This summary report describes the 2018 greenhouse gas (GHG) emissions inventory for San Diego International Airport, including scopes 1, 2, and 3.
Summary

The San Diego County Regional Airport Authority (Airport Authority or Authority) was created on January 1, 2003 as an independent agency to manage the day-to-day operations of San Diego International Airport (SAN) and address the region’s long-term air transportation needs.

SAN’s total operation occupies 661 acres just two miles northwest of San Diego’s thriving downtown. Its location on Harbor Drive is roughly bounded by Pacific Highway to the east, Liberty Station to the west, Marine Corps Recruit Depot to the north and San Diego Bay to the south. The airport has a single primary runway, which is 9,401 feet long. The airport’s catchment area includes a large swath of Southern California and extends into northern Mexico.

In 2018, on average 66,000 passengers a day passed through the airport, which accommodated more than 550 daily arrivals and departures, the vast majority of which were for passenger service. 17 passenger carriers and three cargo carriers served the airport, which had 51 gates for jet aircraft in Terminals 1 and 2. During 2018, the airport also offered nonstop service to more than 70 destinations, and accommodated 24,238,300 passengers.

The total gross emissions represented in the SAN 2018 greenhouse gas inventory (including Scopes 1, 2, and 3) was 378,868 metric tons of carbon dioxide equivalent.

Organizational Boundary

The Airport Authority owns and operates the San Diego International Airport and uses an operational control approach to define its organizational boundary. The Authority is accounting for 100% of the GHG emissions over which it has operational control.

Authority-owned buildings on the airport campus that the Authority operates (Scope 1) include:

- Terminal 1 Building
- Terminal 2 Buildings
- Air Cargo Buildings
- Main Administrative Office
- Assorted small office buildings
- Central Utility Plant
- Aircraft Rescue & Firefighting Building

Authority-owned buildings on the airport campus that the Authority does not operate (Scope 3) include:

- Consolidated Rental Car Center
Additional Authority-owned facilities at SAN include the airfield, parking lots, and roadways on the airport campus along with associated lighting for traffic and street safety. The Authority owns a complex off of the airport site that houses the Noise Mitigation and Auditing Departments.

Emissions sources that the Authority maintains control over, and which are included in this emissions calculation, include: Authority-purchased electricity (Scope 2); and Authority-owned vehicles, equipment and shuttles, and stationary sources (Scope 1).

In addition to Scope 1 and Scope 2 emissions, the 2018 greenhouse gas emissions inventory included all Scope 3 emission sources including: non-Authority owned motor vehicles, tenant-purchased electricity, aircraft movement, auxiliary power units (APUs), ground support equipment (GSE), and waste management (no incineration occurs on site).

**Authority-purchased electricity:** All electricity used at SAN is purchased from the local utility, San Diego Gas & Electric (SDG&E). The Authority manages energy onsite mainly through an on-campus medium voltage energy distribution loop with three primary electricity meters (which reduces Authority cost and electrical interruptions by having the ability to power in either direction around the loop). The electricity that the Authority purchases from SDG&E is then distributed to the majority of buildings and structures onsite; with the exception of a few Authority-owned support buildings that have separate meters, and tenant spaces that are located on ground leases that purchase their own electricity from the utility (i.e., are not connected to the Authority’s energy loop and are not included in the emissions calculations). The amount of electricity purchased by the Authority was provided directly from SDG&E in the form of utility bills. Although a majority of the energy used onsite is under the control of tenants, the emissions associated with Authority-purchased electricity usage are considered a Scope 2 emission source due to the fact that it was purchased by the Authority and is not resold to tenants. The emissions linked to Authority-purchased electricity were calculated using the USEPA eGRID, CAMX sub-region, which has an Emissions Factor (EF) of is 527.9 lb./MWh. After converting to g/kWh, the EF is 240 gCO2/kWh. SAN has 5.5 MW of on-site photovoltaic (PV) solar and consumes all electricity generated from the solar systems on-site, which translates to less grid delivered electricity from SDG&E.

**Authority-owned vehicles:** The Authority-owned fleet (including service vehicles, equipment, and shuttles for transporting [e.g., SAN Parking Shuttles, employee shuttles, inter-terminal shuttles and ARFF vehicles]) is under the operational control of the Authority and is therefore included in the emissions measurement. Information regarding vehicle counts and type were provided by the Authority’s Facilities Management Department and Ground Transportation Department. The fuel provider for the Authority’s vehicle fleet provided fuel invoices, and emissions were calculated based on fuel usage. A natural gas fueling tank is onsite and only accessible to Authority sweepers for fueling purposes. The Authority also utilizes an off-site renewable natural gas fueling station for the 30 Rental Car Center (RCC) buses. The on-site natural gas fuel usage amount for vehicles was provided by SDG&E, and monthly invoices for the shuttle buses came from the off-site provider, Clean Energy. The propane-powered shuttles owned by the Authority are fueled using a propane storage facility onsite only accessible to these buses; another on-site propane facility fuels the Authority’s forklifts. The propane usage for both uses was determined through fueling invoices.
**Stationary Sources:** Emissions from stationary sources including boilers, generators, and other sources (e.g., cooking, air handling units, etc.) are incorporated into the airport’s footprint. The Authority purchases natural gas via a wholesale contract from Direct Energy (natural gas data was obtained via Direct Energy invoices), and it is then distributed throughout the airport campus. While tenants utilize a portion of natural gas for cooking, space heating, and other activities, the emissions resulting from natural gas is attributed entirely to the purchasing party (the Authority) and considered to be Scope 1 emissions. Emergency generators at the airport are under the ownership of the Authority and included in the emissions calculations using fuel delivery invoices and hours run for each generator.

**Refrigerants:** Emissions from the use of refrigerants are not included in the emissions measurement since refrigerants are not a significant source at SAN at less than 1% of total emissions.

**Specific Facilities Included in the Boundary**

In 2018, Authority-owned and operated mobile combustion sources that are a source of Scope 1 emissions included a fleet of vehicles, equipment, and shuttles that utilize gasoline, diesel, renewable diesel, natural gas, propane, and renewable natural gas.

The following list summarizes the Authority-owned facilities and infrastructure that are a source of Scope 2 emissions in 2018 from the generation of Authority-purchased electricity and natural gas. Authority-owned facilities and infrastructure include:

- Terminal 1 Building
- Terminal 2 East and West Buildings
- Main Administrative Office
- 3 small non-permanent (modular) office buildings
- Facilities Management Department main office building and maintenance shops
- Procurement Department Building
- Aircraft Rescue & Firefighting Station
- Central Utility Plant
- Small office building next to Fuel Farm
- USO Building and Parking Management Office
- Aircraft Cargo Buildings
- ASIG (Menzies) Building
- American Airlines Hangar
- Airfield
- Roadways, parking lots and associated traffic and safety lighting
- Building complex offsite (located at Truxtun Road)

**Scope 3 inclusions to the 2018 emissions inventory include:**

- Consolidated Rental Car Center
- Receiving and Distribution Center
- FedEx Sorting Facility
• Wind Tunnel Building
• Fixed Base Operator (FBO)
• Air Traffic Control Tower
• The Landing and Take Off (LTO) cycle to a height of 3,000 feet
• Engine testing and auxiliary power unit operation (APU)
• Third party ground support equipment (GSE) operations
• Electricity re-sold to or directly purchased by partners/tenants
• Surface access by passengers
• Airport company staff and airport company staff business travel

Operational Boundary

Table 1 below lists the sources of Authority emissions, including Control, Guide and Influence. The associated emissions of each source listed below are included in the overall emissions summary (found in Table 2), and in the breakdown of Scope 1 and Scope 2 emissions (Figure 1).

Table 1: Description of Emissions Sources, by Scope

<table>
<thead>
<tr>
<th>Description of Emission Sources</th>
<th>Scope 1, 2 or 3</th>
<th>Internal department or third party with responsibility for emission source</th>
</tr>
</thead>
<tbody>
<tr>
<td>&quot;Control&quot; Emissions Sources</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Airport Owned Vehicles, Equipment &amp; Shuttles</td>
<td>1</td>
<td>Facilities Management Department, Ground Transportation Department</td>
</tr>
<tr>
<td>Stationary Sources - 18 emergency power generators powered by diesel fuel</td>
<td>1</td>
<td>Facilities Management Department, Planning &amp; Environmental Affairs Department</td>
</tr>
<tr>
<td>Refrigerants</td>
<td>1</td>
<td>Facilities Management Department</td>
</tr>
<tr>
<td>Authority Purchased Electricity</td>
<td>2</td>
<td>Facilities Management Department</td>
</tr>
<tr>
<td>Authority Staff Business Travel</td>
<td>3</td>
<td>Accounting Department</td>
</tr>
<tr>
<td>Description of Emission Sources</td>
<td>Scope 1, 2 or 3</td>
<td>Internal department or third party with responsibility for emission source</td>
</tr>
<tr>
<td>---------------------------------------------------------------------</td>
<td>-----------------</td>
<td>--------------------------------------------------------------------------------</td>
</tr>
<tr>
<td><strong>&quot;Guide&quot; Emissions Sources</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ground Support Equipment &amp; Other Tenant Vehicles</td>
<td>3</td>
<td>Ground Transportation Department, Planning &amp; Environmental Affairs Department</td>
</tr>
<tr>
<td>Aircraft Ground Movements, Engine Run Ups, Taxiing, Auxiliary Power Units/PCA</td>
<td>3</td>
<td>Airside &amp; Terminal Operations Department</td>
</tr>
<tr>
<td>Landside Taxi &amp; Shuttle Services</td>
<td>3</td>
<td>Ground Transportation Department</td>
</tr>
<tr>
<td>Natural Gas Combustion Use by Tenants</td>
<td>3</td>
<td>Facilities Management Department</td>
</tr>
<tr>
<td>Staff/Employee Commuting</td>
<td>3</td>
<td>Ground Transportation Department</td>
</tr>
<tr>
<td>Offsite Management of Airport Waste</td>
<td>3</td>
<td>Airside &amp; Terminal Operations Department</td>
</tr>
<tr>
<td><strong>&quot;Influence&quot; Emissions Sources</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Aircraft take off, landing, approach, climb, cruise, etc.</td>
<td>3</td>
<td>Airside &amp; Terminal Operations Department</td>
</tr>
<tr>
<td>Non-Authority Owned Vehicle Travel Off-Airport</td>
<td>3</td>
<td>Ground Transportation Department</td>
</tr>
<tr>
<td>Tenant-Purchased Electricity</td>
<td>3</td>
<td>Facilities Management Department, Planning &amp; Environmental Affairs Department</td>
</tr>
<tr>
<td>Waste Management by Ground Leases</td>
<td>3</td>
<td>Airside &amp; Terminal Operations Department</td>
</tr>
</tbody>
</table>
San Diego International Airport (SAN) Emissions Summaries

Table 2 is a summary of the SAN 2018 greenhouse gas emissions inventory, including the total metric tons of carbon dioxide equivalent and the percent of the total each scope represents.

Table 2: SAN 2018 Emissions Inventory (Scopes 1, 2, and 3)

<table>
<thead>
<tr>
<th>2018 Scope Break Down (metric tons CO2e)</th>
<th>Percent of Total Emissions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Scope 1</td>
<td>4,590</td>
</tr>
<tr>
<td>Scope 2</td>
<td>5,771</td>
</tr>
<tr>
<td>Scope 3</td>
<td>368,507</td>
</tr>
<tr>
<td>Total Gross Emissions</td>
<td>378,868</td>
</tr>
</tbody>
</table>

Table 3 is a summary of the greenhouse emissions inventories since 2014. The Green Build (completed in 2013) represents 20% of the Airport’s total GHG emissions.

Table 3: SAN Emissions Inventories 2014 – 2018

<table>
<thead>
<tr>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Year</td>
</tr>
<tr>
<td>------</td>
</tr>
<tr>
<td>Entire Airport</td>
</tr>
<tr>
<td>Green Build^1</td>
</tr>
<tr>
<td>2014</td>
</tr>
<tr>
<td>Green Build</td>
</tr>
<tr>
<td>10 gates</td>
</tr>
<tr>
<td>Airport Operator</td>
</tr>
<tr>
<td>Scope 1</td>
</tr>
<tr>
<td>Scope 2</td>
</tr>
<tr>
<td>Total: Scopes 1 and 2</td>
</tr>
<tr>
<td>Scope 3</td>
</tr>
</tbody>
</table>

Footnote 1: The Green Build project (10 additional gates) represents 20% of the entire airport’s total 51 gates. Completed in 2013, 2014 is the first full year of the Green Build’s operations.

Footnote 2: 2017 is the first full year of the consolidated Rental Car Center (RCC) building and shuttle bus operations.

Footnote 3: 2017 emissions for Scope 2 had the incorrect kWh of 47,397,558 input instead of 47,937,558, and 2017 Scope 2 numbers were previously reported as 11,352 and 2,270.4, respectively. This report contains the revised metric tons of CO2e.

Footnote 4: 2017 Scope 3 emissions have been revised per the guidance of the Authority’s greenhouse gas emissions verifier because the RCC moved from Scope 2 to Scope 3. 2017’s Scope 3 has been revised from 314,552 to 314,641 in this report.
As demonstrated in Table 3, in 2018 the Authority’s Scope 1 and 2 emissions dramatically decreased.

2017 was the first full year of the consolidated Rental Car Center (RCC) building and associated shuttle bus operations. The emissions of the shuttle buses are categorized as Scope 1 emissions. Similar to 2017, in 2018, the RCC buses were fueled by both renewable diesel - a 99% renewable blend - and 100% renewable natural gas. In 2018, despite passenger growth the Authority only cataloged the relevant emissions associated with the non-biogenic portion of the fuels, leading to a reduction in Scope 1 emissions of over 26% compared to 2017.

In 2018, the Authority also subscribed to the SDG&E “Green Tariff Shared Renewables” program called EcoChoice. On February 14, 2018, the Authority began receiving 70% of its grid-delivered electricity via 100% renewable (solar-generated) electricity through EcoChoice. The percentage amount is based on SDG&E’s two (2) Megawatt cap per EcoChoice business subscriber, and lead to an over 50% reduction in Scope 2 emissions compared to 2017.

Figure 1 illustrates activities represented within 2018 Scope 1 and Scope 2 emissions, by percentage. The total percentages shown in the figure represent the description of emissions sources by scope found in Table 1. Scope 2 represents grid-delivered electricity, and is 56% of all Scope 1 and Scope 2 emissions.

**Figure 1: 2018 Scopes 1 and 2, by Activity**

![Pie chart showing the distribution of 2018 Scope 1 and Scope 2 emissions by activity.]

Electricity Purchased Scope 2, 56%
Authority-Owned Vehicles, Equipment & Shuttles Scope 1, 20%
Buildings (gas/oil/coal) Scope 1, 24%
Heat Purchased Scope 2, 0%
Process (waste/water) Scope 1, 0%
Fire Training Scope 1, 0%
Glycol Scope 1, 0%
Emergency Generator Scope 1, 0%

Figure 2 illustrates the fact that the overwhelming majority of 2018 emissions were generated by Scope 3 activities (of which SAN can “influence” but not “control”). As a result, the Authority actively prioritizes engagement with the Scope 3 greenhouse gas stakeholders that are contributing to SAN’s greenhouse emissions. Of note: although the RCC is on SAN’s medium voltage electricity distribution loop, the
electricity from the RCC is cataloged as “Scope 3” emissions because the Authority doesn’t have direct control of its operations (the RCC is operated by Conrac Solutions).

**Figure 2: Scopes 1, 2, and 3, by Percentage**

<table>
<thead>
<tr>
<th>Scope 1</th>
<th>Scope 2</th>
<th>Scope 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>1%</td>
<td>2%</td>
<td>97%</td>
</tr>
</tbody>
</table>

**Carbon Reduction Policies**

The Airport Authority is committed to environmental excellence in new construction projects and in ongoing operations. An active carbon management plan at SAN contains the following elements:

- Responsibility, resource allocation, and organizational structure
- Carbon management initiatives
- Implementation plan
- Communication, awareness, and training
- Self-assessment/auditing

A Memorandum of Understanding (MOU) signed in 2008 with the Attorney General of the State of California includes specific emissions reduction targets for SAN including: landside power and preconditioned air at all new gates; retrofit existing gates with landside power and preconditioned air; provision of landside power at all new cargo facilities and hangars; retrofit all existing cargo facilities and hangars with landside power; cargo and general aviation use of landside power; and aircraft movement reduction. Specific measures of the MOU to reduce landside energy usage include: the replacement of existing tow vehicles with electric/alternative fuel aircraft pushback tractors; and the replacement of shuttles with electric or alternative fuel vehicles through an incentive-based program. The MOU also lays out the following methods to meet the use of green materials and sustainable design measures: the use of cool roofs (or solar panels) and cool pavements, and construct all new facilities to meet LEED certification (or equivalent), with a target of Silver or better.
The Airport Authority’s Sustainability Policy, one of the first for a major airport in the U.S., establishes the Authority’s commitment to sustainability and environmental stewardship in business practices. A portion of this policy commits the Authority to adopt the standards set forth by the United States Green Building Council (USGBC)’s Leadership in Energy and Environmental Design (LEED) as guiding criteria for achieving sustainable design in the development and remodeling of airport facilities, while also applying LEED criteria as a significant factor when reviewing tenant development projects. The Sustainability Policy was adopted by the Board in 2008, was updated in 2019, and is available publicly on the Authority’s website at san.org/green.

The Authority’s Carbon Neutrality Plan discusses source-specific goals and the initiatives in alignment with and in support of California and aviation industry greenhouse gas (GHG) reduction goals. A primary goal of the Plan is to minimize the Authority’s direct operational impact on climate change, including Scope 1, 2, and Airport staff business travel emissions reductions, to 80% below 2015 levels by 2035. Due to operational efficiencies and the Authority switching to SDG&E’s green tariff called “EcoChoice,” the 2018 emissions inventory represents a 44% greenhouse gas emissions reduction, compared to 2015 levels. The Carbon Neutrality Plan is available publically on the Authority’s website at san.org/green.

**Governance**

Airport Authority is governed by a nine-member Board of Directors that maintains overall responsibility for climate change matters. In 2017, the Airport Authority’s Board of Directors and Executives developed a SAN-specific definition of sustainability as “building an enduring and resilient enterprise by effectively managing our financial, social and environmental risks, obligations and opportunities.” This definition is included in San Diego International Airport’s annual sustainability report and other public-facing communications.

Monthly Utility Working Group meetings are held to provide an ongoing forum to discuss and coordinate energy and water management initiatives across Authority departments. Attendees include staff from a variety of departments including Planning and Environmental Affairs, Facilities Management, Airport Design and Construction, Finance, and Information & Technology Services.

Day-to-day responsibility for carbon and energy management lies within the Authority’s Planning and Environmental Affairs Department as well as the Facilities Management Department. The measurement and reduction of carbon emissions and energy consumption is managed by the Planning and Environmental Affairs Department, which is also responsible for developing the Authority’s Strategic Energy Plan, Water Stewardship Plan, Clean Transportation Plan, Carbon Neutrality Plan, and other plans within a Sustainability Management Planning framework. For instance, the Strategic Energy Plan provides a framework for rethinking how the Authority manages their energy resources, while preparing to accommodate passenger growth, development projects, and the added variability of a changing climate. The strategic plans establish key long-term goals in energy and water efficiency and conservation, onsite energy generation and storage, enhanced monitoring of key energy metrics, clean transportation opportunities, storm water management, and other mechanisms through which to engage stakeholders. Progress on implementing the plans is communicated through official presentations to the Airport Authority’s Board of Directors.
The Facilities Management Department maintains responsibility over the day-to-day energy management and performance throughout airport facilities. The Planning and Environmental Affairs department calculates and publishes carbon and energy performance metrics, which are presented annually to senior management for review. Metrics are also shared with external audience via the publication of an annual Sustainability Report, and can be found at sustain.san.org. The Sustainability Report is only available through an online format to increase interactivity and to discourage printing. In consideration of the fact that the vast majority (~97%) of its greenhouse gas (GHG) emissions footprint is associated to activities carried on by third parties (Scope 3 GHG emissions), the Authority understands the importance of involving key external stakeholders in the development and implementation of carbon management and reduction practices. For this reason it actively engages in an on-going basis with stakeholders with the aim of reducing Scope 3 GHG emissions generated at the airport by their operations. This engagement is driven by the understanding that the Authority cannot control third party operations, but can guide and influence them to varying degrees.

Below are the primary contributors to the Airport’s greenhouse emissions inventory:

- Airlines: All airlines operating aircraft at the airport
- Tenants: All tenants and employees operating at the airport
- Passengers: Customers traveling to and from the airport
- Ground transportation operators: Taxis, Transportation Network Companies (TNCs), Employee and Rental Car Center (RCC) shuttles and buses, Hotel Shuttle and Limousine Operators, etc.
- Utilities: Providers of services including energy, waste, and water management

2018 Accomplishments

Below is a short list of 2018 accomplishments of note.

SAN Case Study in California’s 4th Climate Change Assessment
The Airport Authority’s holistic water stewardship was featured as a case study in California’s “Fourth Climate Change Assessment – San Diego Regional Report.”¹ The Climate Change Assessment is the State’s compilation of the latest climate science and understanding of climate-related vulnerability. The document is designed to inform local resilience actions, as well as related State policies, plans, programs, and guidance. The SAN case study specifically highlights how the Airport Authority has integrated its response to water quality, conservation, & flood resilience to more effectively address overall water management.

Ground Transportation Incentive Program
The airport employs an incentive program to encourage ground transportation providers at the Airport to convert their fleets to alternative fuels or other clean air vehicles. The incentive program allows ground transportation operators to pay lower airport fees if they operate alternative fuel or clean air

¹ [http://www.climateassessment.ca.gov/](http://www.climateassessment.ca.gov/)
vehicles. The list of eligible clean air vehicles is specified by the state of California (CARB) and includes CNG, propane, renewable diesel, electric, plug-in hybrids, and other low carbon-emission vehicles.

The incentive program is applicable to all eligible airport-permitted commercial ground transportation operators, including taxicabs, vehicles for hire, hotel shuttles, off-airport parking shuttles, rental car shuttles and transportation network companies (TNC). Limousines and charter vehicles are exempt from the requirements of the program. The goal of the incentive program is to convert 100% of the applicable commercial ground transportation vehicles at the airport to Alternative Fuel Vehicles (AFVs) or other clean air vehicles.

The requirements for TNCs were developed recently and are different from the other types of operators. The requirements for TNCs are more performance-based, and provide incentives not only for the use of AFVs but also for vehicle/ride sharing (resulting in VMT reduction) and for other energy fuel efficiency strategies. SAN is one of only two US airports that have an active TNC policy, and 2018 represented the second year of the TNC policy.

Renewable Energy and Battery Storage
The Authority purchases renewable photovoltaic solar electricity through SDG&E’s green tariff called EcoChoice, and in 2018 the portion of grid-delivered renewable energy exceeded 48%. Combined with 5.5 megawatts of on-site photovoltaic solar electricity, the total amount of renewable energy at SAN in 2018 was 85%.

In 2018, the Authority also secured a 3rd party company to install and operate a battery energy storage system at SAN. The 2-Megawatt battery energy storage system will significantly help reduce the Authority's electricity demand costs and implements an important near-term priority identified in the Airport's Strategic Energy Plan. The system is currently in design phase and has an anticipated activation date of December 2019.

The Good Traveler
In 2015, the Authority developed and launched The Good Traveler, a carbon offsetting program designed to encourage sustainable travel by enabling individuals to offset the environmental impact of their journey in an affordable, easy and meaningful way. There are now 13 partner airports in The Good Traveler carbon offset program², including San Diego International Airport, from all over the country. Combined, the program participants have offset over 500 million miles of travel, representing over 170 million pounds of carbon dioxide removed.

Based on 2018 SAN emissions data, the Airport Authority has recently attained Level 3+ (“Carbon Neutrality”) in terms of Airport-controlled emissions via Airports Council International's Airport Carbon Accreditation (ACA) program. According to ACA, SAN is one of only two Carbon Neutral airports in North America, representing 4.8% of North American air passenger traffic³. Achievement Level 3+ was outlined in the Airport Authority's 5-Year Strategic Plan. The third-party verified ACA program is a framework that helps airports identify, manage, and ultimately reduce their carbon emissions while also effectively

² https://thegoodtraveler.org/airport-partners/
³ https://www.airportcarbonaccreditation.org/airport/participants/north-america.html
partnering with its business partners – such as airlines, concessions, and ground transportation operators – to lower their emissions at the Airport. In addition to reducing Scope 1 and Scope 2 emissions year-over-year, the Authority purchased carbon offsets via The Good Traveler to mitigate 10,525 metric tons of greenhouse gases that represent the SAN’s 2018 Scope 1, 2, and Staff Business Travel.

Employee Workplace Electric Vehicle Charging
In late 2018, the Authority, in collaboration with San Diego Gas & Electric’s “Power Your Drive” employee workplace electric vehicle charging program, successfully completed the installation of 20 new charging ports in the SAN Employee Lot on the Airport’s north side. Since then, Authority staff have been promoting driver enrollment. The cost of the energy used to charge an employee’s electric vehicle is billed directly to the driver’s SDG&E account.

Terminal 2 Parking Plaza
The Terminal 2 Parking Plaza was designed with SAN’s first storm water capture and reuse system. The system conveys rainwater from the facility to a series of media and UV filters, before sending the water to the Central Utility Plant for use in its cooling towers (which would otherwise use potable water purchased from the City). Since commissioning the system in the summer of 2018, the system has harvested and reused over 1.7 million gallons of rainwater.

SAN’s Terminal 2 Parking Plaza was also awarded Envision ‘Gold’ certification by the Institute for Sustainable Infrastructure. The Envision rating system, which was created in partnership with the American Society of Civil Engineers and the American Public Works Association, recognizes infrastructure projects that incorporate sustainable best practices into their design, construction, and operations. Envision includes 60 credits that address a wide range of indicators including community, management, planning, materials, energy, water, environmental impacts, emissions, and resilience. The Terminal 2 Parking Plaza project scored the highest in the rating system’s “Leadership” category, with some of the most points received for (1) providing effective leadership and commitment, (2) fostering collaboration and teamwork, (3) providing stakeholder involvement, and (4) improving infrastructure integration.

Annual Ground Support Equipment Inventory
In 2018, Authority staff recently completed an inventory of Ground Support Equipment (GSE) operating at SAN. The annual inventory is used to assess airlines and other business partners’ progress in converting their equipment to alternative fuel technologies. The 2018 inventory found that over 800 pieces of GSE are currently deployed airside, with 30% of them being classified as “Low Carbon Emission” (i.e. electric, propane, biodiesel, renewable diesel, or compressed natural gas powered).

Climate Resilience
In 2018, the Airport Authority staff participated in the first Sea Level Rise Ad Hoc Committee meeting for San Diego Bay. The Committee was formulated by the Port District to discuss and coordinate ongoing Sea Level Rise (SLR) planning efforts by multiple entities around San Diego Bay. Other agencies represented on the Ad Hoc Committee include the U.S. Navy, City of Coronado, City of San Diego, City of Chula Vista, City of Imperial Beach, Scripps Institution of Oceanography, SANDAG, and private Port
tenants that are dependent upon Bay resources. In a follow-up meeting, the Airport Authority presented an update on its development of a comprehensive Climate Resiliency Plan for San Diego International Airport. In particular, staff shared some preliminary SLR mapping for SAN, using the latest State guidance and refined site elevation data. This climate adaptation initiative builds off the Airport Authority’s past work on the “2012 San Diego Bay Sea Level Rise Adaptation Strategy” and its ongoing leadership on the San Diego Regional Climate Collaborative.