What projects are included in North Side Development?
Projects include:

• **Receiving and Distribution Center** – a 21,000 square-foot central delivery location for food, beverage, retail and other goods, completed in November 2012.

• **Fixed-Base Operator (FBO) Complex** – features a 19,000-square-foot terminal, a 250,000-square-foot ramp and five hangars on 12.4 acres. Its amenities include office space, a snooze room, VIP lounge, fitness center, viewing deck, gourmet café, and an executive conference room. Landmark Aviation began operating out of the new facility in August 2014.

• **Rental Car Center** – a facility to house many of the rental car companies serving SAN.

• **Roadway Improvements** – several projects that have improved traffic and access to the north side of the airport. These include expansion of the Washington Street entrance roadway at Pacific Highway; widening of Sassafras Street north of Pacific Highway; and a new terminal link roadway for rental car and parking shuttle buses, which removes traffic from Laurel Street and North Harbor Drive.

Why were these projects needed?

• The Receiving and Distribution Center improves the airport’s efficiency by centralizing all truck deliveries and reducing traffic on surrounding roadways. In fact, this reduces truck trips on Harbor Drive by 50–75 each day.

• The previous fixed-base operator facilities were aged and nearing the end of their useful life and needed to be replaced.

• The Rental Car Center is consistent with the Airport Authority’s goals of operational efficiency, commitment to environmental stewardship, regulatory compliance and financial performance by providing a single facility from which many of the rental car companies serving San Diego International Airport will operate.

• Roadway improvements streamline entry/exit from the airfield and help improve traffic and safety on surrounding streets.

What was the construction timeline?

- **2012** Construction begins for the Receiving and Distribution Center and Washington Street entrance roadway and intersection; Receiving and Distribution Center completed

- **2013** Washington Street roadway improvement completed; construction begins on Fixed-Based Operator Complex and Rental Car Center

- **2014** Fixed-Based Operator Complex completed; Sassafras Street improvements completed; work begins for terminal link roadway; The Economy Parking Lot relocated farther north to allow for development of Rental Car Center

- **2016** Rental Car Center completed; terminal link roadway completed

Did the construction incorporate green building methods?

Environmental sustainability is a top priority at SAN. It was one of the first major airports in the U.S. to implement a sustainability policy. Development on the north side further supported SAN’s sustainability efforts. In 2014, the Airport Authority earned Leadership in Energy and Environmental Design (LEED) Platinum certification for the terminal portion of The Green Build from the U.S. Green Building Council. This award makes SAN home to the first LEED Platinum certified commercial airport terminal in the world.
In fact, all new construction at SAN is being designed to achieve LEED certification, using “green” design principles such as alternative energy sources, recycled materials and renewable resources, and decreasing water usage and energy consumption. The Receiving and Distribution Center received LEED Gold certification, and the FBO is a candidate for LEED Platinum certification. The new Rental Car Center is photovoltaic-enabled with potential for future solar panel installation.

**How much will each of the projects cost?**
- Receiving and Distribution Center – $18.2 million, funded 100% by the selected operator
- Fixed-Based Operator Complex – $39 million, funded 100% by the selected operator
- Rental Car Center – $316 million, funded by customer facility charges
- Roadway Improvements – $20.1 million

**How were the projects funded?**
North side development was funded through a variety of means. Construction of the Receiving and Distribution Center and Fixed-Base Operator Complex was funded by third-party developers. This is the first time in the Airport Authority's history that its financial team sought to utilize third-party developers for construction of airport facilities. By applying the third-party developer concept, the Airport Authority was able to acquire essential facilities without using its bonding capacity, which was necessary for The Green Build.

The design, construction and operation of the Rental Car Center is funded through a combination of 1) customer facility charges, which are fees paid by rental car customers to rental car companies and then remitted to the Airport Authority and 2) rent/fees paid by rental car companies to the Airport Authority in order to operate at the airport.

No tax dollars are used to fund airport construction projects. Projects are funded by user fees, airport revenue bonds, airport cash and FAA grants, or by using third-party developers as described above.

**Did the public have an opportunity to weigh in on the improvements?**
Prior to approving the Environmental Impact Report (EIR) for the Airport Master Plan in 2008 and supplemental EIR in 2011, the Airport Authority went through a comprehensive public process that afforded members of the public and stakeholders an opportunity to comment on the improvements. Moving forward, Airport Authority Board meetings provide additional opportunities for public comment.

**Will the bicycle route on Pacific Highway be impacted by the Rental Car Center and other north side projects?**
Projects on the north side of the airport include several enhancements that have actually improved the cycling experience on Pacific Highway. These include new sidewalks, signage, curbs and gutters, as well as better street lighting and improvements at the intersection of Sassafras. Improvements on the north side of the airport will not affect the City of San Diego's proposed Bicycle Master Plan.

**What will happen to the lots and buildings used by rental car companies today?**
The current rental car lots and buildings are located on property owned by the Port of San Diego or are private properties, so the long-term decision will be up to the Port and the private property owners. But in the short term, rental car companies will most likely continue to store cars at these locations.

**Are there spots in the Rental Car Center for electric vehicles?**
Yes, absolutely. We currently have electric charging stations in all lots around the airport.
Do passengers use the same shuttle to access the Rental Car Center and Economy Parking Lot on Pacific Highway?
No. The parking lot and the Rental Car Center have separate, dedicated buses serving each location. And because we are eliminating the separate buses serving each rental car company, the total number of shuttle buses circulating between the Rental Car Center and the airport decreases significantly, reducing traffic on Harbor Drive and surrounding streets.

How is traffic impacted by the Rental Car Center?
The new Rental Car Center does not generate any additional traffic. With the consolidated shuttle bus system and most rental car vehicles housed at this single location, we are actually improving traffic conditions on Harbor Drive and surrounding streets.

Where can I find more information?
For more information about north side development, visit www.san.org.