

F18d

EX PARTE COMMUNICATION

Date and time of communication: August 5, 2009, 9 a.m.
Location of communication: Telephone call
Person initiating communication: Andi Culbertson on behalf of San Diego County
Regional Airport Authority
Person receiving communication: Commissioner Steve Blank
Name or description of project: San Diego Regional Airport Authority,
Friday, Item 18d, CDP Application No. 6-
09-15 for Terminal 2 Expansion

Ms. Culbertson referenced the attached Powerpoint slides saying the airport is proposing the expansion of Terminal 2 and an elevated roadway to serve needs of the airport passengers.

She told me that the projects meets the terms of the Coastal Act to the extent Chapter 3 policies apply, and that a review of draft conditions of the staff report revealed no major issues. She believed that the Authority will be in support of the staff report and the conditions.

She said that the Authority has an executed MOU with the Attorney General's office on greenhouse gases, and is foregoing the construction of a parking structure at the terminal in lieu of supporting public transit and adding 500 spaces to a parking lot at the field. No opposition is anticipated.

Signature on file

Thursday, August 6, 2009

Date

Signature of Commissioner

Filed

RECEIVED

AUG 03 2009

**FORM FOR DISCLOSURE
OF EX PARTE
COMMUNICATION**

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

RECEIVED

JUL 30 2009

CALIFORNIA
COASTAL COMMISSION

Date and time of communication:

July 27, 2009 - 2:00 p.m.

(For messages sent to a Commissioner by mail or facsimile or received as a telephone or other message, date time of receipt should be indicated.)

Location of communication:

Conference call

(For communications sent by mail or facsimile, or received as a telephone or other message, indicate the means of transmission.)

Person(s) initiating communication:

Andi Culbertson on behalf of San Diego County Regional Airport Authority

Person(s) receiving communication:

Commissioner Bonnie Neely

Name or description of project:

August Meeting Agenda Item Fri18d - San Diego Regional Airport Authority, CDP Application No. 6-09-15 for Terminal 2 Expansion

Detailed substantive description of content of communication:

(If communication included written material, attach a copy of the complete text of the written material.)

Ms. Culbertson represents the San Diego County Regional Airport Authority, the operator of Lindbergh Field or San Diego International Airport. The airport is proposing the expansion of Terminal 2 and an elevated roadway to serve needs of the airport passengers.

The presenter noted that the airport meets the terms of the Coastal Act to the extent Chapter 3 policies apply, and that a review of draft conditions of the staff report revealed no major issues. As a consequence, the Authority anticipates being in support of the staff report and the conditions when they are reviewable in final form. It was noted that the authority of the airport to carry out or enforce certain issues normally of interest to the Commission is prevented by federal law. The Authority has an executed MOU with the Attorney General's office on greenhouse gases, and is foregoing the construction of a parking structure at the terminal in lieu of supporting public transit and adding 500 spaces to a parking lot at the field. No opposition is anticipated.

Ms. Culbertson noted the support of staff, and expressed appreciation for their efforts. As the Authority is likely to be in support, and if no opposition is presented from the public, Ms. Culbertson asked that the matter be moved to consent calendar.

Signature on file

Date: July 27, 2009

Signature of Commissioner

If the communication was provided at the same time to staff as it was provided to a Commissioner, the communication is not ex parte and this form does not need to be filled out.

Coastal Commission Fax: 415 904-5400

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CALIFORNIA COASTAL COMMISSION

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F 18d

Addendum

August 10, 2009

To: Commissioners and Interested Persons

From: California Coastal Commission
San Diego Staff

Subject: Addendum to **Item 18d**, Coastal Commission Permit Application
#6-09-15 (San Diego Regional Airport Authority), for the Commission
Meeting of August 14, 2009.

Staff recommends the following clarifications and additions be made to the above-referenced staff report:

1. On page 3, Special Condition #1b shall be revised as follows:

1. Greenhouse Gas Emission Reduction: **PRIOR TO THE COMMENCEMENT OF CONSTRUCTION**, the applicant shall submit a Greenhouse Gas Emission Reduction Plan (the Plan) for Executive Director review and written approval. The Plan shall describe the proposed project elements, including the 10-gate terminal expansion project and the new elevated roadway at Terminal 2 of San Diego International Airport, and identify and quantify the types and amounts of Scope 1, 2, and 3 GHG emissions that will be associated with the construction and operation of these planned improvements. Known or estimated values for GHG emission sources must be provided for (but not be limited to) aircraft, ground support equipment (GSE), space heating and air conditioning, motor vehicles and construction equipment/materials. The Plan shall also identify, evaluate and develop GHG emission reduction measures for incorporation into the design, construction and operation of the proposed project. Emission reduction goals will be consistent with the SDCRAA/Office of the Attorney General Memorandum of Understanding, the California Global Warming Solutions Act of 2006 (AB32), the Western Climate Initiative, and the Coastal Act. [...]

b. Operational GHG emissions: No later than June 30th of each subsequent year that the project remains in use, the Permittee shall submit for Executive Director review and written approval an annual report that identifies and calculates each year's Scope 1, and 2 GHG emissions, and those Scope 3 GHG emissions as provided for in the May 5, 2008 MOU between Permittee and the Attorney General of the State of California, associated with project operations and

all measures implemented to reduce net emissions to less than 7,000 metric tons per year. Any offsets or credits used to meet this level shall be in accordance with regulations approved by CARB, SDCAPCD, or CCAR ~~as and shall be~~ consistent with AB 32.

2. On page 7, the fifth paragraph shall be revised as follows:

The purpose of the proposed terminal expansion is severalfold, including allowing the airport to accommodate larger aircraft, modernizing security check points to meet federal security and airport industry standards, and enhancing airport users' comfort. The proposed gate expansion, by providing more waiting areas, restrooms, concessions, baggage handling areas, and TSA security function area, is expected to improve passenger efficiency and safety. Although the expansion will accommodate larger planes, and thus increase opportunities for additional international routes, the expansion will not specifically result in an increase in flight capacity. Regardless of the number of gates, flight capacity at the airport which is limited by the size and operation of the existing single runway. The airport site is physically constrained by North Harbor Drive and San Diego Bay to the south, the Marine Corps Recruit Depot to the north, the Navy channel to the west, and Pacific Highway to the east. The existing constrained site does not allow for an increase in runway length or safety area length beyond the existing runway ends without the acquisition of additional property, and that is not proposed with this application. In addition, the site is limited by the number of takeoffs/landings that can be accommodated in the hours the airport is open; thus the ability to increase flight capacity at the airport is limited. Thus, it is not clear that the proposed project will necessarily increase traffic to the airport or the demand for parking.

3. On page 13, the following paragraphs shall be inserted after the first paragraph below the heading *Project GHG Emissions and Offsets*:

The applicant has provided specific estimates of the GHG emissions anticipated to be generated by the proposed 10-gate expansion and second level roadway project. The predicted GHG emissions from the proposed project, with implementation of specified reduction measures, in metric tons of CO₂, are:

Greenhouse Gas (GHG) Emissions (metric tons as CO_{2e}) Attributable to the SAN Terminal 2 Expansion and Elevated Roadway Projects

Scope	1		2	3			Totals
Year	Stationary Sources	Construction-Related	Electrical Usage	Aircraft	APU / GSE	Motor Vehicles	
<u>2010</u>	<u>508</u>	<u>1,101</u>	<u>3,943</u>	<u>0</u>	<u>0</u>	<u>135</u>	<u>5,687</u>
<u>2015</u>	<u>508</u>	<u>0</u>	<u>3,943</u>	<u>0</u>	<u>0</u>	<u>314</u>	<u>4,765</u>
<u>2020</u>	<u>508</u>	<u>0</u>	<u>3,943</u>	<u>0</u>	<u>0</u>	<u>593</u>	<u>5,044</u>

- Scope 1/Direct Emissions – These sources are owned and controlled by the reporting entity (e.g., on-airport emissions from combustion in owned and controlled boilers,

furnaces, vehicles, etc.). For an airport, the Scope 1 emissions would be those associated with fuel powering vehicles owned and operated by the airport entity, as well as stationary sources owned and operated by that entity.

- Scope 2/Indirect Emissions – These sources are those from the generation of purchased electricity consumed by the entity. This would represent the electricity acquired to power airport facilities. Tenant-purchased electricity would not be Scope 2, but Scope 3.
- Scope 3/Indirect and Optional Emissions – These emissions are a consequence of the activities of the entity, but occur at sources owned and controlled by another party. Scope 3 would be the largest quantity of emissions at an airport, because they would include aircraft-related emissions, emissions from all tenant-related activities (including aircraft operations and the associated ground support activities) as well as the public's ground travel to and from the airport.

4. On page 14, the first complete paragraph shall be revised as follows:

To address project-related GHG emissions and to more specifically identify measures that are implemented to reduce these emissions, Special Condition #1 requires the Airport to submit, prior to construction, a Greenhouse Gas Emission Reduction Plan that quantifies the project's expected levels of Scope 1-3 emissions and identifies GHG emission reduction measures that the Airport will implement as part of project design, construction, and operations. Special Condition #1 also requires the Airport to submit reports for Executive Director review and approval, including a post-construction report that identifies net GHG emissions resulting from project construction and the mitigation measures implemented to reduce those emissions, as well as annual reports describing emissions from project operations and the measures implemented to reduce those emissions. In each case, the mitigation measures are to be consistent with the requirements of AB 32 as well as with the above referenced Memorandum of Understanding between the Airport and the California Office of the Attorney General. Specifically, calculations will be provided for each year's Scope 1 and 2 GHG emissions, and those Scope 3 GHG emissions as provided for in the May 5, 2008 MOU between Permittee and the Attorney General of the State of California.
[...]

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F18d

Filed:	June 8, 2009
49th Day:	July 27, 2009
180th Day:	December 5, 2009
Staff:	D. Lilly-SD
Staff Report:	July 27, 2009
Hearing Date:	August 12-14, 2009

REGULAR CALENDAR
STAFF REPORT AND PRELIMINARY RECOMMENDATION

Application No.: 6-09-15

Applicant: San Diego Regional Airport Authority Agent: Theodore Anasis

Description: Construction of a two-story, 468,389 sq.ft. expansion of Terminal 2 including 10 new aircraft boarding gates; new ticket lobby areas; new, expanded security screening area; expanded concessions; baggage handling facilities; and restrooms. Construction of three ancillary structures in the existing Terminal 2 visitor parking lot, including a 10,000 sq.ft. replacement for the existing USO facility (proposed for demolition); a 6,000 sq.ft. replacement parking management building, and a 13,500 sq.ft. expansion of the Central Utility Plant to house additional HVAC equipment. Construction of a new second level roadway for departures next to the upper level Terminal 2, and pedestrian walkways connecting to upper level Terminal 2 ticket lobbies. Expansion of existing airport parking lot at Pacific Highway and Sassafras Street to replace all of the approximately 500 parking spaces lost as a result of the terminal expansion.

Site: West side of existing Terminal 2 West, north of Harbor Drive, San Diego International Airport, San Diego, San Diego County. APN 760-062-01, 760-039-61, 760-039-58, 760-039-67, 450-Index.

Substantive File Documents: City of San Diego Certified LCP

STAFF NOTES:

Summary of Staff's Preliminary Recommendation: Staff is recommending approval of the proposed terminal expansion, with special conditions. The primary issues raised by the proposed project relate to potential impacts the development could have on climate change and greenhouse gases, and public access. Special Conditions placed on the project require that the Airport prepare a Greenhouse Gas (GHG) Emission Reduction Plan that identifies, evaluates and develops GHG emission reduction measures for incorporation into the design, construction and operation of the proposed project.

Emission reduction goals must be consistent with the San Diego Airport/Office of the Attorney General Memorandum of Understanding, the California Global Warming Solutions Act of 2006 (AB32), the Western Climate Initiative, and the Coastal Act.

In addition, the project has been designed to mitigate or eliminate potential adverse impacts to public access, by replacing any parking lost on-site at an off-site parking lot, which should reduce traffic on Harbor Drive, and through preparation of an Airport Transit Plan. The applicant's on-going efforts to improve public transit connections to the airport will be documented in a annual report to the Executive Director.

Standard of review: Chapter 3 policies of the Coastal Act.

I. PRELIMINARY STAFF RECOMMENDATION:

The staff recommends the Commission adopt the following resolution:

MOTION: *I move that the Commission approve Coastal Development Permit No. 6-09-15 pursuant to the staff recommendation.*

STAFF RECOMMENDATION OF APPROVAL:

Staff recommends a **YES** vote. Passage of this motion will result in approval of the permit as conditioned and adoption of the following resolution and findings. The motion passes only by affirmative vote of a majority of the Commissioners present.

RESOLUTION TO APPROVE THE PERMIT:

The Commission hereby approves a coastal development permit for the proposed development and adopts the findings set forth below on grounds that the development as conditioned will be in conformity with the policies of Chapter 3 of the Coastal Act and will not prejudice the ability of the local government having jurisdiction over the area to prepare a Local Coastal Program conforming to the provisions of Chapter 3. Approval of the permit complies with the California Environmental Quality Act because either 1) feasible mitigation measures and/or alternatives have been incorporated to substantially lessen any significant adverse effects of the development on the environment, or 2) there are no further feasible mitigation measures or alternatives that would substantially lessen any significant adverse impacts of the development on the environment.

II. Standard Conditions.

See attached page.

III. Special Conditions.

The permit is subject to the following conditions:

1. **Greenhouse Gas Emission Reduction: PRIOR TO THE COMMENCEMENT OF CONSTRUCTION**, the applicant shall submit a Greenhouse Gas Emission Reduction Plan (the Plan) for Executive Director review and written approval. The Plan shall describe the proposed project elements, including the 10-gate terminal expansion project and the new elevated roadway at Terminal 2 of San Diego International Airport, and identify and quantify the types and amounts of Scope 1, 2, and 3 GHG emissions that will be associated with the construction and operation of these planned improvements. Known or estimated values for GHG emission sources must be provided for (but not be limited to) aircraft, ground support equipment (GSE), space heating and air conditioning, motor vehicles and construction equipment/materials. The Plan shall also identify, evaluate and develop GHG emission reduction measures for incorporation into the design, construction and operation of the proposed project. Emission reduction goals will be consistent with the SDCRAA/Office of the Attorney General Memorandum of Understanding, the California Global Warming Solutions Act of 2006 (AB32), the Western Climate Initiative, and the Coastal Act.

a. **Construction-related GHG emissions**: Within 60 days of completing construction of the terminal expansion and second level roadway construction, the Permittee shall submit a report for Executive Director review and written approval that identifies and calculates net construction-related GHG emissions resulting from those projects and all measures implemented to reduce net emissions to less than 7,000 metric tons per year (pursuant to the threshold identified in the October 24, 2008 California Air Resources Board (CARB) *Preliminary Draft Staff Proposal Recommended Approaches for Setting Interim Significance Thresholds for Greenhouse Gases under the California Environmental Quality Act*). All measures shall be consistent with the protocols established pursuant to AB 32. Any offsets or credits used to meet this level shall be approved by CARB, the San Diego County Air Pollution Control District (SDCAPCD), or the California Climate Action Registry (CCAR) as consistent with AB 32.

b. **Operational GHG emissions**: No later than June 30 of each subsequent year that the project remains in use, the Permittee shall submit for Executive Director review and written approval an annual report that identifies and calculates each year's Scope 1, 2, and 3 GHG emissions associated with project operations and all measures implemented to reduce net emissions to less than 7,000 metric tons per year. Any offsets or credits used to meet this level shall be approved by CARB, SDCAPCD, or CCAR as consistent with AB 32.

To meet the construction and operational net emission limits identified above, the Permittee may include GHG emission reduction measures, credits, or offsets that are consistent with AB 32 and have been implemented pursuant to the requirements of another regulatory agency. Upon the Permittee's request, the Executive Director may approve the use of offsets or credits available from entities other than CARB, SDCAPCD, or CCAR, if they are consistent with AB 32 protocols.

2. Final Plans. **PRIOR TO THE ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT**, the applicant shall submit to the Executive Director for review and written approval, final site, building, and off-site parking plans for the proposed development. Said plans shall be in substantial conformance with the preliminary plans submitted with this application dated March 27, 2009.

The permittee shall undertake the development in accordance with the approved plans. Any proposed changes to the approved plans shall be reported to the Executive Director. No changes to the plans shall occur without a Coastal Commission approved amendment to this coastal development permit unless the Executive Director determines that no amendment is legally required.

3. Landscaping. Any proposed landscaping must be drought-tolerant and native or non-invasive plant species. No plant species listed as problematic and/or invasive by the California Native Plant Society, the California Invasive Plant Council, or as may be identified from time to time by the State of California shall be employed or allowed to naturalize or persist on the site. No plant species listed as 'noxious weed' by the State of California or the U.S. Federal Government shall be utilized within the property.

4. Other Permits/Approvals. **PRIOR TO THE COMMENCEMENT OF CONSTRUCTION**, the permittee shall provide to the Executive Director copies of all other required state or federal discretionary permits or other agencies or property owner approvals, such as permits from the Regional Water Quality Control Board. Any mitigation measures or other changes to the project required through said permits shall be reported to the Executive Director and shall become part of the project. The Executive Director shall determine if such modifications, if any, require an amendment to this permit or a separate coastal development permit.

5. Timing of Parking Replacement. All parking spaces permanently removed in conjunction with construction of the approved project shall be replaced off-site as proposed, prior to or concurrent with removal.

6. Public Transit Improvements Status Report. Prior to operation of the expansion gates in Terminal 2, the applicant shall submit an update to the comprehensive Transit Plan dated August 2008 to the Executive Director for review and written approval, documenting the current status of efforts that have been made to add or improve mass transit linkages to the airport for airport employees and airport users. Each year thereafter, the applicant shall submit to the Executive Director an annual report documenting any changes that have occurred throughout the previous year to provide mass transit opportunities to the airport for employees and the general public.

In addition to a status report on ongoing operations, each annual report shall contain at a minimum the following items:

1. An evaluation of the progress made with MTS or by the applicant in providing a direct airport bus or shuttle from the Old Town Station for the use of airport visitors;

2. An evaluation of the progress made with MTS or by the applicant in adding direct airport bus or shuttle linkages to Lindbergh Field from the existing San Diego Trolley stations located inland of Pacific Highway between Old Town Station and the Santa Fe Station; and
3. An evaluation of progress made with MTS in expanding MTS direct bus service to Lindbergh Field including, but not limited to, expanding MTS bus routes and/or existing service from weekends only to weekday service.

The information contained in the comprehensive Transit Plan and annual reports shall be used by the Commission in review of any future improvements to Lindbergh Field requiring a coastal development permit.

IV. Findings and Declarations.

The Commission finds and declares as follows:

1. Detailed Project Description/History. The proposed project consists of construction of an approximately 468,389 sq.ft. expansion of the existing Terminal 2 West at San Diego International Airport. The proposed expansion would include 10 new aircraft boarding gates; new ticket lobby areas; new, expanded security screening area; expanded concessions; a “ramp” control tower for directing aircraft traffic around the terminal; airline and other tenant offices; baggage handling facilities; restrooms; and mechanical areas.

The terminal expansion would be located on land that was previously a U.S. Naval Training Center (NTC) under the jurisdiction of the federal government. The majority of the site has now been transferred to the City of San Diego, and the proposed terminal will be located entirely on airport property, west of Terminal 2, north of Harbor Drive, east of McCain Road and the boat channel, and south of the Marine Corps Recruit Depot (MCRD).

The proposed terminal improvements will be constructed as an addition to the existing Terminal 2 West building. The existing terminal building is constructed in an “L” configuration, and the proposed terminal improvements will be essentially a mirror image of the existing facility, which was designed and constructed to allow such an addition to complete both sides of the terminal concourse.

The maximum height of the roof-line of the proposed terminal structure will be 60.5 feet above finished grade. However, a ramp control tower that will direct aircraft ground movements in the vicinity of the terminal will be a maximum height of 72 feet above finished grade.

In addition, a new second level roadway would be constructed to serve as a private vehicle departure curb with airline check-in facilities and elevated pedestrian walkways connecting to the upper level Terminal Two ticket lobbies. The height of the proposed

second level roadway will be 45'6" above adjacent finished grade. The southern face of the second level roadway will be set back approximately 525 feet from the northerly curb of North Harbor Drive. The existing manufactured fill slopes supporting on-airport circulation roadways will be reconfigured to allow for the new roadway configuration, resulting in a total of 6,500 cubic yards of balanced grading.

Access to the second level curbside would be provided from the Terminal 2 entrance roadway. The Terminal 2 exit roadways would be reconfigured to accommodate the second level curbside/roadway exit. Access to McCain Road would also be provided from the Terminal 2 roadways and would serve the taxi and Airport shuttle staging area and SAN Park NTC long term parking lot.

Intersection improvements will be required at the North Harbor Drive/Spanish Landing Park entrance road intersection. No modifications to the actual entrance to Spanish Landing Park are proposed, nor are any other improvements or modifications to North Harbor Drive proposed as part of this development.

Also proposed is construction of three ancillary structures. A 10,000 sq.ft. replacement for the existing USO facility will be constructed at the easterly end of the second level roadway structure. A 6,000 sq.ft. replacement parking management building will be constructed near the parking lot exit plaza, and a 13,500 sq.ft. expansion of the Central Utility Plant will be constructed to house additional HVAC equipment needed to serve the expansion. All the proposed ancillary structures will be constructed in existing paved parking areas serving the airport.

Construction of the second level roadway, internal circulation roads and ancillary buildings (USO, parking management building, etc.) will result in a loss of approximately 500 parking spaces from the existing parking lot in front of Terminal 2. The applicant has proposed providing replacement parking for all of the spaces lost at the existing "SAN Park Pacific Highway" airport-owned, 1,678-space parking lot at the intersection of Pacific Highway and North Harbor Drive, by paving and striping an existing flat, vacant area on the old General Dynamics property where there is currently no parking provided. Shuttles will continue to transport passengers to the terminal from this location.

In April 2008, the Commission approved a permit to remediate a former landfill on the expansion site (#6-07-108), and in March 2009, the Commission approved a permit for construction of a 29.85 acre concrete apron for overnight airplane parking on the remediated landfill (#6-08-66). These projects are currently under construction.

The San Diego International Airport was previously under the coastal permit jurisdiction of the Port of San Diego. However, legislation transferred authority over airport property to the newly created Airport Authority in January 2003. Thus, the airport is now within the Commission's permit jurisdiction, and Chapter 3 is the standard of review.

2. Public Access/New Development/Traffic. Many policies of the Coastal Act address the provision, protection and enhancement of public access to and along the shoreline, in particular, Sections 30210, 20211, 30212.5, 30221, and 30223. These policies address maintaining the public's ability to reach and enjoy the water. Other relevant sections include the following:

Section 30252

The location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision or extension of transit service, (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads, (3) providing nonautomobile circulation within the development, (4) providing adequate parking facilities...

In addition, Section 30604(c) requires that a specific access finding be made for all development located between the sea and first coastal roadway. In this case, such a finding can be made.

The San Diego Airport is located just inland of North Harbor Drive, the major coastal access route along San Diego's bay shoreline. Thus, increased traffic to and around the airport could significantly impact the ability of the general public to access the shoreline.

The purpose of the proposed terminal expansion is severalfold, including allowing the airport to accommodate larger aircraft, modernizing security check points to meet federal security and airport industry standards, and enhancing airport users' comfort. Although the expansion will accommodate larger planes, and thus increase opportunities for additional international routes, the expansion will not specifically result in an increase in flight capacity, which is limited by the size and operation of the runway. Thus, it is not clear that the proposed project will necessarily increase traffic to the airport or the demand for parking.

In addition, the project may have a positive impact on circulation within the airport. The proposed elevated roadway is expected to reduce congestion at the existing ground-level curb front that currently serves both departing and arriving passengers. During extremely high-traffic periods, improving internal airport circulation may reduce congestion on North Harbor Drive.

Nevertheless, construction of the elevated roadway and the three proposed ancillary structures in the existing parking lot will result in the loss of approximately 500 airport visitor parking spaces. If there are not adequate parking spaces to meet visitor demand, airport visitors could end up circling the streets surrounding the airport looking for parking, or visitors who would have parked at the airport might instead get dropped off and picked up by private vehicles, which would increase the number of car trips to and from the airport. Adding traffic to the streets around the airport could potentially adversely impact public access to the shoreline, inconsistent with the Coastal Act.

Limiting the amount of on-site parking, however, could encourage airport visitors to use public transit or use off-site parking lots, consistent with other Coastal Act policies.

The San Diego International Airport Master Plan Final Environmental Impact Report (FEIR) analyzed the impact the proposed project would have on airport trip generation rates with and without a new parking structure (which is no longer part of the proposed project). The FEIR concludes that the reduction of parking spaces would force passengers to either switch to alternative modes of transportation, including curbside drop-off, taxi, shared ride vans, and transit, or use remote parking facilities. According to the FEIR, this diversion of passengers to alternate modes of transportation and remote parking facilities results in the same trip generation by 2015, with or without construction of new parking structure. This is because while the diversion of passengers to transportation such as private vehicle curbside drop-off and taxis would result in increased airport trips (two trips for parking versus four trips for curbside drop off/pick up), the diversion of passengers to transportation with higher occupancies (e.g., transit and shared ride vans) results in fewer airport trips. If passengers are diverted to remote parking facilities (primarily located along Pacific Highway), it would result in fewer airport trips along North Harbor Drive and in the terminal area. However, additional shuttle trips would be required to accommodate these passengers. The resulting increase and decrease in trips offset each other in 2015. Thus, construction of a new parking structure was not included as part of the Terminal expansion.

By 2020, as parking demand continues to grow and the terminal area parking deficit increases, the trip generation rate for the “Without Parking Structure” alternative is slightly lower than the “With Parking Structure” alternative. Traffic along North Harbor Drive nominally reduces with the shift in passengers to remote parking facilities along Pacific Highway and other modes resulting in a slight increase in airport vehicle occupancies.

		Project with parking structure	Project <u>without</u> parking structure
2015	Daily Airport Trip Generation Rate	1.83	1.83
	Daily Airport Trip Generation	109,500	109,500
	Daily North Harbor Drive Traffic (Rental Car Road to Laurel Street)	93,800	93,500
2020	Daily Airport Trip Generation Rate	1.83	1.82
	Daily Airport Trip Generation	120,900	120,650
	Daily North Harbor Drive Traffic (Rental Car Road to Laurel Street)	102,600	102,200

If the assumptions in the FEIR prove correct, impacts to public access from the reduction in parking spaces may be not be substantial, as long as adequate off-site spaces remain available, affordable, and known to the public. To help ensure the availability of off-site spaces, the applicant has proposed to replace the same number of spaces lost at an existing airport parking lot on the northeast side of the airport. Passengers will be shuttled from this lot to the terminal, reducing the number of vehicles on North Harbor Drive and improving traffic and circulation next to the Bay. Special Condition #5 requires that the replacement parking be provided prior to or concurrent with removal of the spaces at Terminal 2.

In addition, the applicant has prepared an Airport Transit Plan to encourage the use of public transit for airport passengers and employees that documents existing transit opportunities for airport users, and sets forth plans for increased transit prospects. For example, the San Diego Metropolitan Transit Service (MTS) Route 992 is an express bus that currently circles from North Harbor Drive to the Santa Fe Depot station and Broadway in downtown San Diego with connectivity to other bus, trolley/light rail, Coaster, and Amtrak service. This bus provides 12-15 minute service to the curb front of Terminals 1, 2, and the Commuter Terminal. In addition, the Airport has implemented an airport-operated, employee-only non-stop shuttle bus to the Old Town Transit Station to provide a transit connection for airport employees.

In addition, as of June 14, 2009, the Airport began accommodating the new weekend routing of the 923 bus through the airport's internal circulation road. The 923 stops at Terminal 1 and 2, from the Ocean Beach/Point Loma areas. The proposed terminal expansion will incorporate bus staging areas to ensure MTS buses continue to be accommodated.

Currently, the airport provides access among the three existing terminals via the "Red Bus," which continually circulates around the airport. The applicant has indicated that as passenger volumes grow, Red Bus transport will be increased through a combination of more and larger vehicles. The Airport recently acquired larger capacity Red Bus vehicles, all of which are alternative fuel vehicles. These vehicles help reduce the need for private vehicles to circulate among terminals.

The Airport Transit Plan identifies 26 potential measures to improve and/or increase transit service to and from the airport, focusing mainly on improvements to existing bus service. Other potential improvements include upgraded bus service from distant remote parking lots, similar to the "Flyaway" service provided at LAX. Effective improvements to transit must be addressed on a regional level, which will require the cooperation of many agencies outside the control of the Airport, and the Airport is strictly limited by federal regulation as to how airport funds can be used, both of which limit the ability of the applicant to effect significant changes or improvements to public transit. However, as a major demand generator, the Airport is continuing to participate in regional planning efforts, including a multiple agency planning effort (known as Destination Lindbergh) led by the City of San Diego, SANDAG, and the airport to identify the long-term, ultimate build-out of the Airport in conjunction with direct connections between the airport and

the region's freeway and transit systems, including a transportation center adjacent to the airport.

The Commission is strongly supportive of these transit planning efforts, and in particular, efforts to provide airport bus and/or shuttle service for the public from the Old Town Transit Center and/or park and ride type shuttle stops at trolley stations located inland of Pacific Highway between the Old Town Station and the Santa Fe Station (where the existing public bus stops). Allowing the public to access an airport shuttle (Red Bus) or an MTS bus from these locations would be a significant improvement in transit airport access for the public. Special Condition #6 requires that the applicant submit an updated comprehensive Transit Plan to the Executive Director prior to operation of the expansion gates at Terminal 2 and an annual report, thereafter, documenting the efforts to improve these and other transit linkages developed over the previous year, to ensure the on-going operations at Terminal 2 continue to facilitate the provision or extension of public transit service to Lindbergh Field. Future development plans for the airport that involve the expansion of facilities or the removal of parking will be evaluated by the Commission utilizing this information to ensure that public access is protected and enhanced, and that vehicle miles traveled are reduced.

In conclusion, the project will not result in a net loss of airport parking spaces. Removing parking spaces from the airport terminal should serve to shift traffic off of Harbor Drive, a major coastal access route, to alternative off-site parking lots and/or higher occupancy transit vehicles. The applicant has, and will continue to accommodate bus and shuttle service to and within the airport, and to provide transit service for employees. Studies to facilitate the provision or extension of public transit service are under review by the Airport and other regional stakeholders. Therefore, the proposed project will not result in substantial impacts to public access, consistent with the relevant Coastal Act policies.

3. Climate Change. The project has the potential to affect climate change. The Airport has prepared a draft Air Quality Management Plan that describes the expected criteria air pollutant emission levels and greenhouse gas (GHG) emissions from project construction and from annual project operations until 2020. As described in this draft plan, construction-related GHG emissions are expected to be about 1,101 metric tonnes, and annual GHG emissions related to operations would vary from about 5700 metric tonnes in 2010 to just over 5000 tonnes in 2020. These emissions and related mitigation measures are described in greater detail later in this section.

The construction and operation of major water, energy, telecommunication, and transportation projects can significantly increase GHG¹ and therefore global warming, which in turn can cause significant adverse impacts to coastal resources of California.

¹ Greenhouse gases are any gas, both natural and anthropogenic, that absorbs infrared radiation in the atmosphere and include water vapor, carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O). These greenhouse gases lead to the trapping and buildup of heat in the atmosphere near the earth's surface, commonly known as the "Greenhouse Effect." Carbon dioxide is the major anthropogenic greenhouse gas. All greenhouse gases are quantified collectively by the carbon dioxide equivalent, or the amount of CO₂ that would have the same global warming potential, when measured over a specific time period.

The Coastal Act has a number of provisions that provide direct authority to take steps to reduce climate change and to adapt to the effects of global warming. These include the Coastal Act's public access and recreation policies (Sections 30220 and 30211), marine resource and water quality policies (Sections 30230 and 30231), the environmentally sensitive habitat area protection policy (Section 30240), and the coastal hazards policy (Section 30253(1) and (2)). Further, Section 30253(4) requires development to minimize energy consumption and vehicle miles traveled.

In September 2006, Governor Arnold Schwarzenegger signed AB 32, the California Global Warming Solutions Act of 2006. In passing the bill, the California Legislature found that *"Global warming poses a serious threat to the economic well-being, public health, natural resources, and the environment of California. The potential adverse impacts of global warming include the exacerbation of air quality problems, a reduction in the quality and supply of water to the state from the Sierra snow pack, a rise in sea levels resulting in the displacement of thousands of coastal businesses and residences, damage to marine ecosystems and the natural environment, and an increase in the incidences of infectious diseases, asthma, and other human health-related problems"* (California Health & Safety Code, Division 25.5, Part 1).

AB 32 requires the California Air Resources Board (CARB) to adopt a statewide GHG emissions limit equivalent to the statewide GHG emissions levels in 1990 to be achieved by 2020. It requires CARB to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective GHG emission reductions. Strategies that the state will pursue for managing GHG emissions focus on generally reducing consumption of petroleum across all areas of the California economy. Improvements in transportation energy efficiency (fuel economy) and alternatives to petroleum-based fuels are to provide substantial reductions by 2020.

Climate change covers a broad range of impacts that can occur due to GHG emissions, such as increased sea level rise, changes in the frequency, intensity or occurrence of heavy precipitation and droughts, changes in the frequency and intensity of extreme temperature events, and changes in ocean water chemistry. California's 2006 Climate Change Impacts Assessment, reports by the Intergovernmental Panel on Climate Change (IPCC Reports in 1990, 1995, 2001 and 2007) and various climate research centers (such as the Pew Center on Global Climate Change and the Heinz Center) recognize that within the coming century potentially severe impacts could occur in the areas of sea level, water resources, agriculture, forests and landscapes, and public health. Many of these effects will impact the coastal zone and resources specifically protected by the Coastal Act, including impacts to air quality, species distribution and diversity, agriculture, expansion of invasive species, increase in plant pathogens, alteration of sensitive habitat, wildfires, rising sea level, coastal flooding, and coastal erosion. In addition, absorption of carbon dioxide by the ocean leads to a reduction in ocean pH with concomitant consumption of dissolved carbonate ions, which adversely impacts calcite-secreting marine organisms (including many phytoplankton, zooplankton, clams, snails, sea stars, sea urchins, crabs, shrimp, and many others). The most direct impacts of global warming focused on the coastal zone are sea level rise and its associated impacts, ocean warming, and ocean acidification.

Sea Level Rise

Sea level rise is one of the most direct consequences resulting from climate change and a general warming of the atmosphere. In turn, a change in sea level is one of the main factors causing changes in coastal processes. An increase in sea level can:

- Increase coastal wave energy
- Increase beach and bluff erosion
- Increase coastal flooding and inundation
- Increase scour around foundations
- Reduce the effectiveness of existing coastal protection efforts
- Reduce the expected effective life of development setbacks
- Reduce dry beach area and threaten beach-level access and recreational use
- Reduce access time for beaches that are only accessible now at low tide
- Shift the intertidal location inland; possibly reduce intertidal area

Due to the many ways that rising sea level can influence development on the coast, the Commission has, for many years, considered future sea level in the planning and design of many coastal projects. Consequences of an increase in sea level, such as increased erosion and scour, increased nearshore wave energy and reduced beach area, are all detrimental to the coast and damaging to coastal resources. The greater the rise in sea level, the greater the possible detrimental consequences to the coastal resources directly effected by sea level rise. There are no models that can attribute specific changes in sea level to specify amounts of GHG emissions; nevertheless, there are clear indications that increases in GHG emissions contribute to the overall increase in climate change, rising sea level and resultant impacts to coastal resources.²

Ocean Warming

One of the well-recognized connections between the atmosphere and the ocean is heat exchange. Global warming of the atmosphere is expected to cause an increase in ocean warming as the ocean absorbs greater amounts of thermal energy from the atmosphere. One of the consequences of ocean warming is a shift in the geographic ranges of species. With continued warming, species can be expected to continue to migrate northward as long as suitable habitat is available. An indirect consequence of ocean warming is a decline in ocean productivity due to habitat shifts. Ocean warming can cause a direct loss of primary productivity as well. Warming of the surface of the ocean results in increased ocean stratification, limiting the upwelling of deep, nutrient-rich waters that are responsible for California's rich coastal productivity.

² Recent discussions of atmospheric temperature, ocean temperature and sea level rise from combustion of fossil fuels and other anthropogenic sources of greenhouse gases and their effects can be found in the reports from the IPCC (1990, 1992, 1995, 2001, 2007; www.ipcc.ch/index.html).

Ocean Acidification

Just as there is an exchange of thermal energy between the atmosphere and the oceans, there is an ongoing exchange of gases between the atmosphere and the ocean. Each year some 92 billion metric tonnes of CO₂ are directly absorbed by the ocean from the atmosphere. At the same time, approximately 90 billion metric tonnes are released back to the atmosphere³. The net increase in dissolved CO₂ in the ocean is a direct result of increases in the atmosphere related to changes humans are making to the carbon cycle—most notably fossil fuel burning and land use changes (deforestation, mostly in the tropics). One of the consequences of this increase in dissolved CO₂ is a reduction in the pH of the ocean. This decrease in ocean pH (commonly called “ocean acidification”) can cause physiologic stresses in some species. In addition to physiologic effects, calcite-secreting organisms (including many phytoplankton, zooplankton, clams, snails, sea stars, sea urchins, crabs, shrimp, and many others) have more difficulty secreting their shells and plates under reduced carbonate ion concentrations. Deep-sea species will be particularly affected because increasing CO₂ levels in seawater decreases the saturation state of seawater with respect to calcium carbonate (CaCO₃) and raises the saturation horizon closer to the surface. Increasing surface CO₂ levels could have serious consequences for organisms that make external CaCO₃ shells and plates.⁴ The effect on food webs is unclear, but it is very likely that these effects will result in a loss of biodiversity and complexity in California’s coastal marine ecosystems.

Project GHG Emissions and Offsets

As noted above, the Airport’s draft Air Quality Management Plan estimates the project will result in about 1,101 tons of construction-related GHG emissions and varying annual levels of operational emissions. This Plan further divides operational emissions into three categories – Scope 1 includes direct emissions, which are from sources owned and controlled by the Airport; Scope 2 includes indirect emissions, which are largely the emissions resulting from the generation of electricity the Airport purchases; and Scope 3 includes “indirect and optional” emissions, which are those that are a consequence of the Airport’s activities, but are from sources owned and controlled by another entity – for example, emissions from airlines operating out of the Airport or from Airport tenants.

The Airport has identified within this draft Plan a number of measures it plans to implement to reduce the project’s overall GHG emissions – for example, switching part of its shuttle bus fleet from standard fuel to compressed natural gas (CNG), using “green” design and construction techniques and materials (such as “cool roofs” and “cool pavements”, and constructing all new facilities to a LEED Silver standard.⁵

³ Schlesinger, W.H. (1997).

⁴ The Royal Society (2005).

⁵ LEED is the “Leadership in Energy and Environmental Design Green Building Rating System, which was established to encourage and accelerate sustainable green building practices. LEED’s several levels of certification are based on points assigned for incorporating various measures into a building design or

Additionally, the Airport developed a May 9, 2008 Memorandum of Understanding with the California Office of the Attorney General that identifies a variety of measures it will implement to the extent feasible – these include replacing its fleet of aircraft pushback vehicles with vehicles that use alternative fuels, using construction equipment that operates with alternative fuels, and other similar measures.

To address project-related GHG emissions and to more specifically identify measures that are implemented to reduce these emissions, Special Condition #1 requires the Airport to submit, prior to construction, a Greenhouse Gas Emission Reduction Plan that quantifies the project's expected levels of Scope 1-3 emissions and identifies GHG emission reduction measures that the Airport will implement as part of project design, construction, and operations. Special Condition #1 also requires the Airport to submit reports for Executive Director review and approval, including a post-construction report that identifies net GHG emissions resulting from project construction and the mitigation measures implemented to reduce those emissions, as well as annual reports describing emissions from project operations and the measures implemented to reduce those emissions. In each case, the mitigation measures are to be consistent with the requirements of AB 32 as well as with the above referenced Memorandum of Understanding between the Airport and the California Office of the Attorney General. The goal for both construction and annual operational emissions is to ensure the project's net GHG emissions are below the 7,000 metric tonnes per year threshold recently developed by the California Air Resources Board (CARB).⁶ Special Condition #1 also requires that any mitigation offsets or credits used to meet this goal be approved by CARB, the San Diego County Air Pollution Control District (SDCAPCD) or the California Climate Action Registry (CCAR),⁷ unless the Executive Director approves the use of offsets or credits from other entities that are consistent with AB 32.

For the above-described reasons, and as conditioned, the Commission finds that the proposed project will offset this project's contribution to global warming and potential coastal resource effects, and that the project is therefore consistent with Coastal Act Sections 30211, 30220, 30230, 30231, 30240, and 30253.

construction, with the Silver level requiring 50 to 59 points out of 100. See a more complete description of LEED's standards, protocols, and practices at: <http://www.usgbc.org>).

⁶ CARB developed this 7,000-tonne threshold as part of its October 24, 2008 *Preliminary Draft Staff Proposal Recommended Approaches for Setting Interim Significance Threshold for Greenhouse Gases under the California Environmental Quality Act*.

⁷ CCAR is a non-profit public organization initiated by the State of California to serve as a voluntary GHG registry to encourage and protect early actions to reduce GHG emissions. CCAR has established the Climate Action Reserve, which is specifically designed for the voluntary GHG emission reduction market and provides accurate and transparent measurement, verification, and tracking of GHG reduction projects and their inventories of GHG reduction tons, thus assuring a high degree of reliability. CCAR is recognized through AB 32 as one of the mechanisms to be used to implement the state's GHG emission reduction programs.

4. Water Quality. Section 30230 of the Coastal Act states:

Marine resources shall be maintained, enhanced, and where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes.

Section 30231 of the Coastal Act states:

The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.

The project site underwent detailed review by the Commission for potential water quality impacts when the landfill was remediated and the RON apron was approved, and the apron project was conditioned to provide a monitoring program for stormwater runoff treatment control performance. The only new elements being added to that program as a result of this project are the treatment of roof materials and roof drainage. The applicant has proposed constructing the roof using a minimum of galvanized metal components, thus limiting a major source of zinc, which is a stormwater pollutant of concern at the airport. The documentation previously provided in support of the RON apron indicated that the portion of the roof top drainage from the new terminal that reaches the airside of the new building would be directed to the Storm Filter treatment system. The capacity of the Storm Filter treatment system has been designed to manage this portion of the roof runoff. That portion of the roof top drainage from the new terminal that reaches the landside of the new building is being treated by down-spout filters incorporated into the roof runoff drainage system.

With respect to the elevated roadway and surface parking areas, the new project components will replace areas that are currently entirely paved with both paved surfaces and some new landscaped areas, resulting in a decrease in total impervious area. The proposed configuration of the elevated roadway will require portions of current building footprints and surface parking to be replaced with landscaped areas. New landscaped areas both reduce stormwater runoff and provide opportunities that the applicant has proposed to create drainage swales and other low impact development (LID) features to infiltrate runoff from the impervious areas of the elevated roadway and parking lots. In addition, the portion of the elevated roadway located adjacent to the terminal will be completely roofed, with the elevated roadway itself acting as a roof over the portion of the lower roadway system located adjacent to the terminal. These roofing features reduce

the amount of pavement exposed to rains, and thus reduce stormwater pollutant loads considerably in comparison to existing conditions.

The modernization of the airport roadway system will decrease the surface area contributing to stormwater runoff volumes and incorporate LID design features (which currently do not exist) that both reduce stormwater runoff volumes and provide a measure of stormwater runoff treatment control. These new features are expected to lower the overall contribution of pollutants of concern from the airport to San Diego Bay.

In addition, the applicant has developed a comprehensive stormwater management program for the whole of the airport, as described in the SAN Storm Water Management Plan (SWMP) dated March 2008. The SWMP requires the implementation of a wide array of operational stormwater pollutant source control and treatment control best management practices (BMPs), including regularly scheduled street sweeping on both the landside and airside portions of the airport. The program also requires that site design, source control, project-specific, and treatment control BMPs are incorporated into all new development projects (a process referred to as Standard Urban Stormwater Mitigation Planning or the SUSMP process). The plans for the terminal expansion and roadway improvement being proposed are currently being reviewed under the SDCRAA SUSMP process. The SWMP also includes on-going BMP effectiveness monitoring and mechanisms to ensure continuous process improvements.

Thus, as proposed, the project will protect and maintain the quality of coastal waters, consistent with the relevant water quality protection policies of the Coastal Act.

5. Visual Resources. Section 30251 of the Coastal Act addresses visual resources, and states, in part:

The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas....

Based on visual simulations provided by the applicant and site visits by Commission staff, it is apparent that the proposed terminal expansion will be visible from portions of Harbor Drive and the entrance to Spanish Landing Park, but the views will be consistent with the existing views of airport facilities. The expanded terminal will be comparable in size, bulk, and scale to the existing Terminal 2. The new buildings will be located in a developed parking lot, and will not adverse impact any scenic views. The new elevated roadway will significantly affect the appearance of the approach to airport to by users, but will be consistent with the nature and operations of a major airport facility, and will not block any existing scenic views. As proposed, no significant impacts to views or scenic coastal areas will occur.

Because only preliminary plans have been submitted, Special Condition #2 requires the submittal of final plans for the terminal expansion and off-site parking replacement. Special Condition #3 requires that the landscaping associated with the slopes adjacent to the elevated roadway be drought-tolerant and native or non-invasive plant species. Therefore, the Commission finds the project consistent with Section 30251 of the Act.

6. Local Coastal Planning. Section 30604(a) also requires that a coastal development permit shall be issued only if the Commission finds that the permitted development will not prejudice the ability of the local government to prepare a Local Coastal Program (LCP) in conformity with the provisions of Chapter 3 of the Coastal Act. In this case, such a finding can be made.

The San Diego International Airport was previously under the coastal permit jurisdiction of the Port of San Diego and the standard of review for coastal development permits was the certified Port Master Plan. However, legislation which took effect in January 2003 transferred authority over airport property to the newly created Airport Authority. Thus, the airport is now within the Commission's permit jurisdiction. Although the Airport is not anticipated to be subject to a LCP, approval of this project would not prejudice the preparation of a LCP consistent with the requirements of Chapter 3. As discussed above, the proposed project, as conditioned, is consistent with Chapter 3, including the public access, water quality and visual protection policies of the Coastal Act.

7. Consistency with the California Environmental Quality Act (CEQA). Section 13096 of the Commission's Code of Regulations requires Commission approval of Coastal Development Permits to be supported by a finding showing the permit, as conditioned, to be consistent with any applicable requirements of the California Environmental Quality Act (CEQA). Section 21080.5(d)(2)(A) of CEQA prohibits a proposed development from being approved if there are feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse effect which the activity may have on the environment.

As discussed herein, the proposed project, as conditioned, will not cause significant adverse impacts to the environment. Specifically, the project has been found consistent with the public access, climate change, water quality, and visual resource policies of the Coastal Act. As conditioned, there are no feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse effect which the activity may have on the environment. Therefore, the Commission finds that the proposed project, as conditioned, is the least environmentally damaging feasible alternative and is consistent with the requirements of the Coastal Act to conform to CEQA.

STANDARD CONDITIONS:

1. Notice of Receipt and Acknowledgment. The permit is not valid and development shall not commence until a copy of the permit, signed by the permittee or authorized agent, acknowledging receipt of the permit and acceptance of the terms and conditions, is returned to the Commission office.
2. Expiration. If development has not commenced, the permit will expire two years from the date on which the Commission voted on the application. Development shall be pursued in a diligent manner and completed in a reasonable period of time. Application for extension of the permit must be made prior to the expiration date.
3. Interpretation. Any questions of intent or interpretation of any condition will be resolved by the Executive Director or the Commission.
4. Assignment. The permit may be assigned to any qualified person, provided assignee files with the Commission an affidavit accepting all terms and conditions of the permit.
5. Terms and Conditions Run with the Land. These terms and conditions shall be perpetual, and it is the intention of the Commission and the permittee to bind all future owners and possessors of the subject property to the terms and conditions.

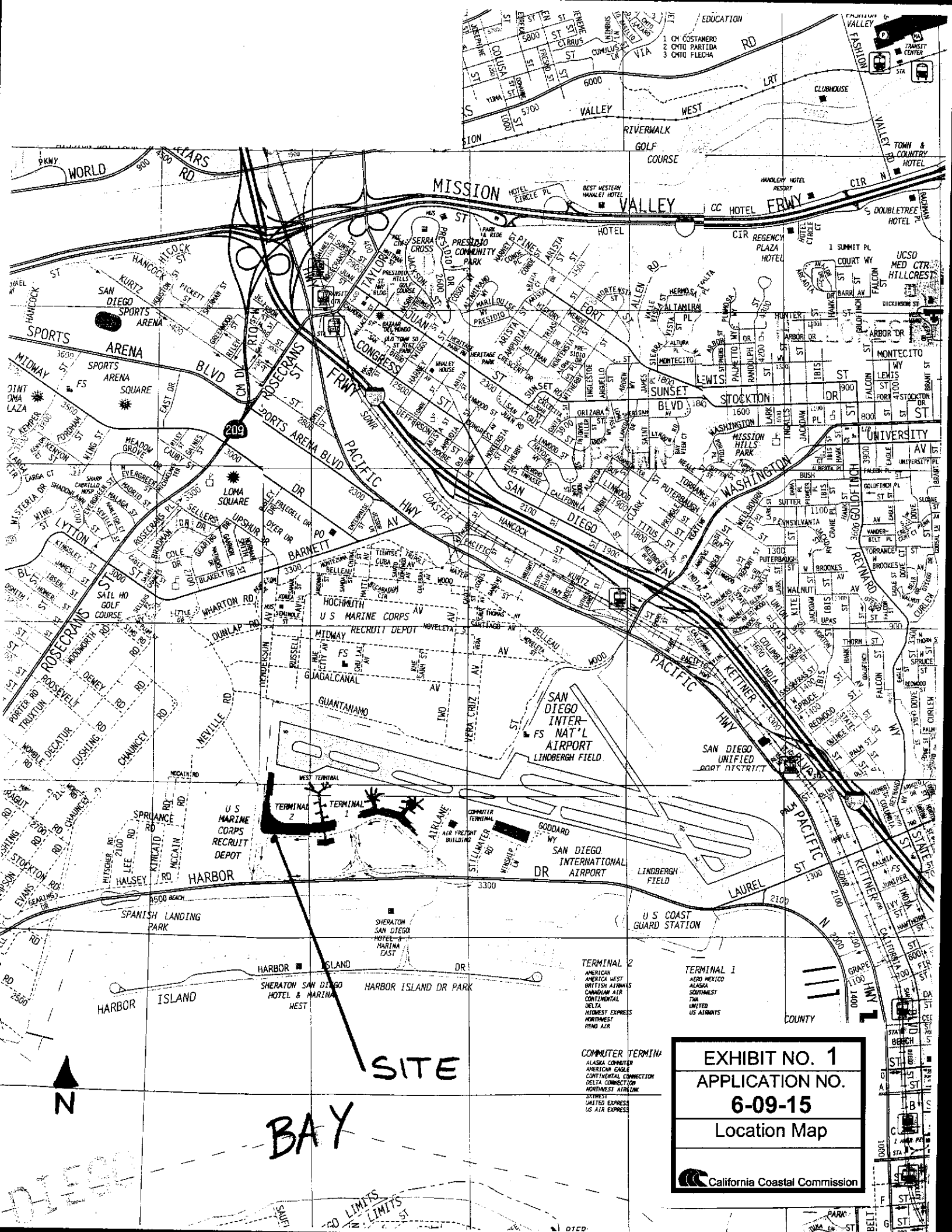



EXHIBIT NO. 1

APPLICATION NO.

6-09-15

Location Map

 California Coastal Commission

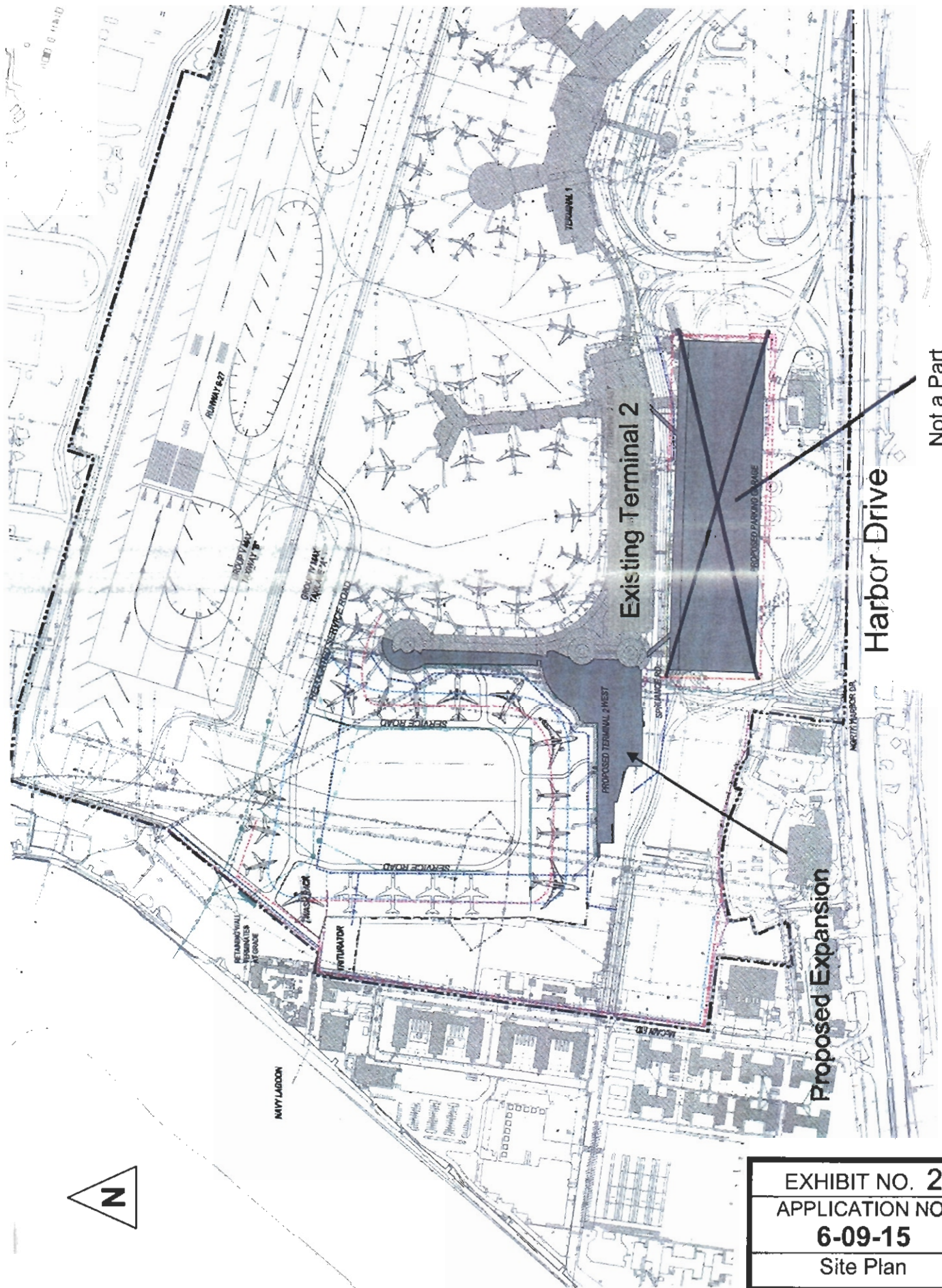
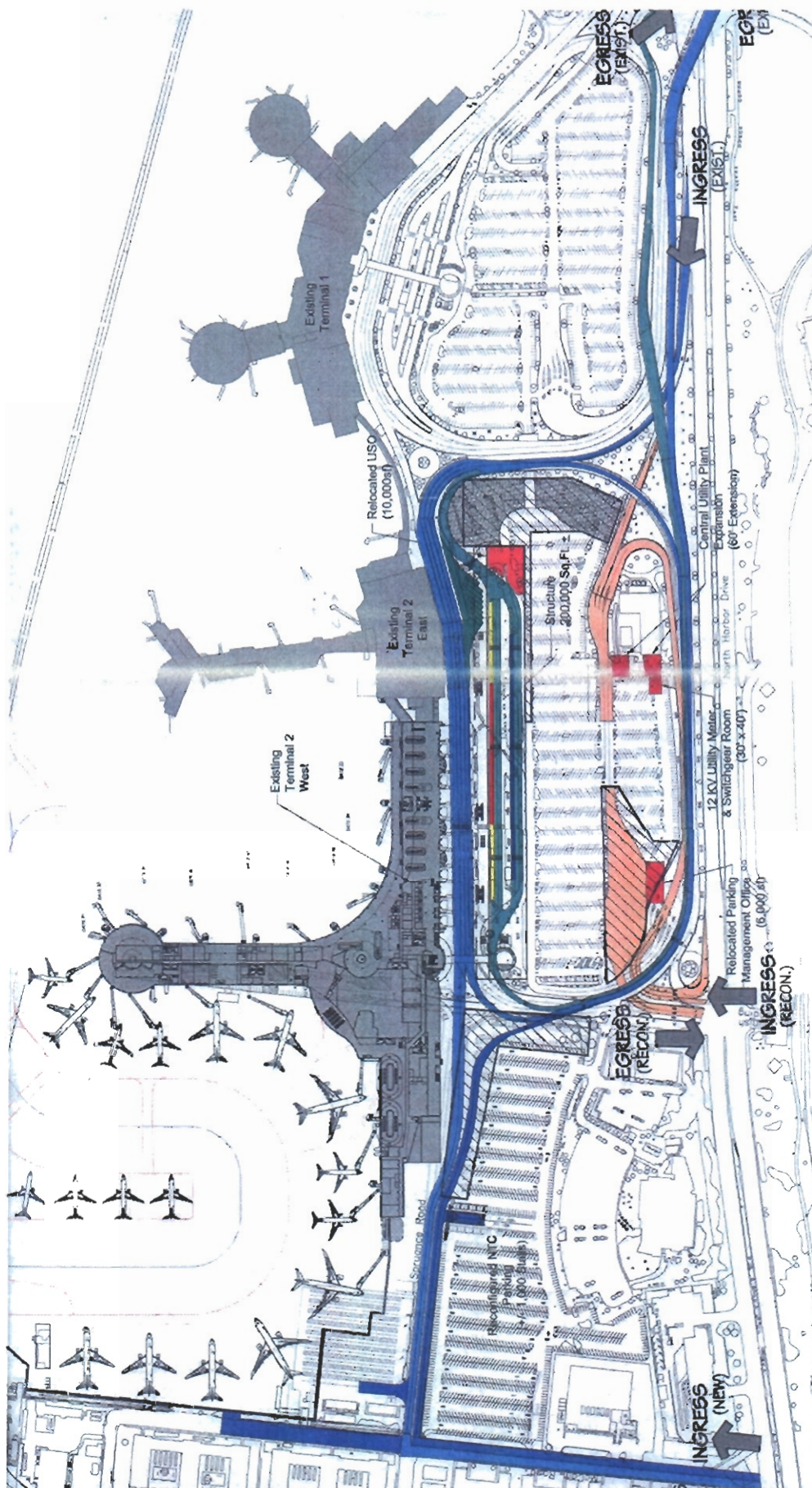


EXHIBIT NO. 2
APPLICATION NO.
6-09-15
Site Plan
 California Coastal Commission



- Arrival Curb Flow
- Transit Center Traffic
- Parking Access
- USO Bus Parking
- Taxi
- Shuttles
- New Landscaped Area
- Areas of Impacted Parking

EXHIBIT NO. 3 APPLICATION NO. 6-09-15 Circulation Plan
California Coastal Commission

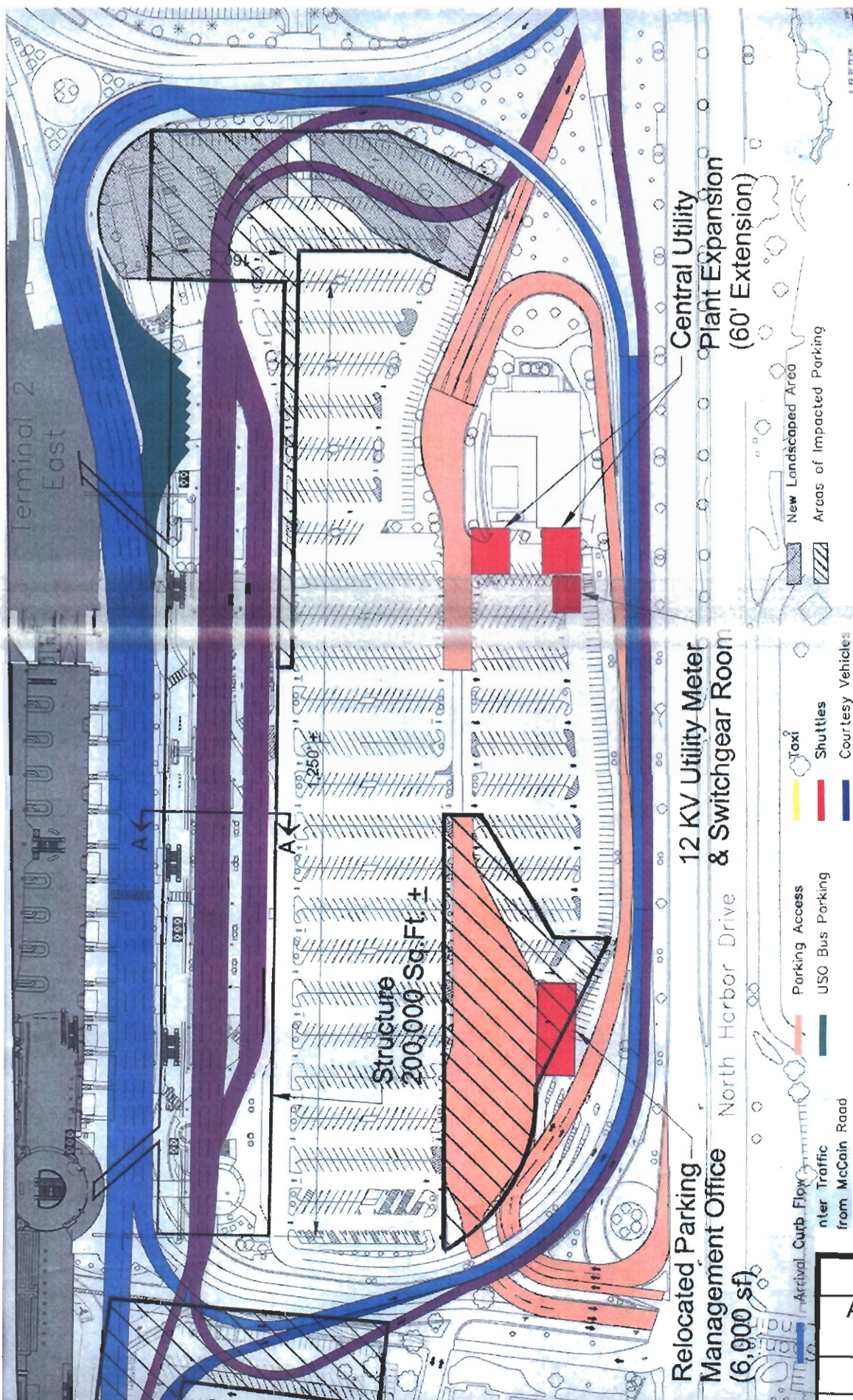


EXHIBIT NO. 4
APPLICATION NO.
6-09-15
New Structures

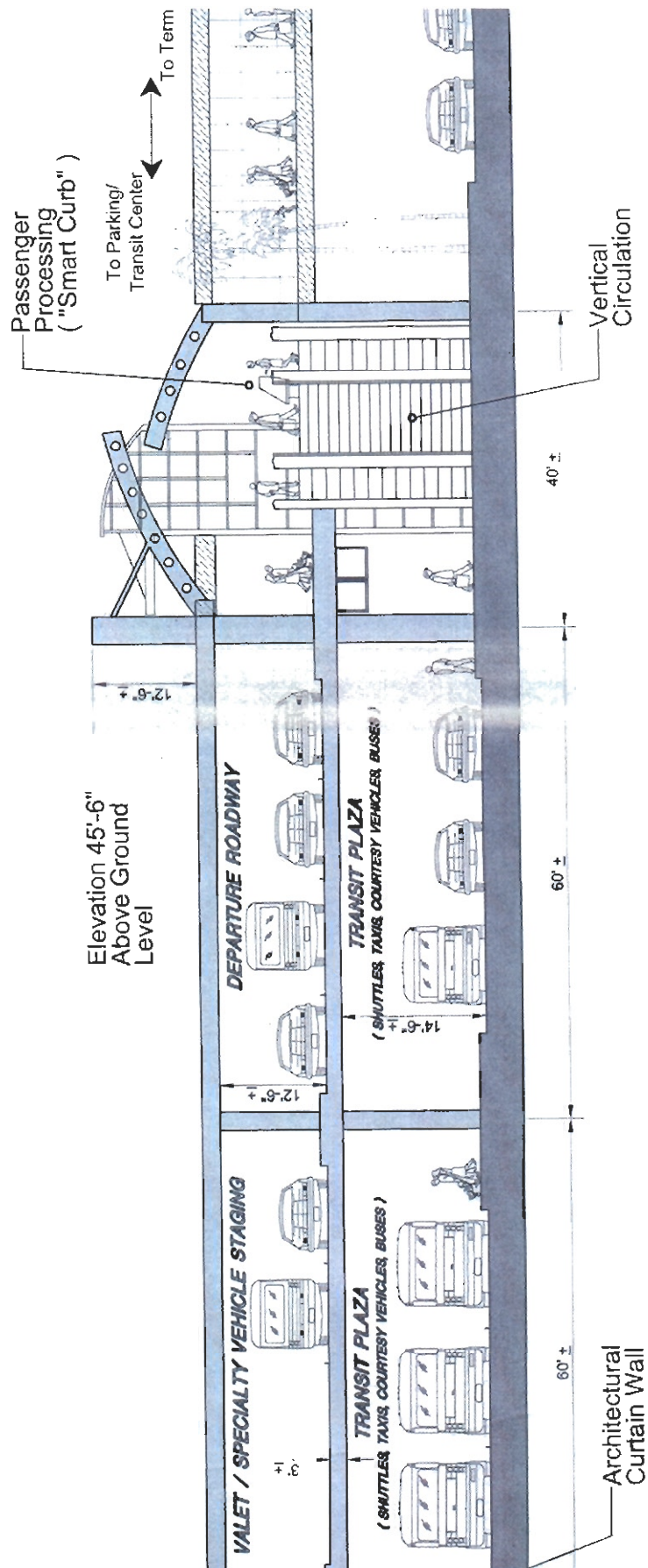



EXHIBIT NO. 5
APPLICATION NO.
6-09-15
New Roadways
Cross-Section
 California Coastal Commission

EDMUND G. BROWN JR.
Attorney General

State of California
DEPARTMENT OF JUSTICE



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May 9, 2008

Breton Lobner, Esq.
General Counsel
San Diego County Airport Authority
P.O. Box 82776
San Diego, CA 92138-2776

RE: Memorandum of Understanding
San Diego Airport Project and EIR

Dear Bret:

It is with great pleasure that I return to you an original of the Memorandum of Understanding between our agencies, fully executed by Attorney General Brown. As you suggested, we are retaining the other executed original.

Harrison and I, and our office, thank you and the Authority for the good will, creativity, and good faith you have shown in reaching this innovative and environmentally beneficial agreement.

Sincerely,

Signature on file

SUSAN L. DURBIN
Deputy Attorney General

For EDMUND G. BROWN JR.
Attorney General

Enc.
cc
Harrison Pollak, DAG
Zane O. Gresham, Esq.
(both w/out enc.)

EXHIBIT NO. 6
APPLICATION NO.
6-09-15
Atty General
MOU
California Coastal Commission

ORIGINAL

**MEMORANDUM OF UNDERSTANDING BETWEEN
THE ATTORNEY GENERAL OF THE STATE OF CALIFORNIA
AND
THE SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY REGARDING
THE SAN DIEGO INTERNATIONAL AIRPORT MASTER PLAN**

THIS MEMORANDUM OF UNDERSTANDING ("MOU") is made by and between the San Diego County Regional Airport Authority ("Authority") and Edmund G. Brown Jr., Attorney General of the State of California, acting in his independent capacity on behalf of the People of the State of California ("Attorney General"), collectively referred to herein as the "parties," based on the following facts and considerations:

WHEREAS, the Authority and the Attorney General mutually desire that future operations at the San Diego International Airport ("Airport") over which the Authority has jurisdiction be conducted in a manner which reduces greenhouse gas ("GHG") emissions that otherwise might occur; and

WHEREAS, pursuant to the San Diego Regional Airport Authority Act, Public Utility Code Sec. 170000 et seq., the Authority is responsible for the operation, maintenance and improvement of the Airport; and

WHEREAS, the Authority has been engaged for over four years in studying a variety of means to maintain and improve the Airport so that it may remain a strong contributor to the economy of the region, including public outreach and collaboration with various local, regional and state agencies; and

WHEREAS, based on that effort, the Authority staff identified a number of actions that might be beneficial to its mission, and incorporated those possible actions into a draft Airport Master Plan ("Draft AMP"); and

WHEREAS, pursuant to the California Environmental Quality Act and Guidelines ("CEQA"), the Authority prepared and on May 31, 2006 circulated for a 150-day public/agency review and comment period a Draft Environmental Impact Report ("May 2006 DEIR") for the Draft AMP; and

WHEREAS, as a result of the public comments received on the May 2006 DEIR, the Authority elected to broaden the scope of the May 2006 DEIR to consider the potential environmental effects of the Draft AMP that might occur through the year 2030; and

WHEREAS, the Authority so revised the May 2006 DEIR, and released the revised version October 2, 2007 ("October 2007 DEIR"), and announced that

the public review and comment period on the October 2007 DEIR would extend to November 30, 2007; and

WHEREAS, at the request of a number of public agencies and community groups, the Authority twice extended the November 30, 2007 public comment period deadline on the October 2007 DEIR, first to January 4, 2008 and then to February 4, 2007; and

WHEREAS, in recognition of the new regulatory environment and reflecting the Authority's commitment to full disclosure of the AMP's environmental impacts, the October 2007 DEIR included a new section discussing and analyzing the existing GHG emissions from the operation of the Airport, and the GHG emissions that are likely to result from future growth in air travel to and from the Airport; and

WHEREAS, the Authority desires to ensure the environmental review process for the Draft AMP is completed in a timely manner and that litigation between the parties is avoided; and

WHEREAS, the Authority consistently is proactive in addressing environmental concerns before statutes or regulations have been adopted to impose specific controls or requirements, as evidenced by its Sustainability Policy and other Authority programs; and

WHEREAS, the Attorney General of the State of California serves as the chief law officer of California and in that capacity, is charged with enforcing the laws safeguarding the State's environmental and natural resources; and

WHEREAS, the Attorney General is committed to the successful implementation of AB 32 and reducing GHG emissions throughout California; and

WHEREAS, the Attorney General believes that, as reflected in the latest reports of the Intergovernmental Panel on Climate Change, global warming presents profoundly serious challenges to California and the nation, and that actions taken now and in the next few years with respect to assessing and limiting GHG emissions will determine our future; and

WHEREAS, no existing regulations govern GHG emissions from aircraft, although, in December 2007, the Attorney General petitioned the Environmental Protection Agency to undertake a rulemaking under the Clean Air Act to propose and adopt regulations setting emissions standards to control and limit GHG emissions from aircraft; and

WHEREAS, the Parties recognize that although under state law the Authority is responsible for managing the Airport, federal law imposes certain

limitations on the Authority, including its use of airport revenue and its authority to regulate the activities of air carriers and the operation of aircraft; and

WHEREAS, after conducting a series of workshops and receiving public testimony, the Authority adopted a Sustainability Policy on February 7, 2008 which will serve as the foundation for a sustainable growth strategy which commits the Authority to implement practices that will allow it to meet the transportation and other needs of the present generations without compromising the environment for the benefit of future generations; and

WHEREAS, the Attorney General and the Authority desire to enter into this MOU in recognition of the mutual commitment of the Attorney General and the Authority to ensure meaningful and constructive consideration of GHG emissions and actions to reduce such emissions, and in light of the Authority's forward-looking and ground-breaking commitment to protect the environment as evidenced by its Sustainability Policy and by entering into this MOU; and

WHEREAS, the Authority intends to work collaboratively with other airports in the State of California and with airlines, directly and through the Air Transport Association, to facilitate implementation of measures to address GHG emissions related to airports (including those set forth in this MOU) in a consistent, cost-effective manner.

NOW, THEREFORE, in consideration of the mutual terms, covenants and conditions, the Authority and the Attorney General enter into and agree to this Memorandum of Understanding:

Section 1. Implementation of Specific Measures to Control GHG Emissions.

1. Specific Measures. In accordance with this MOU the Authority will implement the specific measures described more fully in Exhibit A to limit the GHG emissions generated by the operation of the Airport, and particularly the implementation of the AMP ("Specific Measures"), following these principles:
 - a. Specific Measures will be implemented in a manner that does not disrupt the on-going operations of the Airport; violate federal law, regulations, or an FAA policy or rule published in the Federal Register after an opportunity for public notice and comment; interfere with the directions or instructions of an FAA air traffic controller; or compromise the safety of the traveling public, the airport, or aircraft. If the Airport believes that a Specific Measure cannot be implemented consistent with this provision, then it shall notify the Attorney General, and the parties shall confer in good faith.

- b. Subject to the other applicable provisions of this MOU, each Specific Measure shall be implemented to the extent that such measure produces a meaningful net reduction in GHG emissions that otherwise would result from the construction of the AMP or operations at the Airport. If the Airport believes that a Specific Measure will not produce a meaningful net reduction in GHG emissions, it shall notify the Attorney General, and the parties shall confer in good faith. The parties shall seek to agree upon an alternative or modified Specific Measure that achieves a meaningful net reduction in GHG emissions for approximately the same cost to the Authority as the original measure. Alternatively, by mutual agreement, a Specific Measure may be omitted.
2. Cooperation with Regulatory Agencies. The Attorney General and the Authority recognize that the implementation of the AMP and the terms of the MOU, including the Specific Measures, will require the approval and cooperation of federal, state, regional and local agencies, and therefore agree to cooperate in the implementation of the MOU so that its benefits might be attained, including, as necessary, adjustments to specific details of the implementation of the Specific Measures to meet the statutory or regulatory requirements imposed by such agencies, acting within the respective authority of each, which adjustments shall be embodied in a writing signed by both parties.

Section 2. Covenant Not to Sue or Otherwise Challenge the AMP EIR.

1. Covenant Not to Sue. In consideration of the Authority's commitment to implement the Specific Measures, and subject to Section 2.2, the Attorney General agrees that it will not make any comment on, file a legal challenge against, or otherwise intervene against the Authority in any suit challenging the adequacy of the EIR for the AMP, including the adequacy of mitigation measures identified in the EIR. Notwithstanding the preceding, the Attorney General does not waive any right to file an *amicus curiae* brief in a state or federal appellate court that addresses the legal requirements of CEQA or any other state or federal law. In the event the Attorney General files such a brief, it will expressly not take a position on the legal adequacy of the EIR. This section shall not restrict any constitutional or statutory obligation of the Attorney General, upon the request of a state agency, board, or commission, to represent such agency, board or commission as a client.
2. Termination of MOU in Event of Other Agency Litigation. In the event litigation is timely commenced by any public agency, including an agency for which the Attorney General is acting as counsel, that

challenges the adequacy of the EIR for the AMP or mitigation measures identified in the EIR, the Authority shall have the right to terminate the MOU, subject to the following conditions:

- a. Within 30 days after the litigation is commenced, the Authority shall send written notice to the Attorney General that it is considering exercising its right to terminate this MOU;
- b. Within 10 days after receiving such notice, the parties shall meet and confer;
- c. Within 45 days after the litigation is commenced, or longer with the Attorney General's written consent to extend this period, the Authority shall serve a notice on the Attorney General of its election to terminate the agreement; and
- d. If the Authority so elects to terminate this MOU, the Authority shall not assert any statute of limitations or laches against the Attorney General to prevent the Attorney General from pursuing any claim or remedy it might have had at the time the MOU entered into effect, so long as it files such action within thirty days after receiving notice of termination of the MOU.
- e. If the Authority so elects to terminate this MOU, the Authority shall have no obligations whatsoever under this MOU except for the obligation set forth in the previous subsection (2.2.d).

Section 3. Dispute Resolution.

1. Good Faith Efforts to Resolve Disputes. The parties shall attempt in good faith to resolve any controversy or claim arising out of or relating to this MOU. If a controversy or claim should arise that cannot be resolved by the respective staffs, the President, or delegate, of the Authority and the Attorney General's delegate, (collectively, the "Representatives") will meet at least once in person and, in addition, at least once in person or by telephone to attempt to resolve the matter. The Representatives will make every effort to meet as soon as reasonably possible at a mutually agreed time and place.
2. Modifications. No addition to or modification of any term or provision of this MOU will be effective unless set forth in writing and signed by an authorized representative of each party.

Section 4. Compliance with Law. The parties recognize that their respective commitments and covenants are subject to applicable requirements of law, including those identified in this Section 4.

1. CEQA. It is the parties' good faith belief that this MOU does not constitute a project within the meaning of CEQA and its Guidelines. The implementation of specific measures described in this MOU shall be subject to review and approval pursuant to the requirements of CEQA and its Guidelines.
2. Federal Limitations on Use of Airport Revenue. The parties to this MOU have considered the provisions of the Federal Aviation Administration (hereinafter "FAA") 1999 Policy and Procedure Concerning the Use of Airport Revenue [64 Fed. Reg. 7696, dated Feb. 16, 1999]; the Airport and Airway Improvement Act of 1982 ("AAIA"), codified at 49 U.S.C. §47107(b); the Federal Aviation Administration Authorization Act of 1994, P.L. 103-305 (Aug. 23, 1994); the Airport Revenue Protection Act of 1996, Title VIII of the Federal Aviation Administration Act of 1996, P.L. 104-264 (Oct. 9, 1996), 110 Stat. 3269 (Oct. 9, 1996); 49 U.S.C. §46301(a)(3); and 49 U.S.C. §47133.

The parties further have considered that the Authority has received numerous federal Airport Improvement Project ("AIP") grants over the years and that a condition to receiving federal grant funds is the following grant assurance Number 25: "All revenues generated by the airport . . . will be expended by it for the capital or operating costs of the airport; the local airport system; or other local facilities which are owned or operated by the owner or operator of the airport and which are directly and substantially related to the actual air transportation of passengers or property; or for noise mitigation purposes on or off the airport."

The parties have considered these provisions, and enter into this MOU with the good faith belief that this MOU may be implemented in compliance with those policies, statutes, and assurances.

Compliance with Federal Rates and Charges Policy. The parties have considered the FAA's Policy Regarding Airport Rates and Charges, 61 Fed. Reg. 31994, dated June 21, 1996, a policy adopted pursuant to the Federal Aviation Administration Authorization Act of 1994, P.L. 103-305 (Aug. 23, 1994), 49 U.S.C. §47129. The parties have considered these provisions, and enter into this MOU with the good faith belief that this MOU may be implemented in compliance with such policy.

3. Effect of MOU on Future Boards. Except as expressly stated herein, nothing in this MOU shall be construed as a waiver of any party's discretionary authority or deemed to restrict authority granted to any

party under law in any way with respect to future legislative, administrative or other actions, including but not limited to those actions related to the AMP.

Section 5. Effectiveness

This MOU shall become effective upon the final approval of both the Attorney General and the Board of the Authority, and the execution of the MOU.

Section 6. No Admissions

Neither this MOU nor any of its terms or provisions, nor any of the negotiations or proceedings connected with it, shall be asserted to constitute or be construed as an admission or concession by either party of any fact or legal assertion.

Section 7. General Terms and Conditions.

1. Public Announcement. Upon final approval and execution of the MOU by both the Attorney General and the Authority, the parties shall simultaneously make available to the public the terms of this MOU.
2. Time of Performance. The actions necessary to achieve the objectives of this MOU shall be completed in a timely manner.
3. Full Cooperation. The Authority and the Attorney General agree to cooperate with each other and to provide each other with all necessary documents (subject to any privileges or other legal restrictions that may apply) when requested. Each party will use its best efforts to achieve the objectives of this MOU, consistent with its legal obligations and applicable law.
4. Independent Capacity. The Attorney General enters into this MOU in his independent capacity and not on behalf of any other state agency, commission, or board. Nothing in this MOU restricts any constitutional or statutory obligation of the Attorney General, upon the request of a state agency, board, or commission, to represent such agency, board or commission as a client.

Recognition of Financial Limitations. The parties acknowledge that the Authority is not a tax supported public entity and that its source of funds is limited to airport revenues, federal AIP grants and Passenger Facility Charges. They also acknowledge that the federal AIP grants and Passenger Facilities Charges are subject to, among other things, Congressional control and FAA administrative discretion. The parties have considered this, and enter into this MOU with the good faith belief that this MOU may be implemented in compliance with any restrictions

on the Authority's use of airport revenues, federal AIP grants, and Passenger Facility Charges.

5. Notice. Any notice required or permitted by this MOU shall be in writing and shall be delivered as follows with notice deemed given as indicated: (a) by personal delivery when delivered personally, (b) by overnight courier upon written verification of receipt, or (c) by certified or registered mail, return receipt requested, upon verification of receipt. Notice shall be sent to the addresses set forth below, or such other address as either party may specify in writing:

If to the Authority:

Thella F. Bowens, President/CEO
San Diego County Regional Airport Authority
P.O. 82776
San Diego, CA 92138-2776
Tel.: (619) 400-2444; FAX: (619) 400-2448

If to the Attorney General:

Deputy Attorney General Susan Durbin
Deputy Attorney General
1300 I Street
Sacramento, CA 95814
Tel.: (916) 324-5475; FAX: (916) 322-5609

6. Enforceability. The parties desire to ensure the terms of this MOU are completed as described herein. Neither party shall be liable to the other for any claimed costs or damages arising from a claimed non-performance of any provision of this MOU.
7. Partial Invalidity. If any term, covenant, condition, or provision of this MOU is held by a court of competent jurisdiction to be invalid, void or unenforceable, the remainder shall remain in full force and effect, and shall in no way be affected, impaired or invalidated.
8. California Law. This MOU shall be governed by and construed in accordance with the laws of the State of California.
9. Rule of Construction. This MOU shall be deemed to have been jointly drafted, so that the general rule of construction that it be construed against the drafter shall not apply.

10. Signatures. This MOU may be executed in counterparts, each of which shall be deemed an original. This MOU shall be binding upon the receipt of original or electronic signatures.

11. Entire Agreement. This MOU represents the entire agreement of the parties with respect to the subject matter herein, and supersedes any prior written or oral representations, discussions, or understandings between the parties relating to the subject matter of this MOU.

The undersigned have read this Memorandum of Understanding, fully understand its contents, and by the signatures below agree to its terms on behalf of their respective public agencies.

SAN DIEGO COUNTY REGIONAL
AIRPORT AUTHORITY

ATTORNEY GENERAL,
STATE OF CALIFORNIA

Signature on file
By: _____
Thella F. Bowens
President and CEO

Signature on file
By: _____
Edmund G. Brown Jr.
Attorney General

APPROVED AS TO LEGAL FORM

Signature on file
By: _____
Breton K. Lobner
General Counsel MAY 5 2008

EXHIBIT A
SPECIFIC MEASURES

1. Reduction in Aircraft On-the-Ground Energy Usage.
 - a. Landside Power and Preconditioned Air at All New Gates. All new gates constructed under the Master Plan will provide landside power and preconditioned air to aircraft at such gates. The Authority will operate those new gates so as to make such power and preconditioned air available to aircraft at such gates. Prior to constructing the new gates, the Authority will ask airlines that will use the new gates to submit any specific requests as to how landside power and preconditioned air facilities are designed and provided, to increase the utility of such facilities to the airlines. The Airport will make reasonable efforts to accommodate the requests.
 - b. Retrofit Existing Gates with Landside Power and Preconditioned Air. As the Airport or its tenant reconditions or refurbishes existing gates, it will retrofit such existing gates as do not already provide landside power and preconditioned air to aircraft at the gate to provide such power. The Authority will operate those reconditioned or refurbished gates so as to make such power and preconditioned air available to aircraft at such gates. Prior to refurbishing existing gates, the Authority will ask airlines that will use the gates to submit any specific requests as to how landside power and preconditioned air facilities are designed and provided, to increase the utility of such facilities to the airlines. The Airport will make reasonable efforts to accommodate the requests.
 - c. Provision of Landside Power at All New Cargo Facilities and Hangars. All new cargo facilities and hangars constructed under the AMP will be equipped to provide electrical power to aircraft at such facilities and hangars. The Authority will operate its new cargo facilities and hangars and cause others that construct new cargo facilities and hangars to operate them to make such power available to aircraft at such cargo facilities and hangars.
 - d. Retrofit All Existing Cargo Facilities and Hangars with Landside Power. As the Airport or its tenants recondition or refurbish existing cargo facilities and hangars, the Airport will require retrofitting all such cargo facilities or hangars to provide landside power to aircraft at such cargo facilities or hangars. The Authority will operate its reconditioned or refurbished cargo facilities or hangars and cause others that recondition or retrofit cargo facilities and hangars to operate them so as to make such power available to aircraft at such cargo facilities or hangars.

- e. Cargo and General Aviation Aircraft Use of Landside Power. As the Airport or its tenant reconditions or refurbishes existing gates at its cargo and general aviation facilities, it will retrofit such existing gates as do not already provide landside power and preconditioned air to aircraft at the gate to provide such power. The Authority will operate those reconditioned or refurbished gates so as to make such power and preconditioned air available to aircraft at such gates. Prior to refurbishing existing gates, the Authority will ask airlines that will use the gates to submit any specific requests as to how landside power and preconditioned air facilities are designed and provided, to increase the utility of such facilities to the airlines. The Airport will make reasonable efforts to accommodate the requests.
- f. Aircraft Movements. The Authority will prepare an inventory of those greenhouse gas emissions attributable to the movement of aircraft at the Airport that it expects in 2010. The Authority will then establish a goal to reduce, by 2015 and with due regard to regulations to be issued pursuant to AB 32, annual GHG emissions levels by an amount equivalent to 20% of the emissions in 2010 from the movement of aircraft. Toward that end, by January 1, 2010, the Authority will prepare and make available to the public a study, with or without the participation of the airlines and the FAA, to identify and evaluate techniques to reduce fuel consumption and GHG emissions during all stages of aircraft movements at the Airport. The study shall recommend specific measures to achieve such reductions, based on an assessment of technical, economic, environmental and safety issues associated with the measures. The Authority will then investigate and attempt to implement meaningful incentives or other programs to encourage the use of those measures that were studied and recommended for implementation.

2. Reduction of Landside Energy Usage

- a. Replacement of Existing Tow Vehicles With Electric or Alternative Fuel Aircraft Pushback Tractors.
 - i. Beginning January 1, 2010, the Airport will replace all existing aircraft pushback tractors it currently owns with electric or alternative fuel vehicles upon the completion of the useful life of such existing vehicles, to the extent such vehicles are commercially available. Prior to January 1, 2010, the Airport will continue to replace tow vehicles in the ordinary course, consistent with its past purchasing practices. As used in this MOU, "alternative fuel vehicle" means a vehicle that runs on an energy source, fuel or blend

of fuels that achieves a reduction of at least 10 percent carbon intensity relative to petroleum fuel, as contained in Governor Schwarzenegger's Executive Order S-01-07.

- ii. Beginning January 1, 2010, the Airport will require every airline or other tenant or service provider to replace all existing aircraft pushback tractors which such airline, tenant or service provider currently owns or operates with electric or alternative fuel vehicles upon the completion of the useful life of such existing vehicles, to the extent permitted by federal law and to the extent such vehicles are commercially available.
 - iii. Should such alternative fuel vehicles not be commercially, and reasonably, available, the parties shall confer in good faith to negotiate a deferral of this provision until such time as the vehicles are so available.
- b. Replacement of Shuttles with Electric or Alternative Fuel Vehicles.
The Airport will implement one of the following alternatives at its discretion:
- i. By January 1, 2010, before the first elements of the AMP construction will be placed into service, the Airport will implement an incentive-based program to induce every operator of a shuttle service (e.g., hotel, door-to-door, parking) on the Airport to replace its existing shuttle vehicles which such operator at that time owns or operates with electric or alternative fuel shuttle vehicles upon the completion of the useful life of such existing shuttle vehicles.
 - ii. As an alternative to such an incentive-based program, by January 1, 2010, the Airport shall impose a requirement on every operator of a shuttle service on the Airport to replace its existing shuttle vehicles which such operator then owns or operates with electric or alternative fuel shuttle vehicles in accordance with the following provisions, to the extent permitted by federal law:
 - 1. Operators that own and operate from 1 to 3 shuttles shall replace all existing vehicles by January 1, 2015.
 - 2. Operators that own and operate 4 or more shuttles:
 - a. January 1, 2012: 25 % of existing vehicles.
 - b. January 1, 2013: 50% of existing vehicles.

c. January 1, 2014: 75% of existing vehicles.

d. January 1, 2015: 100% of existing vehicles.

iii. Implementation of either of these alternative measures shall be subject to the Authority's determination of commercial availability of equipment and adequate refueling infrastructure. If the Authority determines that such equipment is not commercially available or that there is not an adequate refueling infrastructure, then it shall provide a contemporaneous detailed, written statement of the reasons for that determination to the Attorney General, which can be made available to the public.

iv. The Authority shall make reasonable good faith efforts to assist shuttle operators to obtain grant funding or other concessionary financing that would enable such operators to replace existing vehicles more rapidly than is contemplated by the above schedules.

3. Use of Green Materials and Sustainable Design

a. Use of Cool Roofs (or Solar Panels) and Cool Pavements. The Authority will incorporate into AMP construction, to the extent feasible, including reasonable commercial availability of materials, the use of cool roofs (or rooftop solar panels) on all new buildings, and construct cool pavements for newly constructed paved or rebuilt paved areas that carry traffic, to the extent permitted by federal law and state contracting law.

i. The Authority currently estimates that it will be feasible for approximately 80% of the pavement that is part of the AMP to be constructed as cool pavement. If the Authority determines that less than such percentage can be constructed as cool pavement, it will provide a contemporaneous detailed, written statement of the reasons for that determination to the Attorney General, which can be made available to the public.

ii. The Authority currently intends to specify that all of the roofs under the AMP should be constructed as cool roofs. If the Authority determines that some of the roofs or portions thereof cannot be constructed as cool roofs, it will provide a contemporaneous detailed, written statement of the reasons for that determination to the Attorney General, which can be made available to the public.

- b. Construct All New Facilities to Meet LEED Certification (or equivalent), With a Target of Silver or Better. The Authority will seek to have all new terminal buildings constructed under the AMP achieve LEED certification with a target of Silver or better (or equivalent certification from a different certifying entity) to the extent feasible and to the extent permitted by federal law and state contracting law. This requirement shall not apply to facilities under the control of the United States Government. As to hangars or warehouses, if special LEED (or equivalent) procedures and standards are adopted to apply to such structures at airports, then the Authority will seek to have such structures achieve LEED certification with a target of Silver or better (or equivalent certification from a different certifying entity) or better, to the extent feasible and to the extent permitted by federal law and state contracting law.
- 4. Use of Green Construction Methods and Equipment.
 - a. Use of Construction Equipment Running on Alternative Fuels or Particulate Traps. The Authority will require that firms performing AMP construction use equipment that either runs on alternative fuels or employs ARB-certified particulate traps, to the extent permitted by federal law and state contracting law, for construction projects for which the Authority determines that such equipment is commercially available. If the Authority determines that it will not require use of such construction equipment, it will provide a detailed, written statement of the reasons for that determination to the Attorney General, which can be made available to the public. In such event, the Authority also will impose a limitation of five minutes on idling of such equipment.
- 5. Coordination and Encouragement of Tenants to Address GHG
 - a. Recycling. The Authority will continue to expand its existing aggressive recycling program for which it has been recognized by US EPA for its accomplishments, and named as Recycler of the Year by the City of San Diego for the last 5 years. These programs extend to the Airport, all tenants, businesses and concessions operating at the Airport and, to the extent permitted by federal law, all airlines.
 - b. Sale of Unleaded Mogas. The Authority will encourage the present operator of the general aviation facility to offer mogas for those planes that can run on unleaded mogas. When the Authority undertakes a process for seeking new operator(s) of general aviation services, it will include as a requirement that such operator(s) offer unleaded mogas.

- c. Reduction of Carbon Footprint. In implementing its Sustainability Policy, the Authority will work with all tenants, businesses, and concessions operating at the Airport to reduce their carbon footprints.