities.• Recycling and solid waste management.• Health equity and well-being projects.



A-1.3: Expand availability of recycled water (purple pipe) for landscaping

Actions

ACTION ID	TENANT	COUNTY
Stakeholder Engagement (A-1.3.1)	Stay up to date on expansion of recycled water piping within San Diego County, including in the City of El Cajon, City of Carlsbad, and unincorporated areas where tenants have businesses/facilities.	Stay up to date on expansion of recycled water piping, including in the City of El Cajon, City of Carlsbad, and unincorporated areas where County has airports.
Assessment (A-1.3.2)	Assess if there are nearby interconnections/meters for municipal recycled water for facilities operated or leased by tenants and determine requirements to connect to this water supply. Collaborate with County Airports on assistance connecting to purple pipes for landscaping irrigation.	Assess if there are existing or upcoming proposed connections for recycled water sources for County Airports' facilities across the county and determine requirements to connect to this supply for landscaping irrigation. As tenants express interest in connecting to recycled water sources, support these efforts, as necessary.
Design / Planning (A-1.3.3)	As applicable, perform the necessary infrastructure upgrades and installations to facilitate connections to recycled water sources.	As applicable, perform the necessary engineering, plumbing, and other infrastructure upgrades and installations to facilitate connections to purple pipe water sources.
Next Steps (A-1.3.4)	Construct necessary infrastructure upgrades and installations for purple pipe connections for irrigation.	Construct necessary infrastructure upgrades and installations for purple pipe connections for irrigation.
Post-Implementation (A-1.3.5)	Engage a qualified professional to commission completed projects and help set up effective monitoring and control protocols.	Engage a qualified professional to commission completed projects and help set up effective monitoring and control protocols.

Monitoring Plan

	TENANT	COUNTY
Monitoring Plan Description	Share with County Airports the status, number, and locations of areas irrigated by recycled water.	Track the number of County Airports' and tenant facilities and locations with areas irrigated by recycled water.
Key Performance Indicator	Quantity of recycled water used monthly or annually	Quantity of recycled water used monthly or annually



Funding Plan

PROGRAM AND INTENT	INCENTIVE AMOUNT	ELIGIBILITY
<p><u>CalConserve Water Use Efficiency Loan Program</u> <i>Finance water efficiency and conservation projects</i></p>	<p>This program does not have a maximum loan amount.</p>	<p>Local Agencies.</p>
<p><u>Transformative Climate Communities</u> <i>Reduce local GHG emissions in DACs</i></p>	<p>Current funding allocations per grant type:</p> <ul style="list-style-type: none"> • Planning Grants: Up to \$300,000. • Project Development Grants: Up to \$5,000,000. • Implementation Grants: Up to \$29,500,000. 	<p>Projects must be led by a Collaborative Stakeholder Structure that may include:</p> <ul style="list-style-type: none"> • Community-based organizations. • Local governments. • Nonprofit organizations. • Philanthropic organizations and foundations. • Faith-based organizations. • Coalitions or associations of nonprofits. • Community development finance institutions. • Community development corporations. • Joint powers authorities. • California Native American tribes. <p>Eligible projects include but are not limited to:</p> <ul style="list-style-type: none"> • Electric bicycle and car share programs. • Solar installation and energy efficiency. • Water-energy efficiency installations. • Urban greening and green infrastructure. • Bicycle and pedestrian facilities. • Recycling and solid waste management. • Health equity and well-being projects.

4. Airport Plans



Sunset at Gillespie Field

Agua Caliente Springs Airport

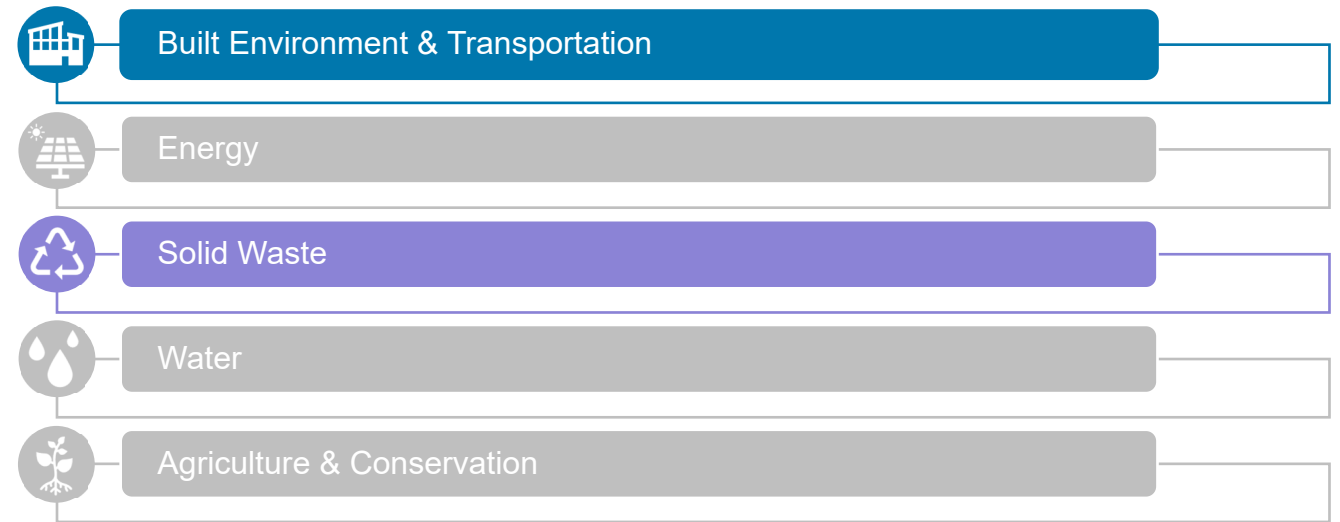
Sustainability Management Plan –2024



Windsock at Agua Caliente Springs

Agua Caliente Springs Airport is a remote landing strip in the east of San Diego County. The facility is owned by the State of California but operated by County Airports under an agreement between the State and County DPR. The only structures at Agua Caliente Springs Airport are a single asphalt runway, six aircraft parking spaces, an unlit windsock, and a short vehicle access road leading from the public highway. Drainage pipes and some earth berms are also in place to manage stormwater flows, which can be significant in this area. There are no tenants, no electrical utilities, and no water supply or usage. As such, only two Sectors might have some application at Agua Caliente Springs Airport: Built Environment and Transportation and Solid Waste. The Built Environment and Transportation Sector applies because County Airports currently uses fossil-fuel-powered vehicles and equipment at Agua Caliente in order to perform necessary airport visits and maintenance of the airfield. The Solid Waste Sector applies due to as-needed airfield pavement grindings processing, after airfield pavement is repaired or replaced. The airport facility itself is surrounded by the Anza-Borrego Desert State Park, which is a preserved open space.

As an airport facility, Agua Caliente uses few resources and is already almost fully sustainable given that it consumes no energy or natural resources on a day-to-day basis. As the facility itself belongs to the State of California and the real property footprint of the airport is very small outside of the active runway area, County Airports intends to leave this facility as is, without adding any utilities or facilities. This approach benefits the surrounding environment and supports one of the County’s goals to preserve open space lands and protect habitat (County of San Diego 2024 CAP).



Measure ID	Measures	Applicable to County?	Applicable to Tenant?
Built Environment & Transportation			
T-1.1	Support transition of tenant-operated fossil-fuel powered aircraft to electric as feasible	No	No
T-1.2	Support transition to sustainable aviation fuel and unleaded aviation gasoline	No	No

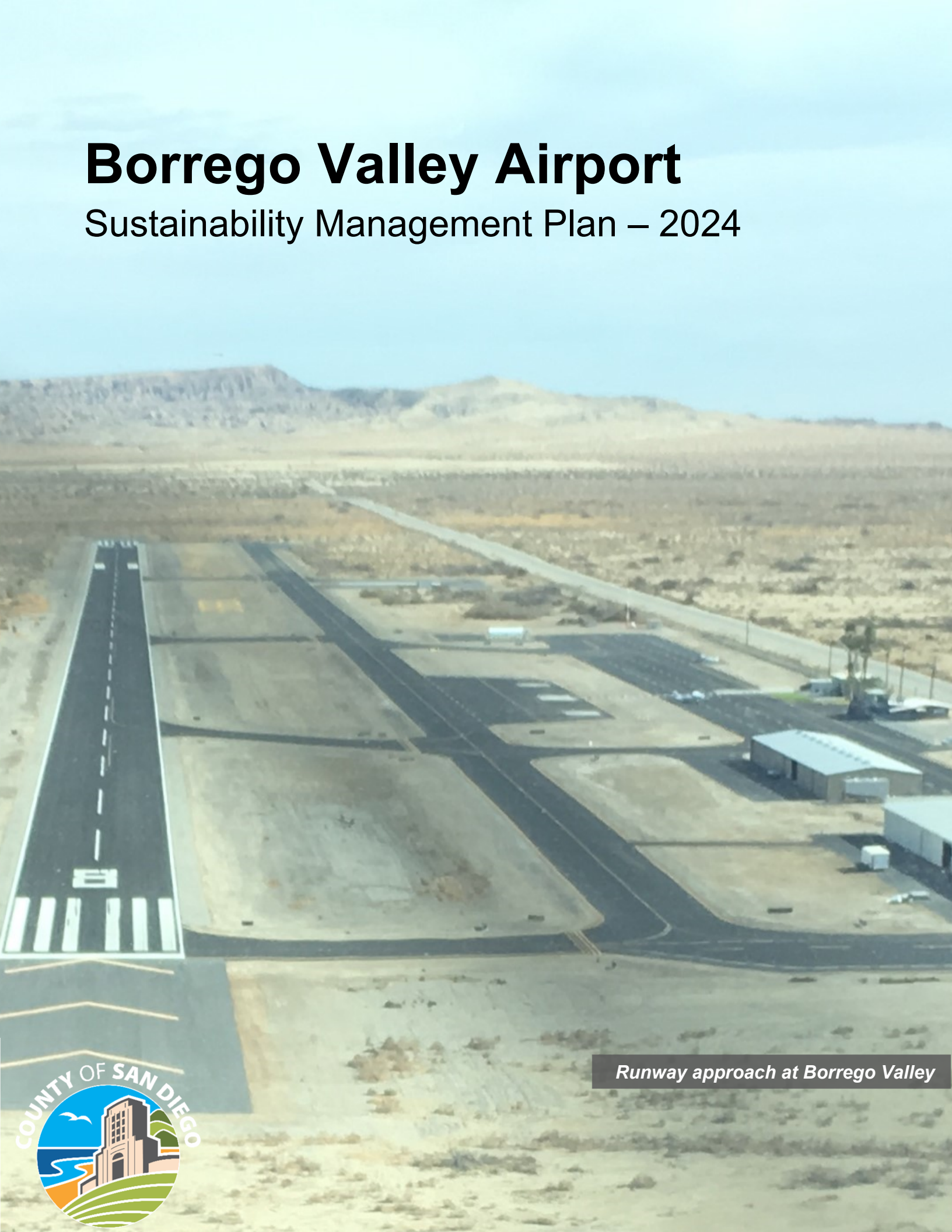


Measure ID	Measures	Applicable to County?	Applicable to Tenant?
T-2.1	Replace fossil-fuel powered vehicles with electric	Yes	No
T-2.2	Expand electric vehicle charging infrastructure	No	No
T-2.3	Adopt a plan to lower Vehicle Miles Traveled	No	No
T-3.1	Replace fossil-fuel powered equipment with electric	Yes	No
T-4.1	Adopt a reduced embodied carbon footprint standard for new construction, renovations, and reconfigurations, including pavement	Yes	No
T-4.2	Manage assets and equipment for end-of-life	No	No
T-5.1	Adopt a sustainable procurement policy prioritizing sustainable products and services	No	No
T-5.2	Adopt a Good Food Purchasing Program	No	No
T-5.3	Adopt Integrated Pest Management and Green Cleaning practices	No	No
T-6.1	Facilitate greater interaction between airport-based tenants, local businesses and local job-seekers to promote local employment opportunities	No	No
Energy			
E-1.1	Implement programs to facilitate installation of solar PV and storage	No	No
E-2.1	Conduct an energy audit and implement conservation measures	No	No
E-2.2	Design new construction and renovations / retrofit existing buildings for all-electric decarbonization	No	No

Measure ID	Measures	Applicable to County?	Applicable to Tenant?
Solid Waste			
SW-1.1	Implement construction and demolition waste management plan	Yes	No
SW-1.2	Implement aviation-specific zero waste management plan	No	No
SW-1.3	Implement operational zero waste management plan	No	No
Water			
W-1.1	Conduct a water audit and implement conservation measures	No	No
W-1.2	Design new construction and renovations / retrofit existing landscaping with recycled water opportunities as feasible	No	No
W-1.3	Design new construction and renovations / retrofit existing outdoor areas with water efficient landscaping	No	No
W-2.1	Maintain existing or implement new approaches to stormwater management	No	No
Agriculture & Conservation			
A-1.1	Assess, maintain, and expand tree coverage outside of airspace	No	No
A-1.2	Employ best practices for landscape design and maintenance in collaboration with tenants	No	No
A-1.3	Expand availability of recycled water (purple pipe) for landscaping	No	No

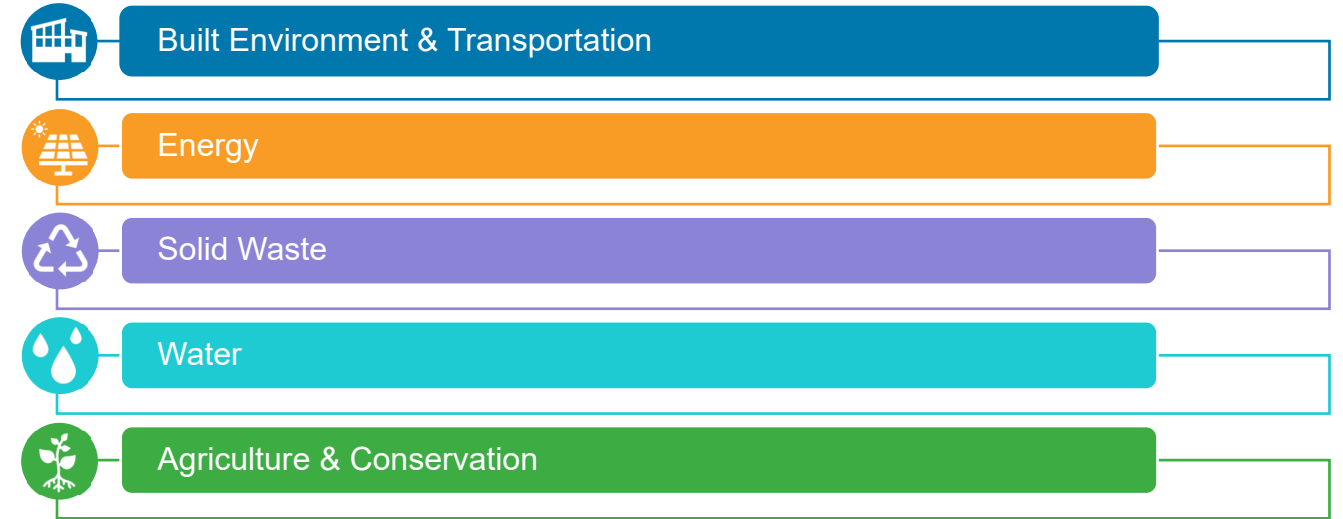
Borrego Valley Airport

Sustainability Management Plan – 2024



Runway approach at Borrego Valley

Borrego Valley Airport is a full-service airport with numerous facilities and structures providing administration, hangar storage, maintenance, fuel sales, and fuel storage, with both County-owned and tenant-owned or -operated facilities. As such, each of the SMP’s Sectors – Built Environment and Transportation, Energy, Solid Waste, Water, and Agriculture and Conservation – can apply to Borrego Valley Airport.



Measure ID	Measures	Applicable to County?	Applicable to Tenant?
Built Environment & Transportation			
T-1.1	Support transition of tenant-operated fossil-fuel powered aircraft to electric as feasible	Yes	Yes
T-1.2	Support transition to sustainable aviation fuel and unleaded aviation gasoline	Yes	Yes
T-2.1	Replace fossil-fuel powered vehicles with electric	Yes	Yes
T-2.2	Expand electric vehicle charging infrastructure	Yes	No
T-2.3	Implement measures to reduce Vehicle Miles Traveled	Yes	Yes
T-3.1	Replace fossil-fuel powered equipment with electric	Yes	Yes
T-4.1	Adopt a reduced embodied carbon footprint standard for new construction, renovations, and reconfigurations, including pavement	Yes	No



Measure ID	Measures	Applicable to County?	Applicable to Tenant?
T-4.2	Manage assets and equipment for end-of-life	Yes	Yes
T-5.1	Adopt a sustainable procurement policy prioritizing sustainable products and services	Yes	Yes
T-5.2	Adopt a Good Food Purchasing Program	No	Yes
T-5.3	Adopt Integrated Pest Management and Green Cleaning practices	Yes	Yes
T-6.1	Facilitate greater interaction between airport-based tenants, local businesses and local job-seekers to promote local employment opportunities	Yes	Yes
Energy			
E-1.1	Implement programs to facilitate installation of solar photovoltaics and storage	Yes	Yes
E-2.1	Conduct energy audits and implement recommended measures	Yes	Yes
E-2.2	Design new construction and renovations / retrofit existing buildings as all-electric	Yes	Yes
Solid Waste			
SW-1.1	Implement construction and demolition waste management plan	Yes	Yes
SW-1.2	Implement aviation-specific zero waste management plan	Yes	Yes
SW-1.3	Implement operational zero waste management plan	Yes	Yes
Water			
W-1.1	Conduct a water audit and implement conservation measures	Yes	Yes

Measure ID	Measures	Applicable to County?	Applicable to Tenant?
W-1.2	Design new construction and renovations / retrofit existing landscaping with recycled water opportunities as feasible	Yes	Yes
W-1.3	Design new construction and renovations / retrofit existing outdoor areas with water efficient landscaping	Yes	Yes
W-2.1	Maintain existing or implement new approaches to stormwater management	Yes	Yes
Agriculture & Conservation			
A-1.1	Assess, maintain, and expand tree coverage outside of airspace	No	No
A-1.2	Employ best practices for landscape design and maintenance in collaboration with tenants	Yes	Yes
A-1.3	Expand availability of recycled water (purple pipe) for landscaping	Yes	Yes



Figure 28 Borrego Valley runway signage

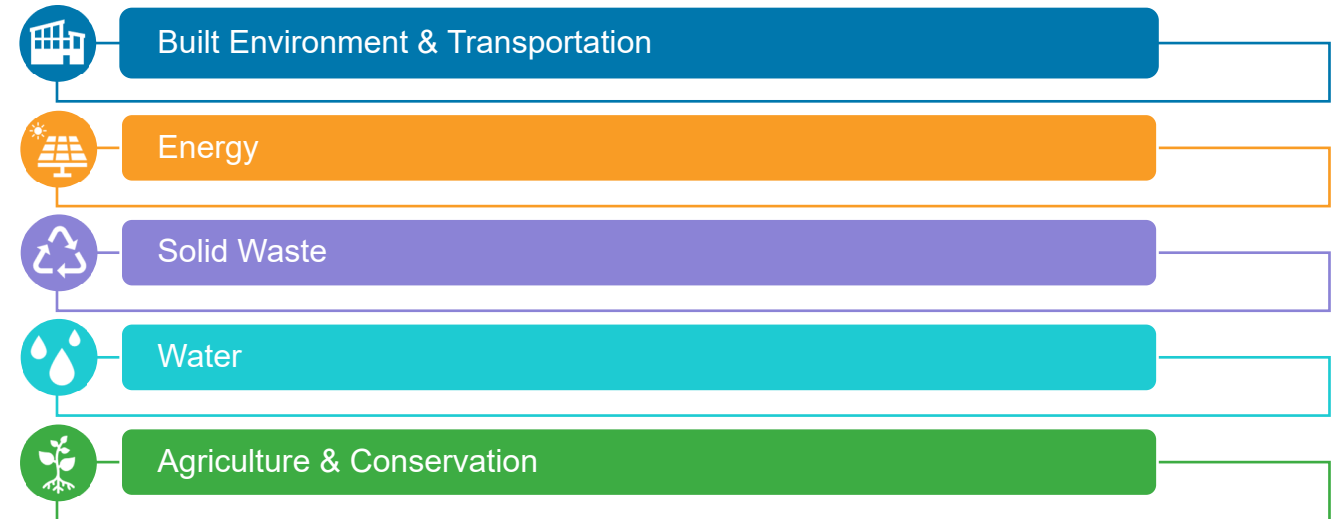
Fallbrook Airpark

Sustainability Management Plan – 2024



Aerial view of Fallbrook Airpark

Fallbrook Airpark is a full-service airport with numerous facilities and structures providing administration, hangar storage, maintenance, fuel sales, and fuel storage, with both County-owned and tenant-owned or -operated facilities, including agricultural tenants. As such, each of the SMP's Sectors – Built Environment and Transportation, Energy, Solid Waste, Water, and Agriculture and Conservation – can apply to Fallbrook Airpark.



Measure ID	Measures	Applicable to County?	Applicable to Tenant?
Built Environment & Transportation			
T-1.1	Support transition of tenant-operated fossil-fuel powered aircraft to electric as feasible	Yes	Yes
T-1.2	Support transition to sustainable aviation fuel and unleaded aviation gasoline	Yes	Yes
T-2.1	Replace fossil-fuel powered vehicles with electric	Yes	Yes
T-2.2	Expand electric vehicle charging infrastructure	Yes	No
T-2.3	Adopt a plan to lower Vehicle Miles Traveled	Yes	Yes
T-3.1	Replace fossil-fuel powered equipment with electric	Yes	Yes
T-4.1	Adopt a reduced embodied carbon footprint standard for new construction, renovations, and reconfigurations, including pavement	Yes	Yes



Measure ID	Measures	Applicable to County?	Applicable to Tenant?
T-4.2	Manage assets and equipment for end-of-life	Yes	Yes
T-5.1	Adopt a sustainable procurement policy prioritizing sustainable products and services	Yes	Yes
T-5.2	Adopt a Good Food Purchasing Program	No	Yes
T-5.3	Adopt Integrated Pest Management and Green Cleaning practices	Yes	Yes
T-6.1	Facilitate greater interaction between airport-based tenants, local businesses and local job-seekers to promote local employment opportunities	Yes	Yes
Energy			
E-1.1	Implement programs to facilitate installation of solar photovoltaics and storage	Yes	Yes
E-2.1	Conduct energy audits and implement recommended measures	No	Yes
E-2.2	Design new construction and renovations / retrofit existing buildings as all-electric	Yes	Yes
Solid Waste			
SW-1.1	Implement construction and demolition waste management plan	Yes	Yes
SW-1.2	Implement aviation-specific zero waste management plan	No	Yes
SW-1.3	Implement operational zero waste management plan	Yes	Yes
Water			
W-1.1	Conduct a water audit and implement conservation measures	No	Yes

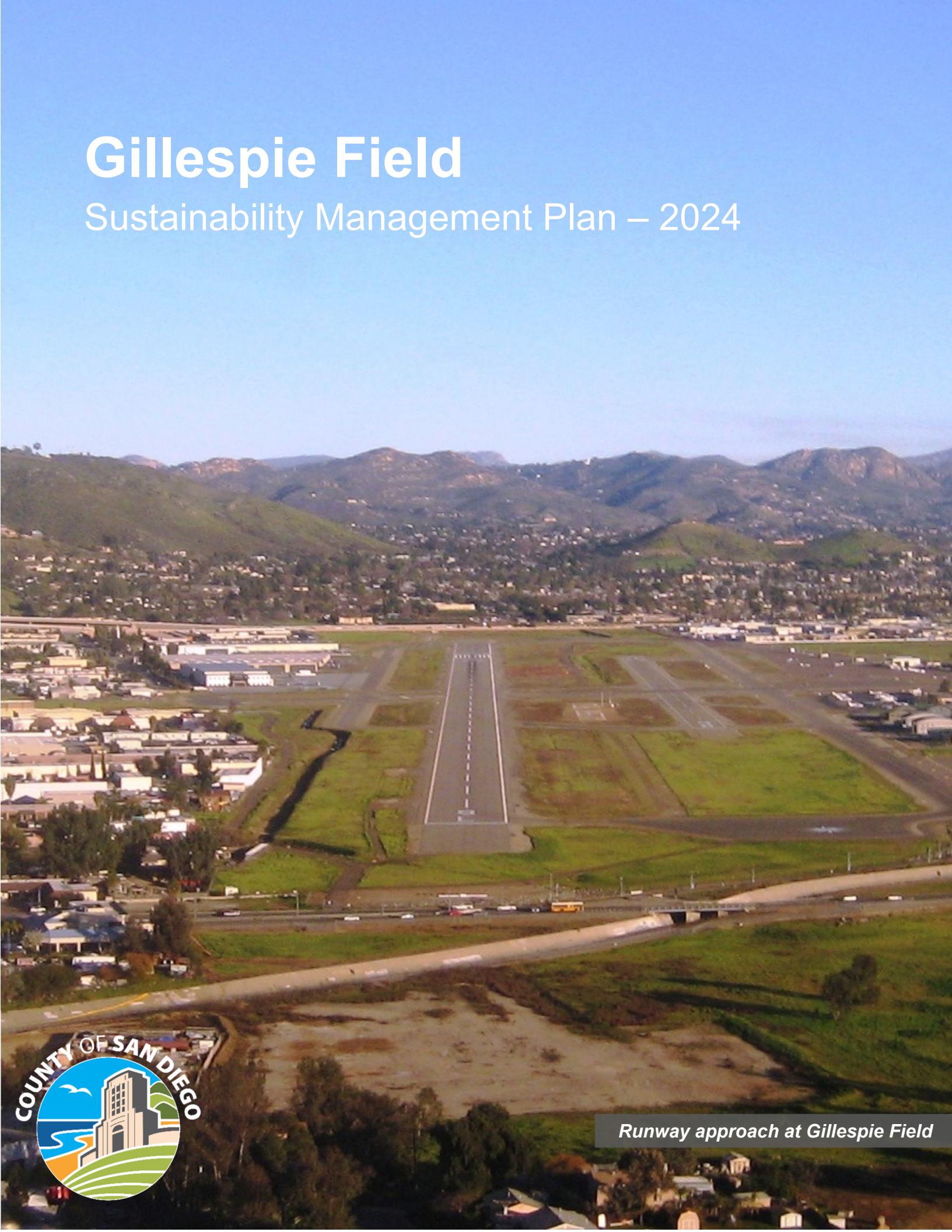
Measure ID	Measures	Applicable to County?	Applicable to Tenant?
W-1.2	Design new construction and renovations / retrofit existing landscaping with recycled water opportunities as feasible	Yes	Yes
W-1.3	Design new construction and renovations / retrofit existing outdoor areas with water efficient landscaping	Yes	Yes
W-2.1	Maintain existing or implement new approaches to stormwater management	Yes	Yes
Agriculture & Conservation			
A-1.1	Assess, maintain, and expand tree coverage outside of airspace	Yes	Yes
A-1.2	Employ best practices for landscape design and maintenance in collaboration with tenants	Yes	Yes
A-1.3	Expand availability of recycled water (purple pipe) for landscaping	Yes	Yes



Figure 29 Fallbrook Airpark automated weather observing system

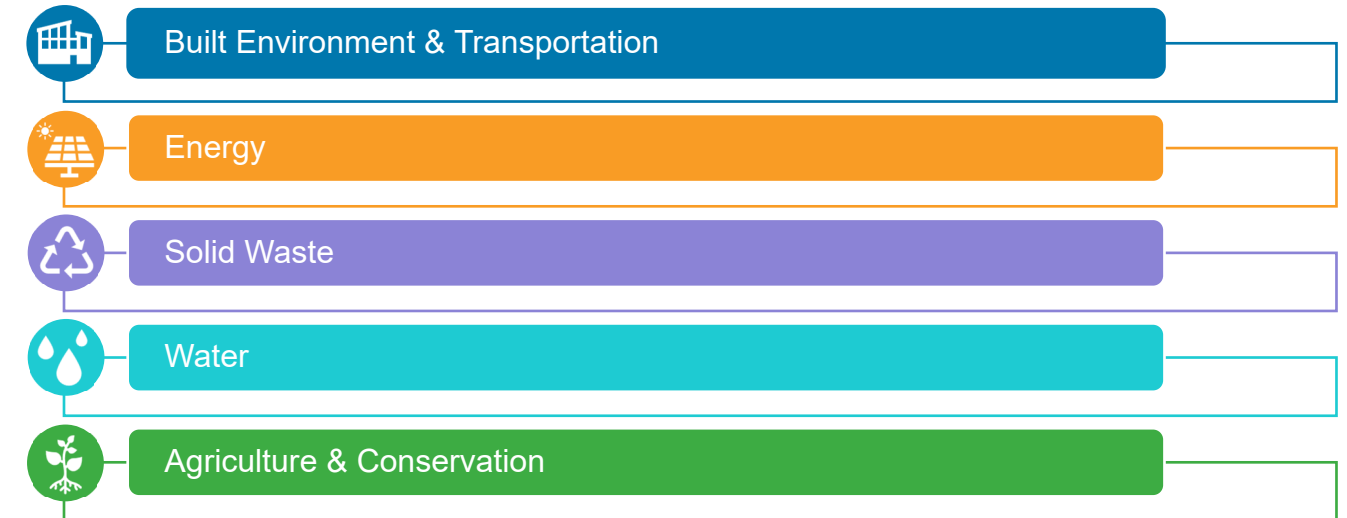
Gillespie Field

Sustainability Management Plan – 2024



Runway approach at Gillespie Field

Gillespie Field is a full-service airport with numerous facilities and structures providing administration, hangar storage, maintenance, fuel sales, and fuel storage, with both County-owned and tenant-owned or -operated facilities. As such, each of the SMP’s Sectors – Built Environment and Transportation, Energy, Solid Waste, Water, and Agriculture and Conservation – can apply to Gillespie Field.



Measure ID	Measures	Applicable to County?	Applicable to Tenant?
Built Environment & Transportation			
T-1.1	Support transition of tenant-operated fossil-fuel powered aircraft to electric as feasible	Yes	Yes
T-1.2	Support transition to sustainable aviation fuel and unleaded aviation gasoline	Yes	Yes
T-2.1	Replace fossil-fuel powered vehicles with electric	Yes	Yes
T-2.2	Expand electric vehicle charging infrastructure	Yes	No
T-2.3	Adopt a plan to lower Vehicle Miles Traveled	Yes	Yes
T-3.1	Replace fossil-fuel powered equipment with electric	Yes	Yes
T-4.1	Adopt a reduced embodied carbon footprint standard for new construction, renovations, and reconfigurations, including pavement	Yes	Yes
T-4.2	Manage assets and equipment for end-of-life	Yes	Yes



Measure ID	Measures	Applicable to County?	Applicable to Tenant?
T-5.1	Adopt a sustainable procurement policy prioritizing sustainable products and services	Yes	Yes
T-5.2	Adopt a Good Food Purchasing Program	No	Yes
T-5.3	Adopt Integrated Pest Management and Green Cleaning practices	Yes	Yes
T-6.1	Facilitate greater interaction between airport-based tenants, local businesses and local job-seekers to promote local employment opportunities	Yes	Yes
Energy			
E-1.1	Implement programs to facilitate installation of solar photovoltaics and storage	Yes	Yes
E-2.1	Conduct energy audits and implement recommended measures	Yes	Yes
E-2.2	Design new construction and renovations / retrofit existing buildings as all-electric	Yes	Yes
Solid Waste			
SW-1.1	Implement construction and demolition waste management plan	Yes	Yes
SW-1.2	Implement aviation-specific zero waste management plan	Yes	Yes
SW-1.3	Implement operational zero waste management plan	Yes	Yes
Water			
W-1.1	Conduct a water audit and implement conservation measures	Yes	Yes
W-1.2	Design new construction and renovations / retrofit existing landscaping with recycled water opportunities as feasible	Yes	Yes

Measure ID	Measures	Applicable to County?	Applicable to Tenant?
W-1.3	Design new construction and renovations / retrofit existing outdoor areas with water efficient landscaping	Yes	Yes
W-2.1	Maintain existing or implement new approaches to stormwater management	Yes	Yes
Agriculture & Conservation			
A-1.1	Assess, maintain, and expand tree coverage outside of airspace	Yes	Yes
A-1.2	Employ best practices for landscape design and maintenance in collaboration with tenants	Yes	Yes
A-1.3	Expand availability of recycled water (purple pipe) for landscaping	Yes	Yes



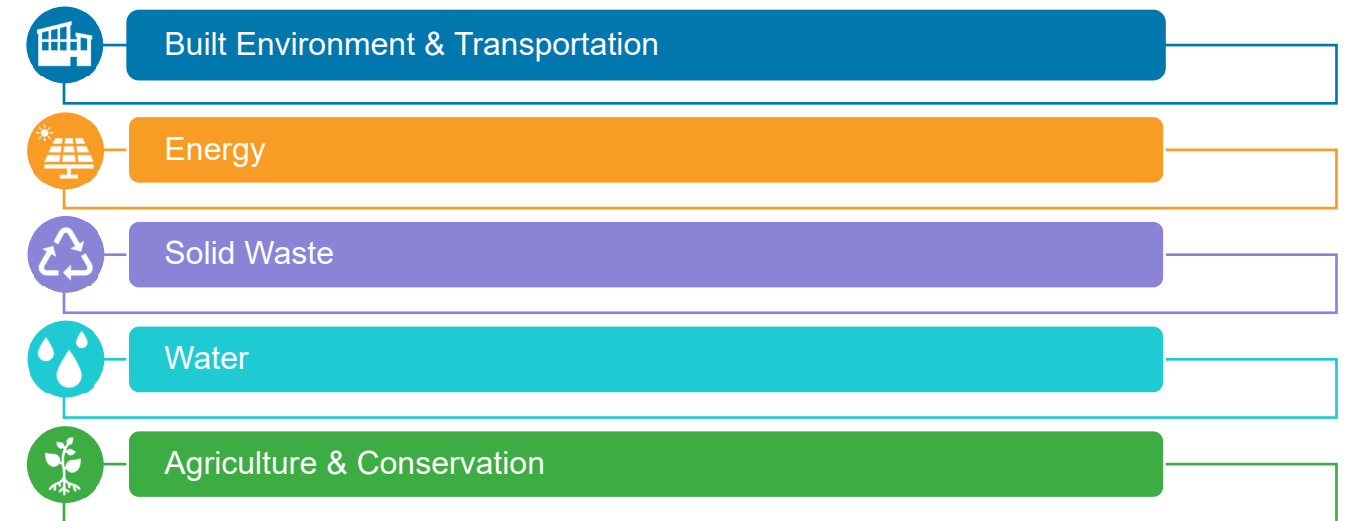
Figure 30 Gillespie Field terminal building signage

Jacumba Airport

Sustainability Management Plan – 2024



Although Jacumba Airport has minimal infrastructure with no administration building and only a single hangar with access to electricity and well water, all five of the SMP’s Sectors – Built Environment and Transportation, Energy, Solid Waste, Water, and Agriculture and Conservation – are applicable to Jacumba Airport to ensure resource conservation and expansion of sustainable supportive infrastructure.



Measure ID	Measures	Applicable to County?	Applicable to Tenant?
Built Environment & Transportation			
T-1.1	Support transition of tenant-operated fossil-fuel powered aircraft to electric as feasible	No	No
T-1.2	Support transition to sustainable aviation fuel and unleaded aviation gasoline	No	No
T-2.1	Replace fossil-fuel powered vehicles with electric	Yes	No
T-2.2	Expand electric vehicle charging infrastructure	Yes	No
T-2.3	Adopt a plan to lower Vehicle Miles Traveled	No	No
T-3.1	Replace fossil-fuel powered equipment with electric	No	Yes
T-4.1	Adopt a reduced embodied carbon footprint standard for new construction, renovations, and reconfigurations, including pavement	Yes	No

Runway approach at Jacumba Airport



Measure ID	Measures	Applicable to County?	Applicable to Tenant?
T-4.2	Manage assets and equipment for end-of-life	No	Yes
T-5.1	Adopt a sustainable procurement policy prioritizing sustainable products and services	No	Yes
T-5.2	Adopt a Good Food Purchasing Program	No	Yes
T-5.3	Adopt Integrated Pest Management and Green Cleaning practices	No	Yes
T-6.1	Facilitate greater interaction between airport-based tenants, local businesses and local job-seekers to promote local employment opportunities	No	No
Energy			
E-1.1	Implement programs to facilitate installation of solar photovoltaics and storage	Yes	Yes
E-2.1	Conduct energy audits and implement recommended measures	No	Yes
E-2.2	Design new construction and renovations / retrofit existing buildings as all-electric	Yes	Yes
Solid Waste			
SW-1.1	Implement construction and demolition waste management plan	Yes	Yes
SW-1.2	Implement aviation-specific zero waste management plan	No	Yes
SW-1.3	Implement operational zero waste management plan	No	Yes
Water			
W-1.1	Conduct a water audit and implement conservation measures	No	Yes

Measure ID	Measures	Applicable to County?	Applicable to Tenant?
W-1.2	Design new construction and renovations / retrofit existing landscaping with recycled water opportunities as feasible	No	Yes
W-1.3	Design new construction and renovations / retrofit existing outdoor areas with water efficient landscaping	No	No
W-2.1	Maintain existing or implement new approaches to stormwater management	Yes	Yes
Agriculture & Conservation			
A-1.1	Assess, maintain, and expand tree coverage outside of airspace	No	No
A-1.2	Employ best practices for landscape design and maintenance in collaboration with tenants	Yes	Yes
A-1.3	Expand availability of recycled water (purple pipe) for landscaping	No	No

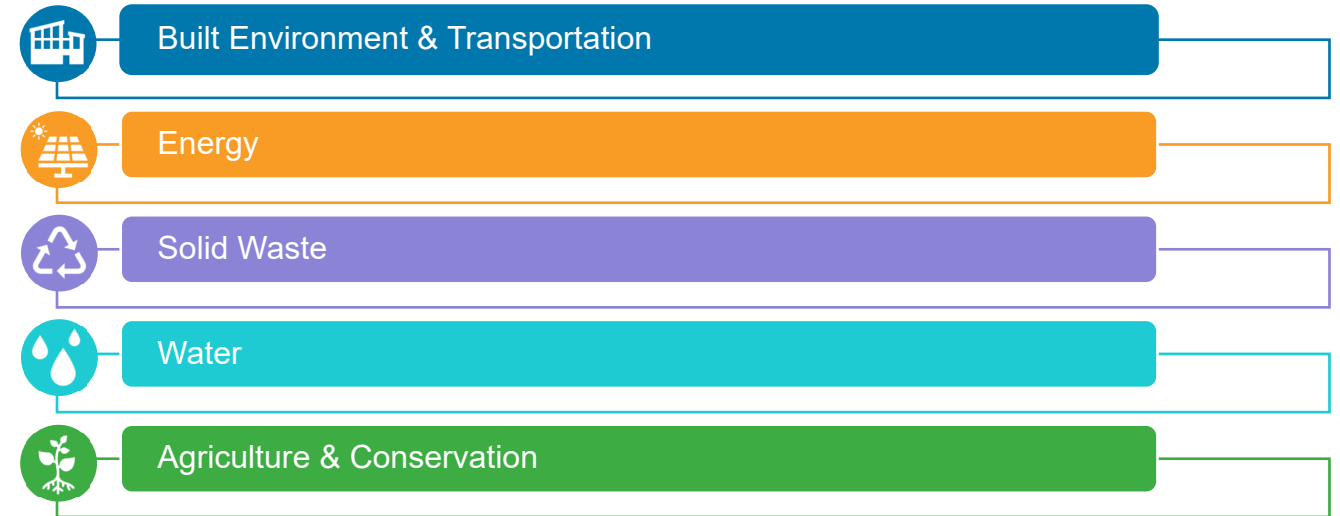


Figure 31 Jacumba Airport welcome sign

McClellan-Palomar Airport

Sustainability Management Plan – 2024

McClellan-Palomar Airport is a full-service airport with numerous facilities and structures providing administration, hangar storage, maintenance, fuel sales, and fuel storage, with both County-owned and tenant-owned or -operated facilities. This airport also has commercial passenger service, as well. As such, each of the SMP's Sectors – Built Environment and Transportation, Energy, Solid Waste, Water, and Agriculture and Conservation – can apply to McClellan-Palomar Airport.



Measure ID	Measures	Applicable to County?	Applicable to Tenant?
Built Environment & Transportation			
T-1.1	Support transition of tenant-operated fossil-fuel powered aircraft to electric as feasible	Yes	Yes
T-1.2	Support transition to sustainable aviation fuel and unleaded aviation gasoline	Yes	Yes
T-2.1	Replace fossil-fuel powered vehicles with electric	Yes	Yes
T-2.2	Expand electric vehicle charging infrastructure	Yes	No
T-2.3	Adopt a plan to lower Vehicle Miles Traveled	Yes	Yes
T-3.1	Replace fossil-fuel powered equipment with electric	Yes	Yes
T-4.1	Adopt a reduced embodied carbon footprint standard for new construction, renovations, and reconfigurations, including pavement	Yes	Yes



Aerial image of McClellan-Palomar

Measure ID	Measures	Applicable to County?	Applicable to Tenant?
T-4.2	Manage assets and equipment for end-of-life	Yes	Yes
T-5.1	Adopt a sustainable procurement policy prioritizing sustainable products and services	Yes	Yes
T-5.2	Adopt a Good Food Purchasing Program	No	Yes
T-5.3	Adopt Integrated Pest Management and Green Cleaning practices	Yes	Yes
T-6.1	Facilitate greater interaction between airport-based tenants, local businesses and local job-seekers to promote local employment opportunities	Yes	Yes
Energy			
E-1.1	Implement programs to facilitate installation of solar photovoltaics and storage	Yes	Yes
E-2.1	Conduct energy audits and implement recommended measures	Yes	Yes
E-2.2	Design new construction and renovations / retrofit existing buildings as all-electric	Yes	Yes
Solid Waste			
SW-1.1	Implement construction and demolition waste management plan	Yes	Yes
SW-1.2	Implement aviation-specific zero waste management plan	Yes	Yes
SW-1.3	Implement operational zero waste management plan	Yes	Yes
Water			
W-1.1	Conduct a water audit and implement conservation measures	Yes	Yes

Measure ID	Measures	Applicable to County?	Applicable to Tenant?
W-1.2	Design new construction and renovations / retrofit existing landscaping with recycled water opportunities as feasible	Yes	Yes
W-1.3	Design new construction and renovations / retrofit existing outdoor areas with water efficient landscaping	Yes	Yes
W-2.1	Maintain existing or implement new approaches to stormwater management	Yes	Yes
Agriculture & Conservation			
A-1.1	Assess, maintain, and expand tree coverage outside of airspace	Yes	Yes
A-1.2	Employ best practices for landscape design and maintenance in collaboration with tenants	Yes	Yes
A-1.3	Expand availability of recycled water (purple pipe) for landscaping	Yes	Yes



Figure 32 McClellan-Palomar Airport airline check-in desks

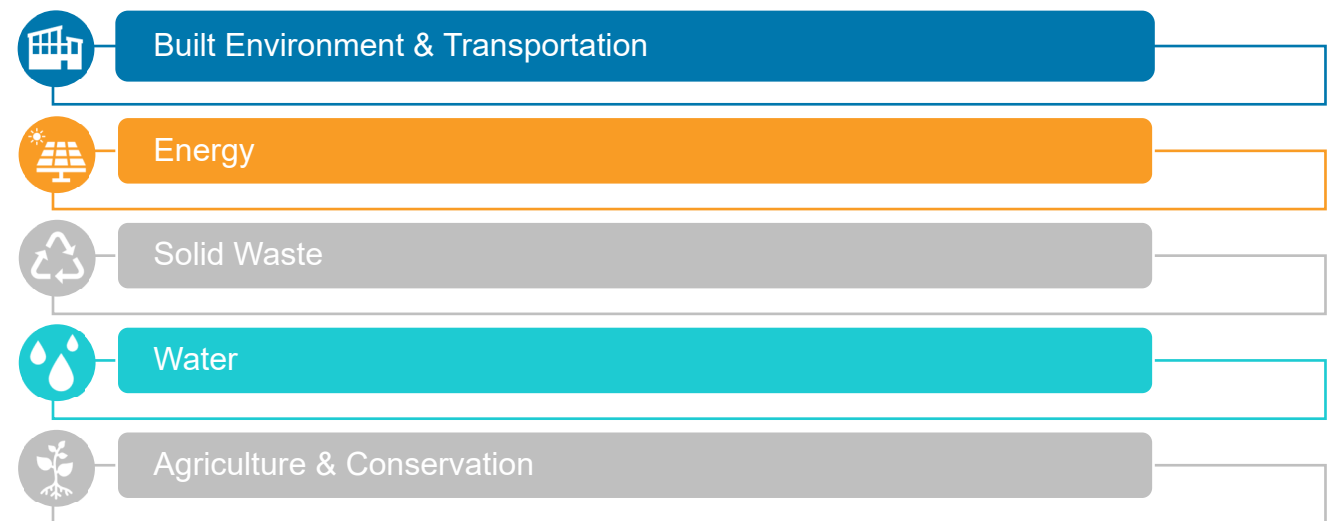
Ocotillo Airport

Sustainability Management Plan – 2024

Ocotillo Airport is a remote landing strip in the east of the County. The facility itself is a dry lakebed, which dries and hardens enough during the summer months to support aircraft operations. During the winter, the facility is often waterlogged following any rains and is closed to aircraft traffic. The only structures at Ocotillo Airport are a single unlit windsock and an earth berm which surrounds much of the facility but still allows for the natural flow of water into the lakebed. There are no tenants, no provision of power, and no water supply or usage. As such, only two Sectors might have some application at Ocotillo Airport, those of Built Environment and Transportation (the County currently uses fossil-fuel-powered equipment to maintain the facility) and Water, (in terms of stormwater runoff management). The airport facility itself is surrounded on three sides by the State of California’s Vehicular Recreation Area, which is open space preserved for off-road vehicle activity.

As the facility at Ocotillo is a natural feature and is essentially already fully self-sustainable, it consumes no energy or materials on a day-to-day basis. County Airports intends to leave this natural environment as is, without adding any utilities or facilities. This approach benefits the surrounding environment and aligns with one of the County’s goals to preserve open space lands and protect habitat (County of San Diego 2024 CAP).

Ocotillo Airport will benefit from the County’s wider transition away from fossil-fueled-powered maintenance equipment. Currently County Airports’ maintenance staff inspect the site periodically, using soil grading equipment annually to prepare the airfield for aircraft traffic each spring.



Measure ID	Measures	Applicable to County?	Applicable to Tenant?
Built Environment & Transportation			
T-1.1	Support transition of tenant-operated fossil-fuel powered aircraft to electric as feasible	No	No
T-1.2	Support transition to sustainable aviation fuel and unleaded aviation gasoline	No	No



Runway approach at Ocotillo Airport

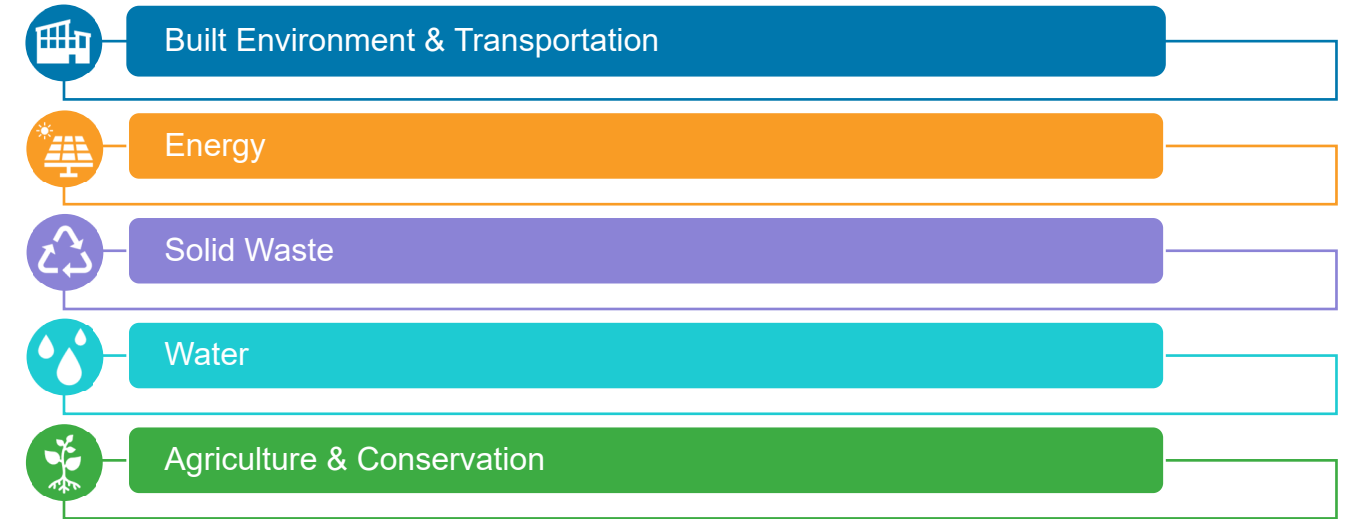
Measure ID	Measures	Applicable to County?	Applicable to Tenant?
T-2.1	Replace fossil-fuel powered vehicles with electric	Yes	No
T-2.2	Expand electric vehicle charging infrastructure	No	No
T-2.3	Adopt a plan to lower Vehicle Miles Traveled	No	No
T-3.1	Replace fossil-fuel powered equipment with electric	Yes	No
T-4.1	Adopt a reduced embodied carbon footprint standard for new construction, renovations, and reconfigurations, including pavement	No	No
T-4.2	Manage assets and equipment for end-of-life	No	No
T-5.1	Adopt a sustainable procurement policy prioritizing sustainable products and services	No	No
T-5.2	Adopt a Good Food Purchasing Program	No	No
T-5.3	Adopt Integrated Pest Management and Green Cleaning practices	No	No
T-6.1	Facilitate greater interaction between airport-based tenants, local businesses and local job-seekers to promote local employment opportunities	No	No
Energy			
E-1.1	Implement programs to facilitate installation of solar photovoltaics and storage	Yes	No
E-2.1	Conduct energy audits and implement recommended measures	No	No
E-2.2	Design new construction and renovations / retrofit existing buildings as all-electric	No	No

Measure ID	Measures	Applicable to County?	Applicable to Tenant?
Solid Waste			
SW-1.1	Implement construction and demolition waste management plan	No	No
SW-1.2	Implement aviation-specific zero waste management plan	No	No
SW-1.3	Implement operational zero waste management plan	No	No
Water			
W-1.1	Conduct a water audit and implement conservation measures	No	No
W-1.2	Design new construction and renovations / retrofit existing landscaping with recycled water opportunities as feasible	No	No
W-1.3	Design new construction and renovations / retrofit existing outdoor areas with water efficient landscaping	No	No
W-2.1	Maintain existing or implement new approaches to stormwater management	Yes	No
Agriculture & Conservation			
A-1.1	Assess, maintain, and expand tree coverage outside of airspace	No	No
A-1.2	Employ best practices for landscape design and maintenance in collaboration with tenants	No	No
A-1.3	Expand availability of recycled water (purple pipe) for landscaping	No	No

Ramona Airport

Sustainability Management Plan – 2024

Ramona Airport is a full-service airport with numerous facilities and structures providing administration, hangar storage, maintenance, fuel sales, and fuel storage, with both County-owned and tenant-owned or -operated facilities. As such, each of the SMP’s Sectors – Built Environment and Transportation, Energy, Solid Waste, Water, and Agriculture and Conservation – can apply to Ramona Airport.



Aerial image of Ramona Airport

Measure ID	Measures	Applicable to County?	Applicable to Tenant?
Built Environment & Transportation			
T-1.1	Support transition of tenant-operated fossil-fuel powered aircraft to electric as feasible	Yes	Yes
T-1.2	Support transition to sustainable aviation fuel and unleaded aviation gasoline	Yes	Yes
T-2.1	Replace fossil-fuel powered vehicles with electric	Yes	Yes
T-2.2	Expand electric vehicle charging infrastructure	Yes	No
T-2.3	Adopt a plan to lower Vehicle Miles Traveled	Yes	Yes
T-3.1	Replace fossil-fuel powered equipment with electric	Yes	Yes
T-4.1	Adopt a reduced embodied carbon footprint standard for new construction, renovations, and reconfigurations, including pavement	Yes	No
T-4.2	Manage assets and equipment for end-of-life	Yes	Yes

Measure ID	Measures	Applicable to County?	Applicable to Tenant?
T-5.1	Adopt a sustainable procurement policy prioritizing sustainable products and services	Yes	Yes
T-5.2	Adopt a Good Food Purchasing Program	No	Yes
T-5.3	Adopt Integrated Pest Management and Green Cleaning practices	Yes	Yes
T-6.1	Facilitate greater interaction between airport-based tenants, local businesses and local job-seekers to promote local employment opportunities	Yes	Yes
Energy			
E-1.1	Implement programs to facilitate installation of solar photovoltaics and storage	Yes	Yes
E-2.1	Conduct energy audits and implement recommended measures	Yes	Yes
E-2.2	Design new construction and renovations / retrofit existing buildings as all-electric	Yes	Yes
Solid Waste			
SW-1.1	Implement construction and demolition waste management plan	Yes	Yes
SW-1.2	Implement aviation-specific zero waste management plan	Yes	Yes
SW-1.3	Implement operational zero waste management plan	Yes	Yes
Water			
W-1.1	Conduct a water audit and implement conservation measures	Yes	Yes
W-1.2	Design new construction and renovations / retrofit existing landscaping with recycled water opportunities as feasible	Yes	Yes

Measure ID	Measures	Applicable to County?	Applicable to Tenant?
W-1.3	Design new construction and renovations / retrofit existing outdoor areas with water efficient landscaping	Yes	Yes
W-2.1	Maintain existing or implement new approaches to stormwater management	Yes	Yes
Agriculture & Conservation			
A-1.1	Assess, maintain, and expand tree coverage outside of airspace	Yes	Yes
A-1.2	Employ best practices for landscape design and maintenance in collaboration with tenants	Yes	Yes
A-1.3	Expand availability of recycled water (purple pipe) for landscaping	Yes	Yes



Figure 33 Ramona Airport compass rose

5. Airport System Sustainability Measure Timelines



County vehicles at Gillespie Field

5. Airport System Sustainability Measure Timelines

This Chapter provides tentative timelines for each airport, specific to County Airports and tenants, with recommended schedules and sequences for achieving each of the applicable Measures and Actions. Each Action's completion is scheduled to occur within the short-term (6 months-3 years), medium term (3 years-15 years), or long-term (15+ years), depending on the complexity, resources availability, technological progress, specifics of the Action, and other requirements. Strategies and Measures pertaining to each airport were arranged so as to align with general County Airports' priorities indicated by County Airports staff. Strategies and Measures were also organized by short-, medium-, and long-term durations, in order to accomplish projects, goals, and objectives so as not to overburden County Airports' or its tenants' resources.



Figure 34 Approach to Runway 24 at McClellan-Palomar Airport

6. Airport System Sustainability Measure Checklists



County fleet vehicle at Ramona Airport

6. Airport System Sustainability Measure Checklists

This Chapter includes proposed checklists for each airport to help monitor and manage the steps for implementation of applicable Strategies and Measures. These checklists include Measures relevant to each airport, key performance indicators (KPIs), and tentative target completion dates for each Strategy. The checklists also include fillable sections that allow County Airports or tenants to capture progress toward completing each KPI. Given the diverse nature of tenants' and FBOs' operations, the checklists include a place for reflection, allowing each tenant to determine the relevance of specific Measures, identify new or more suitable Measures, or refine existing Measures, KPIs, implementation steps or any other parts of the process.



Figure 35 Sustainability Management Plan stakeholder outreach event at McClellan-Palomar Airport

7. Glossary & References



Runway at Jacumba Airport

Glossary

Key terms and acronyms utilized throughout the report are described below.

Term	Definition
100LL	100 Octane Low-Lead – common aviation gasoline product & only transportation fuel in the US containing lead
A	Agriculture & Conservation Sector – focuses on landscaping, including the potential for trees where appropriate, to support the regionally appropriate planting to conserve resources
AB	Assembly Bill – bill introduced in the California State Assembly, the lower house of the California State Legislature
ACI	Airports Council International – works with governments, regional members, experts, and international organizations to represent the collective interests of airports around the world to promote excellence in the aviation industry
ACRP	Airport Cooperative Research Program – see Chapter 3 Funding Plans for more information
Agrivoltaics	Also known as agrophotovoltaics, agrisolar, or dual-use solar. The simultaneous use of land for solar panels and agriculture to optimize crop yield and quality as well as clean energy generation.
AIP	Airport Improvement Program – FAA’s program that provides grants to public agencies for planning and development of public-use airports that are included in the National Plan of Integrated Airport Systems
AWM	County of San Diego Department Agriculture, Weights & Measures – tasked with regulating and promoting agricultural practices, ensuring fair trade and accuracy in weights and measures, and safeguarding consumers and businesses in San Diego County
County Airports	The County of San Diego, Airports Division – division within the California Department of Public works that operates and maintains eight public airports, airstrips, and airparks
Arup	Arup US, Inc. – global firm of engineering consultants, designers, development planners and project managers
AvGas	Aviation Gasoline – blend of hydrocarbons and additives that meet strict requirements for flying, such as flashpoint and freezing point
BES	Business Energy Solutions – program available through SDEG&E for small commercial customers (≤ 20 kW) to get targeted energy-savings improvement recommendations
Board	County of San Diego Board of Supervisors – legislative branch of the county government of San Diego County, California

C&D	Construction and Demolition – typically refers to the type of waste generated through the construction, renovation, repair, and demolition of existing buildings and infrastructure
CA	California – western United States state running ~900 miles north from Mexican border along the Pacific Ocean
CALeVIP	California Electric Vehicle Infrastructure Project – see Chapter 3 Funding Plans for more information
CALGreen	California Green Building Code, Part 11, Title 24, California Code of Regulations , – the first-in-the-nation mandatory green building standards code
Caltrans	California Department of Transportation – an executive department of the U.S. State of California, part of the cabinet-level California State Transportation Agency
CAP	Climate Action Plan – Strategic framework plan for reducing greenhouse gas emissions
CAP4ZNE	Climate Action Plan for Zero Net Energy – see Chapter 3 Funding Plans for more information
CARB	California Air Resources Board – agency of the government of California that aims to reduce air pollution
CASP	California Aviation System Plan – outlines a comprehensive progression for all California airports to evaluate aviation and contribute to the California Transportation Plan
CCA	Community Choice Aggregation – program that allows local governments to procure power on behalf of residential, commercial, and municipal accounts from an alternative supplier while still receiving transmission and distribution service from an existing utility provider
CEC	California Energy Commission – formally the Energy Resources Conservation and Development Commission, the primary energy policy and planning agency for California
CEMS	Comprehensive Energy Management Solutions – San Diego Gas & Electric program that helps large commercial customers offset the cost of installing new, more efficient equipment with cash incentives for eligible upgrades
CEQA	California Environmental Quality Act – California statute that institutes a statewide policy of environmental protection, similar to the United States federal government’s National Environmental Policy Act
CERI	Community Energy Resilience Investment – see Chapter 3 Funding Plans for more information

Circular Economy	<i>An economic system where products and materials are kept in circulation at their highest value through processes like maintenance, reuse, refurbishment, remanufacture, recycling, and composting</i>	ENERGY STAR	<i>United States Environmental Protection Agency-backed symbol for energy efficiency. ENERGY STAR Portfolio Manager is an online tool that allows customers to measure and track energy and water consumption, as well as greenhouse gas emissions.</i>
CFR	Code of Federal Regulations – the codification of the general and permanent regulations promulgated by the executive departments and agencies of the federal government of the United States	EO	Executive Order – directive by the president of the United States that manages operations of the federal government
DAC	Disadvantaged Community – areas throughout California which suffer most from a combination of economic, health, and environmental burdens	EPA	Environmental Protection Agency – independent agency of the United States government tasked with environmental protection matters
DCFC	Direct Current Fast Charger – converts alternating current to direct current and delivers direct current power directly to the battery, resulting in a faster charge for electric vehicle batteries	EPEAT	Electronic Product Environmental Assessment Tool – leading ecolabel and covers the product’s lifecycle from design through use to recycling
DGS	County of San Diego Department of General Services – tasked with managing facilities, services, and projects essential to County operations, encompassing functions like facility maintenance, construction, real estate management, and fleet services	EV	Electric Vehicle – vehicle that uses one or more electric motors for propulsion, commonly powered by a battery
DOE	Department of Energy – executive department of the U.S. federal government that oversees U.S. national energy policy and manages the research and development of nuclear power, domestic energy production, and energy conservation	FAA	Federal Aviation Administration – transportation agency of the U.S. government that regulates all aspects of national civil aviation and surrounding international waters
DPC	County of San Diego Department of Purchasing and Contracting – Identifies business requirements for goods, materials, and services and coordinates the use of recycled materials and products within the County of San Diego	FBO	Fixed-Base Operator – A commercial business granted the right by the airport sponsor to operate on an airport and provide aeronautical services such as fueling, hangaring, tie-down and parking, aircraft rental, aircraft maintenance, flight instruction, etc. (FAA Advisory Circular No. 150/5190-7)
DPR	County of San Diego Department of Parks and Recreation – responsible for managing and preserving parks, recreational areas, and open spaces within San Diego County	FFB	Federal Financing Bank – helps federal agencies manage borrowing and lending programs through the U.S. Secretary of Treasury
DPW	County of San Diego Department of Public Works – Designs, builds, manages, and operates San Diego County public infrastructure, including eight County airports	GAMI	General Aviation Modification Inc – industry trade association representing general aviation aircraft manufacturers and related enterprises
DSGS	Demand Side Grid Support – see Chapter 3 Funding Plans for more information	GFAP	Green Fleet Action Plan – part of the County of San Diego’s plan for achieving vehicle fleet efficiency and reducing fleet emissions from more than 4,300 heavy- and light-duty vehicles
ECM	Energy Conservation Measure – reduces building energy consumption by improving efficiency of a particular piece of equipment or building system	GFO	Grant Funding Opportunity – California Energy Commission’s term for funding opportunities that advance California’s transition to clean energy
E	Energy Sector – focuses on addressing consumption of fossil fuels	GGBFS	Ground Granulated Blast Furnace Slag – byproduct of iron and steel-making
Embodied carbon	<i>The total greenhouse emissions associated with the production, transportation, and assembly of materials used in construction throughout their lifecycle.</i>	GHG	Greenhouse Gas – gas that, when present in the atmosphere, traps heat within it
EnergIIZE	Energy Infrastructure Incentives for Zero-Emission – see Chapter 3 Funding Plans for more information	GMS	General Management System – County of San Diego’s comprehensive guide used to set sound goals and apply strong management principles
		2020 Guidance Plan	Airports Sustainability Guidance Plan – baseline resource for the County of San Diego facilities within the Airports Division, including sustainability strategies for airport system operation

GVWR	Gross Vehicle Weight Rating – maximum amount of weight that your vehicle can handle safely, including payload capacity (cargo, passengers, fuel, etc.)	MBCx	Monitoring-Based Commissioning – process which maintains and continuously improves building performance over time
GWP	Global Warming Potential – how much energy the emissions of 1 ton of a gas will absorb over a given period of time relative to the emissions of 1 ton of carbon dioxide	MD	Medium Duty – vehicle weighing between 14,001 and 26,000 pounds
HD	Heavy Duty – vehicle exceeding 26,001 pounds	MoGas	Motor Gasoline – blend of hydrocarbons and additives, including conventional gasoline, all types of oxygenated gasoline, and reformulated gasoline
HFTD	High Fire-Threat District – district containing high hazard zones and high fire-threat areas, as identified by the California Public Energy Commission	NPIAS	National Plan of Integrated Airport Systems – see Chapter 3 Funding Plans for more information. National airports are located in metropolitan areas near major business centers and support flying throughout the Nation and the world. Regional airports support regional economies with interstate and some long-distance flying and have high levels of activity, including some jets and multiengine propeller aircraft. Basic airports fulfill the principal role of a community airport providing a means for private general aviation flying, linking the community with the national airport system, and making other unique contributions.
HVAC	Heating, Ventilation, Air-Conditioning – utilizes various technologies to control the temperature, humidity, and purity of air in an enclosed space	POU	Publicly Owned Utility – not-for-profit public agencies that supply and deliver electricity to their communities
HVIP	Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project – see Chapter 3 Funding Plans for more information	PPP	Public Purpose Program – state-mandated programs funded through energy bills such as financial assistance for income qualified customers and energy efficiency programs
IPM	Integrated Pest Management – broad-based approach that integrates both chemical and non-chemical practices for economic control of pests	PSPS	Public Safety Power Shutoff – planned power outage implemented to protect public safety and prevent major wildfires during severe weather
IRA	Inflation Reduction Act – landmark United States federal law which aims to curb inflation through various means, including investment into domestic energy production while promoting clean energy	PTC	Production Tax Credit – tax credit for electricity generated by solar and other qualifying technologies for the first 10 years of a system's operation
IRS	Internal Revenue Service – responsible for collecting U.S. federal taxes and administering the Internal Revenue Code	PV	Photovoltaic – system that converts solar energy into electricity using semiconducting materials
ITC	Investment Tax Credit – a federal tax incentive for business investment, such as renewable energy generation and storage infrastructure	RAP	Reclaimed Asphalt Pavement – recycled aggregates that can be used in pavement to reduce embodied carbon encompass a diverse range of materials
KPI	Key Performance Indicator – type of performance measurement used to evaluate the success of an activity or initiative	RCA	Recycled Concrete Aggregate – recycled aggregates that can be used in pavement to reduce embodied carbon encompass a diverse range of materials
kW	Kilowatt – a measure of 1,000 watts of electrical power	RCx	Retro-Commissioning – process for investigating, analyzing and optimizing existing building system performance
kWh	Kilowatt-hour – a measure of energy, specifically 1,000 watts of electrical power over one hour	REAP	Rural Energy for America Program – see Chapter 3 Funding Plans for more information
LAWA	Los Angeles World Airports – airport authority that owns and operates Los Angeles International Airport and Van Nuys Airport	RFP	Request for Proposal – business document announcing, describing, and soliciting bids for a project from qualified contractors
LED	Light-Emitting Diode – high energy efficiency semiconductor device that emits light when current flows through it		
LEED	Leadership in Energy and Environmental Design – widely used green building rating system		
LIC	Low-Income Community – community that is at or below 80% of the California statewide median income, or at or below the threshold designated as low-income by the California Department of Housing and Community Development's 2016 State Income Limits		

SW	Solid Waste Sector – focuses on revitalizing the variety of native plant and animal species in and around the airport site
SAGA	Sustainable Aviation Guidance Alliance – broad volunteer coalition of aviation interests that formed to assist airport operators in planning, implementing, and maintaining a sustainability program
SAN	San Diego International Airport – international airport three miles northwest of Downtown San Diego operated by the San Diego County Regional Airport Authority
SB	Senate Bill – bill introduced in the California State Senate, the upper house of the California State Legislature
SDCP	San Diego Community Power – locally managed, not-for-profit, public agency that purchases electricity from renewable sources like solar or wind, and delivers it to customers through SDG&E infrastructure
SDG&E	San Diego Gas & Electric – provides natural gas and electricity to 3.3 million people in San Diego County and southern Orange County
SFO	San Francisco International Airport – international airport thirteen miles south of San Francisco operated by the City of San Francisco
SGIP	Self-Generation Incentive Program – see Chapter 3 Funding Plans for more information
SIC Codes	Standard Industrial Classification Code – see Chapter 3 Funding Plans for more information
SMP	Sustainability Management Plan – addresses all eight County Airports within the San Diego County Airports System
T	Built Environment & Transportation Sector – focuses on reducing greenhouse gas emissions, contains six Strategies and thirteen Measures.
TBD	To Be Determined – indicates information is waiting to be confirmed
TEL	Tetra-Ethyl-Lead – component of 100 octane low-lead or aviation gasoline
TRB	Transportation Research Board – provides scientific and technical information of national importance serves to the President of the United States, Congress, and federal agencies as an independent adviser
USDA	United States Department of Agriculture – federal executive department responsible for developing and executing federal laws related to farming, forestry, rural economic development, and food
VMT	Vehicle Miles Traveled – a metric quantifying the total distance traveled by vehicles over a specified time and area to assess transportation efficiency and environmental contribution
W	Water Sector – focuses on responsible water management and conservation

WBLCA	Whole Building Life Cycle Assessment – assessment to understand the life-cycle of materials used in constructing a building
WCM	Water Conservation Measure – reduces water consumption by improving efficiency of a particular piece of equipment, building system, or landscape
Xeriscaping	Low or No Water Landscaping – process of landscaping and gardening that reduces or eliminates the need for irrigation
ZCPP	Zero Carbon Portfolio Plan – see Chapter 3 Funding Plans for more information



Figure 36 Looking north at Agua Caliente Airport

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Appendix 1. Baseline Assessment and Inventory Report

Appendix 2. Renewables, Resilience, and Incentives Report

Appendix 3. Public Outreach Meetings Summaries and Public Input

Appendix 4. 2020 County of San Diego Airports Sustainability Guidance Plan with Appendices