County of San Luis Obispo
Department of Airports

INFRASTRUCTURE & OPERATIONS OPTIMIZATION PLAN

DECEMBER 2025

AECOM

Letter from the Director of Airports

When the Department of Airports completed its first Strategic Plan in 2022, we set a clear intention: to lead in sustainability for aviation on California's Central Coast. That plan established sustainability as a core theme across every facet of airport operations, a defining value guiding our decisions, investments, and partnerships.

From that foundation, our journey toward decarbonization took shape. The Airport's adoption of the Carbon Management Policy and Carbon Management Plan created a measurable pathway for benchmarking and reducing greenhouse gas emissions. Those efforts led San Luis Obispo County Airport to earn Level 2 "Reduction" accreditation through the Airport Carbon Accreditation program, an international global carbon management program tracking our progress toward carbon neutrality.

Today, that progress is visible. Our solar carport canopies are now live, generating renewable energy and providing shaded parking for travelers. This project represents more than new infrastructure; it demonstrates what can happen when our commitment to environmental stewardship, innovation, and collaboration align.

We've electrified most of our fleet vehicles, deployed publicly-accessible EV chargers, and recently started a bee apiary, repurposing undevelopable airport property in a meaningful way that supports our local ecosystems.

This Infrastructure & Operations Optimization Plan builds on our growing momentum. It charts our next phase of climate action, from continuing energy and waste reductions to preparing for the arrival of advanced air mobility and electric aircraft. As aviation evolves, we intend to position our two airports as regional leaders in supporting this emerging sector - one that integrates renewable energy, advanced technology, and community partnership.

We recognize that meaningful progress cannot occur in isolation. Achieving the goals outlined in this plan will require strong coordination with airlines, tenants, regional agencies, and our community. Together, we are shaping an airport system that advances economic vitality, operational efficiency, natural resource protection, and social responsibility.

As we look ahead, our mission remains constant: to ensure that the San Luis Obispo County Airport and Oceano Airport continue to thrive as vital community assets, economic drivers, and environmental stewards. Our sustainability vision is ambitious, but it is grounded in the same practical spirit that has guided this airport since 1939 — a belief that local leadership and partnership can make lasting change.

We are proud to share this plan as the next chapter in that story. Our future will be defined by innovation, accountability, and a shared commitment to a more sustainable future for aviation on California's Central Coast.

Courtney Johnson
Director of Airports,
County of San Luis Obispo

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Glossary

3CE	Central Coast Community Energy
AAM	advanced air mobility
ACA	Airport Carbon Accreditation
ACI Jet	Aviation Consultants Inc.
CAL FIRE	California Department of Forestry and Fire Protection
CALGreen	California Green Building Standards Code
CARB	California Air Resources Board
City	City of San Luis Obispo Water and Sewer
County	County of San Luis Obispo
CY	calendar year
EV	electric vehicle
FAA	Federal Aviation Administration
FBO	fixed base operator
GHG	greenhouse gas
GSE	ground support equipment
HVAC	heating, ventilation, and air conditioning
IEQ	indoor environmental quality
KPI	key performance metric
LED	light-emitting diode
LEED	Leadership in Energy and Environmental Design
Mgal	millions of gallons
Oceano	Oceano Airport
OCSD	Oceano Community Services District
PFAS	Per- and polyfluoroalkyl substances
PG&E	Pacific Gas and Electric
PV	photovoltaic
SAF	synthetic aviation fuel
SBP	San Luis Obispo County Airport
SLO	San Luis Obispo
SMP	Stormwater Master Plan
SPDC	Sustainable Planning, Design, and Construction
TRUE	Total Resource Use and Efficiency
WRRF	Water Resource Recovery Facility
ZEV	zero-emission vehicle

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Infrastructure & Operations Optimization Plan

This is an interactive document. Use the navigation bar on the left to move between sections.

Executive Summary

The County of San Luis Obispo (County), Department of Airports Infrastructure & Operations Optimization Plan has been developed to establish actionable goals and strategies across six focus areas of airport infrastructure: Carbon and Energy, Water Management, Waste Management, Sustainable Construction and Design, Climate Resilience, and Health, Wellness, and User Experience. The plan addresses operations at two airports, San Luis Obispo (SLO) County Airport (SBP) and Oceano Airport (Oceano) and was developed by establishing baselines, formulating objectives, identifying strategies to achieve those objectives, and outlining implementation and monitoring actions to track our progress in each focus area. Engagement with stakeholders was critical for the development of the plan.

The established actionable goals and strategies align with numerous County, State, and Federal regulations. Recognizing that regulations and frameworks are frequently revised, we monitor changes and have structured the Plan to be adaptable to shifting priorities.

The following table summarizes the goals and strategy categories that were identified for each of the focus areas. Strategies within each category are addressed in greater detail in sections of the Plan.

Goal/s per Focus Area

Carbon & Energy

Carbon Goals

- Eliminate Scope 1 emissions from facility operations by 2035
- Eliminate Scope 1 emissions from airport vehicle fleet and ground equipment operations by 2035
- Reduce Scope 2 Emissions from facility operations by 50% by 2033 from a 2023 baseline
- Identify and quantify key Scope 3 sources, focusing on tenant energy use, airline activity, and ground access by 2026
- Improve transparency into airport GHG emissions by 2027

Resilience Goals

- Improve the Airport's energy resilience to allow operations to continue during power outages
- Ready Airport electrical infrastructure to allow for AAM operations
- Offset 100% renewable energy generation and/or enroll in 100% clean energy programs by 2030

Goal/s per Focus Area

Water Management

- Reduce potable water use by 30% by 2035
- Reduce stormwater runoff discharge from airport campuses by 2035

Waste Management

- Establish a waste management program to enable future waste diversion targets and support responsible materials management.

Sustainable Construction & Design

- Advance sustainable and design and construction practices across all new facilities and major renovations to reduce environmental impacts and enhance long term performance

Climate Resilience

- Integrate climate adaptation and resilience considerations into airport planning and operations to ensure long-term sustainability and preparedness for climate-related risks.

Health, Wellness, & User Experience

- Advance a healthy, inclusive, and high-quality airport experience for all users

An internal Tracking and Monitoring Tool has been developed to not only track our KPIs, but also our completion of the critical actions required to complete each strategy. We intend to publicly report on our progress through our ongoing ACA disclosures as well as the Green SBP website. Furthermore, we are in the process of evaluating opportunities to advance our existing disclosures, aligning with international standards and frameworks such as Global Real Estate Sustainability Benchmark (GRESB), to provides an established methodology to evaluate the performance of infrastructure assets. These forms of public facing reporting ensure that we remain accountable to our stakeholders but also provide an opportunity to receive input from the public on the Plan.

Whether through internal accountability mechanisms or public engagement we intend to evaluate the effectiveness of the Plan on an ongoing basis to ensure that the strategies that we adopt minimize our environmental impact, benefit our communities, and reinforce the County Airports' role as the gateway to California's Central Coast.

Airport Infrastructure Strategy Execution Roadmap

The strategies that we have identified to achieve our goals in each infrastructure focus will be implemented over the short, medium, and long term, giving consideration to capital planning, technological maturity, and implementation of enabling strategies

Time Horizon	Carbon & Energy	
●○○ **Short Term** 0–3 Years	Fire Station Electric Dryers	Electric GSE
	Perform Retro-Commissioning	Electric Portable Lights
	Upgrade to All LED Lighting	SAF Feasibility Study
	Advanced Lighting Controls	Electrification Study
●●○ **Medium Term** 3–5 Years	Upgrade Water Heating to Heat Pumps	
	Smart HVAC Controls	
	Energy Submetering	
	Vehicle Fleet Transition	
●●● **Long Term** 5–10 Years	Upgrade HVAC to Heat Pumps	Electric PCAs
	Expand Renewable Energy Systems	SAF Infrastructure and Procurement
	Renewable Energy Purchasing	Install Redundant Electric Infrastructure
	Renewable Diesel Generators	Airport Microgrid Feasibility Study
	Electric GPUs	Increase Electrical Capacity

Time Horizon	Water Management	Waste Management	Sustainable Construction & Design	Climate Resilience	Health, Wellness, & User Experience
●○○ **Short Term** 0–3 Years	Water Submetering Perform Retro-Commissioning of Water Efficient Fixtures at Terminal* Retrofit Landscapes Retrofit-commission Irrigation Systems Assess Connection to City of SLO Recycled Water Supply* Assess Feasibility of Building Onsite Alternative Water System*	Conduct an Airport-Wide Waste Assessment Optimize Waste Infrastructure Set a Waste Diversion Target Develop a Centralized Waste Management Policy	Tenant Sustainability Collaboration	Develop Climate Adaptation & Resilience Plan Develop an Energy Emergency Response Plan	Implement Healthy Food and Beverage Policy Physical and Mental Wellness Program Celebrate Regional Identity Implement a Resilience Monitoring and Evaluation Program
●●○ **Medium Term** 3–5 Years	Education and Engagement Convert Remaining Water Fixtures to Water Efficient Fixtures Update Existing SMP* Develop Comprehensive SMP (Oceano only)		Develop and Implement SPDC Guidelines	Implement a Resilience Monitoring and Evaluation Program	IEQ Management Program
●●● **Long Term** 5–10 Years	Eliminate Hydrant Flushing*			Retrofit Critical Infrastructure to Withstand Climate Hazards	

* SBP only

01

Introduction

1.1

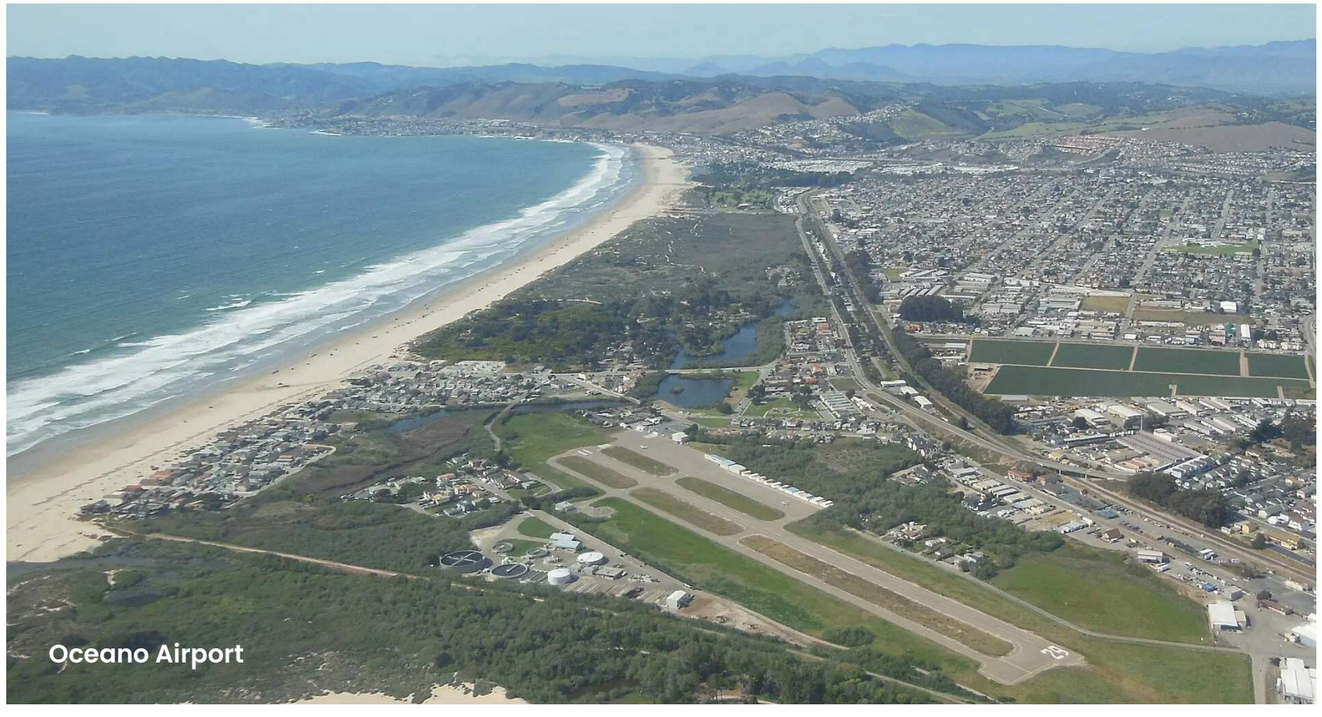
Introduction to San Luis Obispo County Airports

With over 85 years of collective history, SBP and Oceano each play a unique role in advancing the role of air travel in San Luis Obispo County as well as California's Central Coast. SBP, the larger of our two airports, is located just south of the City of San Luis Obispo and provides commercial passenger services to the region, with nine non-stop flight destinations. We are looking for opportunities to expand our commercial passenger service offerings to meet our growing passenger count, which grows steadily year-over-year and numbered over 746,000 in 2024. In addition to commercial passenger services, SBP supports numerous sectors of the general aviation community that include aircraft MRO, FBO, air cargo, and military.

Oceano, the smaller of our two airports, is located south-west of SBP, neighboring Pismo Dunes and, beyond that, the Pacific Ocean. The airport primarily serves private aircraft in the general aviation community but is also used by emergency services as they deliver critical support to the region.

Between SBP and Oceano, the County Airports provide a broad range of services to the region and, as the owner and operator of the two airports, we, the County of San Luis Obispo aim to leverage those services to advance economic, environmental, and social quality of life in the County.

San Luis Obispo County Airport



Oceano Airport

1.1.1

Infrastructure Optimization

To support our County by enhancing our existing service offerings and expanding to provide new service offerings, we engage in ongoing infrastructure and operations optimization. Airport infrastructure encompasses all built systems at SBP and Oceano, ranging from buildings and runways to the electrical and sewer systems that support airport functions. Here, optimization means upgrading existing assets to enhance performance and improve resilience, all while exploring the use of new technologies will allow us to grow safely and cost effectively.

Over the years, the airport has implemented a range of infrastructure and operations optimization initiatives that have generated power and water efficiency, reduced reliance on the electric grid, and reduced GHG emissions while maintaining safe, high-quality service for travelers.

1.1.2

Sustainability Timeline

Sustainable Landscaping
The airport has implemented low-water landscaping across its property to minimize irrigation needs while maintaining an attractive environment.

Alternative Transportation
SBP supports multiple modes of alternative transportation to and from the airport including rideshare access, a municipal bus stop located at the airport, and bike racks for cycling commuters.

Energy-Efficient Terminal Design
SBP's New Terminal, completed in 2017, was designed to meet LEED Gold standards, featuring high efficiency HVAC systems, motion sensor lights and daylight harvesting systems to optimize natural lighting, high ceilings, the use of natural materials, and a landscaped open courtyard.

Long-Term Efforts — 2017 — 2021

Noise Comment Hotline and Form
SBP provides a dedicated Noise Comment Hotline and an online noise concern form for residents to report and express concerns about aircraft noise. This system allows the airport to track trends in noise complaints, identify potential problem areas, and work with air traffic control and pilots to explore mitigation strategies.

Water Efficient Infrastructure
SBP's New Terminal, completed in 2017, features ultra-low flow plumbing fixtures to reduce water consumption.

PFAS Pollution Cleanup Efforts and Grant
SBP has been working with the Central Coast Water Board to undertake PFAS remediation since 2021. This has included groundwater monitoring and treatment verification monitoring, installment of Point of Use treatment systems, maintenance on treatment systems, initiation of a domestic water sample plan, field inspections for Point of Entry installation planning, public outreach, and formation and regular meetings of a Community Advisory Group.

1.1.2

Sustainability Timeline

2022

Lighting Retrofit Project
SBP replaced non-runway exterior lighting with energy-efficient alternatives, lowering overall electricity consumption.

Fleet Electrification
SBP currently has two all-electric Ford F-150 Lightning pickup trucks in its fleet, with one additional vehicle budgeted for FY25/26. In alignment with plans to expand charging infrastructure at the airport, SBP will continue to seek opportunities to further transition the existing fleet to EVs.

2023

Lost and Found Donations
After holding a lost item for four months, we donate unclaimed items to Lumina Alliance, a local nonprofit that provides services to survivors of sexual assault and intimate partner violence. This action has given hundreds of items a chance at reuse, rather than sending them to a landfill.

Carbon Management Plan
SBP developed and published a Carbon Management Plan in support of the ACA program and to outline specific strategies for emissions reduction. As part of this process, a carbon management committee was established to monitor implementation and track progress.

2024

GHG Reduction Targets
In 2024, SBP joined the U.S. Department of Energy's Better Climate Challenge, updating SBP's emissions reduction commitment to a 50% reduction in Scope 1 and 2 emissions and a 15% improvement in energy intensity at the New Terminal Building by 2033, using 2023 as the GHG emissions baseline.

Electric Vehicle Charging
We are continuously evaluating opportunities to expand the numbers of EV chargers both landside and airside at SBP. Recent projects have included the installation of four chargers for fleet use, the installation of four chargers for public use, and an ongoing feasibility to install an additional 19 EV chargers for public use.

Drop Water Partnership
SBP has partnered with Drop Water to place smart refill stations throughout the airport. Refill stations support reusable water bottle use and minimize the use of wasteful, disposable bottles.

Disposable Glove Recycling
SBP has partnered with TerraCycle to recycle disposable gloves, used across the airport. Where, previously, gloves were sent to the landfill, they are now transformed into reusable materials.

1.1.2

Sustainability Timeline

National Renewable Energy Laboratory Athena Partnership*
SBP has partnered with the National Renewable Energy Laboratory to investigate zero-emissions projects at the airport.

Solar Power Generation
SBP initiated development of a 933 kWdc solar photovoltaic array over Parking Lot 4. Construction completed in 2025 and once commissioned the array is anticipated to offset 100% of SBP's electricity consumption.

SBP Cares
First established in 2024, SBP Cares was established with the goal of enhancing the airport experience for all users.

Airport Carbon Accreditation
In 2024, SBP successfully entered the ACA program at Level 2: Reduction, recognizing the establishment of a well-defined Carbon Management Plan and progress towards a reduced carbon footprint.

2025

Community Choice Energy
In January 2025, all SBP electric meters enrolled in the 3CE program, which has a commitment to providing electricity from clean and renewable sources, while investing in the community.

Automated Security Badging
We have transitioned to AirBadge, away from paper badging, saving thousands of sheets of paper per year.

Waste and Recycling
Waste bins at SBP have been upgraded with additional signage to increase proper disposal and minimize waste contamination.

Synthetic Aviation Fuel
With operational support from Aviation Consultants Inc. (ACI Jet), SBP's FBO, introduced SAF at the airport in 2025 in partnership with Avfuel Corporation and Neste.

Toilet Paper Donation Program
At SBP, we collect unused toilet paper rolls and donate them to the 5Cities Homeless Coalition.

1.2

Infrastructure & Operations Optimization Plan

This inaugural Infrastructure & Operations Optimization Plan builds upon our past initiatives to establish a structure for success in future projects across six focus areas of airport infrastructure: Carbon and Energy, Water Management, Waste Management, Sustainable Construction and Design, Climate Resilience, and Health, Wellness, and User Experience. The Plan establishes ambitious yet realistic goals under each focus area and outlines actionable strategies that we will implement to achieve those goals. Recognizing the importance of regularly assessing progress against our goals, the Plan also includes monitoring plans for each focus area that track the implementation of projects and impact of KPIs on a year-over-year basis.

The focus areas selected for the Plan represent a holistic perspective on infrastructure and operations optimization and, as a result, the goals, strategies, and monitoring approaches vary in granularity. We have recognized a particular opportunity to leverage existing data management practices to establish quantitative KPIs for Carbon and Energy as well as Water Management. Success in the other four focus areas will be tracked based on the execution of strategies, though additional quantitative KPIs may be developed for these focus areas as our programs mature.

As progress against our infrastructure and operations optimization objectives is monitored, it is critical to note that the work that we undertake in each focus area of the Plan supports our broader initiatives, detailed in the SBP and Oceano Master Plans as well as our Strategic Plan. To capture maximum value in a rapidly evolving industry, the Plan will evolve alongside our other strategic planning documents, allowing us to remain nimble in response to opportunities and challenges.

1.2.1

Vision Statement

The Department of Airports is committed to modernizing its facilities and operations to emulate the values of the region.

1.3

Developing the Plan

The Plan is a practical guide to infrastructure and operations optimization, rooted in a deep understanding of the current state of infrastructure at SBP and Oceano, assessed with reference to global best practices. Our process for developing the Plan is cyclical in nature and will allow us to adjust the Plan, as might be necessary in a rapidly evolving technological, economic, and regulatory environment.

1 Establish a baseline

- Review documents
- Engage stakeholders
- Benchmark against peers

2 Establish objectives

- Review organizational objectives
- Set infrastructure modernization goals

3 How can we achieve our goals?

- Identify and evaluate strategies
- Define the actions required to implement each strategy

4 Are we on-track to meet our goals?

- Complete an annual review of the Plan
- Identify challenges
- Adapt strategies and actions to overcome roadblocks

1.3.1

Stakeholder Engagement

We view successful infrastructure and operations optimization as a collaborative process that benefits SBP and Oceano as well as our economic and community partners. That is why we conducted comprehensive stakeholder engagement at an early stage in the development of the Plan. We engaged with 28 County employees and 13 key business and community partners to build consensus, identify priorities, and explore opportunities for collaboration through the Plan.

Internal Stakeholder Groups

County Administrative Officer

County Board of Supervisors

County Department of Aviation Team

Airport Operations

Airport Terminal Service Workers

External Stakeholder Groups

Government and Policy Leaders
- City of San Luis Obispo Sustainability Staff
- Cal Poly Sustainability Staff

On-Airport Stakeholders
- Alaska Airlines
- SkyWest
- ACI Jet
- San Luis Obispo Pilots Association
- Budget Rent a Car
- Enterprise Rent-a-Car

Community, Air Service, and Economic Development Leaders
- Visit SLO CAL
- Volaire Aviation Consulting

1.4

Regulatory Context

As a public sector department, responsible for the management of two airports, our operations are subject to numerous county, state and federal regulations. To further enhance our airports, we are also aligned with several international standards and best practices that provide guidance on aviation infrastructure. Those mandatory requirements and voluntary frameworks form the baseline from which our goals and strategies were developed. Recognizing that regulations and frameworks are frequently revised, we monitor changes and have structured the Plan to be adaptable to shifting priorities. Some of the regulations and frameworks that we are currently tracking as most relevant to this plan are detailed below:

City of SLO Climate Action Plan
Established community-wide goal of carbon neutrality by 2035, adopts sector specific goals, and provides foundational actions and work program tasks to achieve those goals

3CE
SBP has enrolled in 3CE, which has a commitment to providing electricity from clean and renewable sources, while investing in the community

California Senate Bill 32
Passed in 2016, requires the state to reduce greenhouse gas emissions to 40% below 1990 levels by 2030.

California Senate Bill 100
Signed into law in 2018, set the target for the state to achieve 100% clean electricity by 2045. It requires utilities to source 60% of their electricity from renewable energy by 2030 and transition to entirely carbon-free electricity by mid-century, helping drive California's leadership in climate action and clean energy innovation.

California Senate Bill 350
Passed in 2015, aims to advance the state's clean energy and climate goals by increasing renewable electricity use and improving energy efficiency. It sets targets for utilities to source 50% of electricity from renewables by 2030 and calls for a doubling of energy efficiency in buildings, while also promoting transportation electrification and regional energy cooperation

ACA Level 3
ACA Level 3, known as "Optimization", requires airports to expand their carbon management efforts by engaging third parties—such as airlines, ground handlers, and transport providers—in reducing emissions. At this level, airports must measure and address Scope 3 emissions, including those from aircraft operations, passenger and staff travel to the airport, and business travel, while actively collaborating with stakeholders to implement carbon reduction strategies.

CALGreen Tier 1
CALGreen Tier 1 is a voluntary set of building standards in California that go beyond the mandatory requirements of the CALGreen Code. It promotes higher levels of sustainability by encouraging energy efficiency, water conservation, improved indoor air quality, and reduced environmental impact in new construction projects.

CARB Scoping Plan
The 2022 CARB Scoping Plan lays out California's strategy to achieve carbon neutrality by 2045, aiming to cut greenhouse gas emissions by 85% below 1990 levels. It focuses on transitioning to clean energy, electrifying transportation and buildings, enhancing natural carbon removal, and investing in carbon capture technologies.

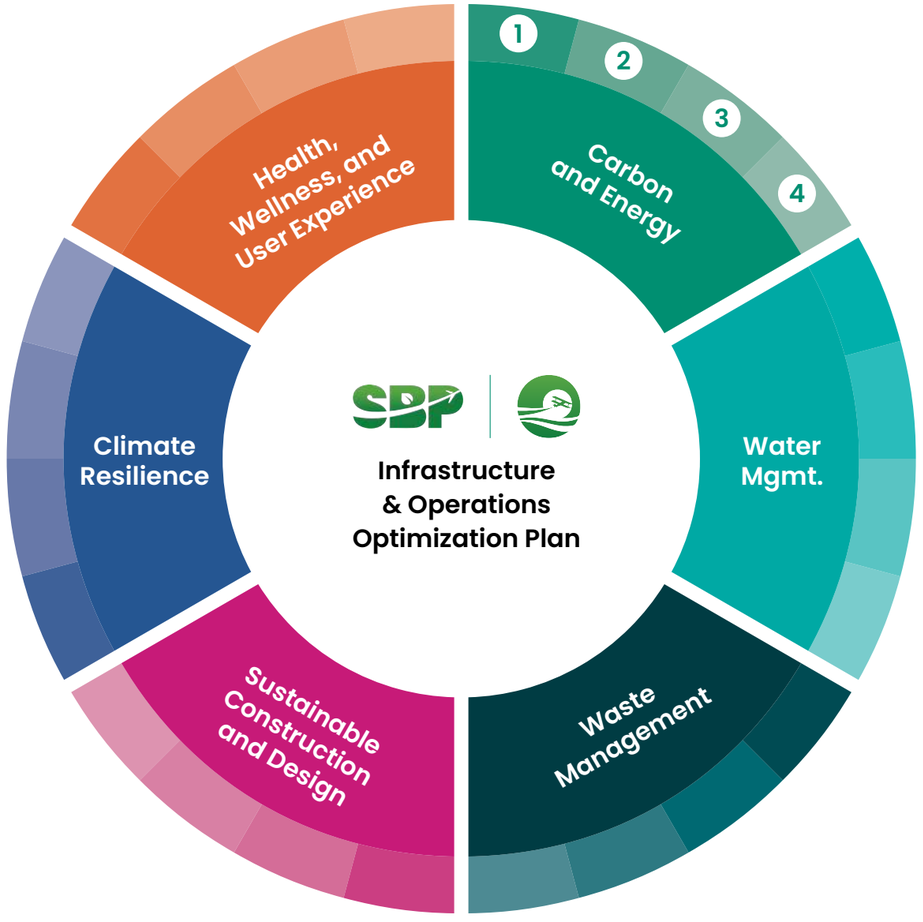
CARB Advanced Clean Fleets Rule
The CARB Advanced Clean Fleets Rule is a regulation aimed at transitioning medium- and heavy-duty vehicle fleets in California to ZEVs by 2045. It applies to state and local government fleets, high-priority commercial fleets, and drayage trucks, requiring phased ZEV adoption through either a model year schedule or milestone targets starting in 2024.

To further enhance our airports, we are also aligned with several international standards and best practices that provide guidance on aviation infrastructure.

1.5

Structure of the Plan

At the highest level, the Plan is structured around its six focus areas: Carbon and Energy, Water Management, Waste Management, Sustainable Construction and Design, Climate Resilience, and Health, Wellness, and User Experience. Within each focus area's section of the Plan, the layout mirrors the process that we used in the Plan's development, beginning with a description of existing infrastructure, policies and performance, followed by goals and targets, and concluding with strategies and their corresponding implementation plans.



1. **Current State**
Description of existing infrastructure, policies, and performance, in addition to baseline KPIs, where applicable.

2. **Goals**
Description of the objectives that we have set to articulate our ambition and support our accountability in each focus area.

3. **Strategies**
List of the projects – both infrastructure and policy-based – that we have identified as having the greatest potential to support our goals.

4. **Implementation Plans**
Time bound actions that constitute the critical steps that we will execute to implement each strategy. In addition to being classified as short-, medium-, or long-term, a responsible party is also assigned to each action.

02

Carbon & Energy

SBP is committed to reducing carbon emissions from airport operations to align with regional targets of carbon neutrality by 2035. Emissions at both airports are primarily a result of on-site operations and energy use – including heating and cooling systems, lighting, GSE, and airport-owned vehicles. This section establishes the current baseline of carbon emissions and energy consumption at SBP and Oceano and presents the County's goals related to carbon and energy. In addition, strategies are identified toward achieving those goals at SBP and Oceano with an implementation timeline.

2.1

Current State of Carbon and Energy

The following sections summarize existing baseline conditions for energy consumption and carbon emissions at SBP and Oceano including current projects or studies. In addition, utility and carbon emissions are projected for the business-as-usual scenario.

2.1.1

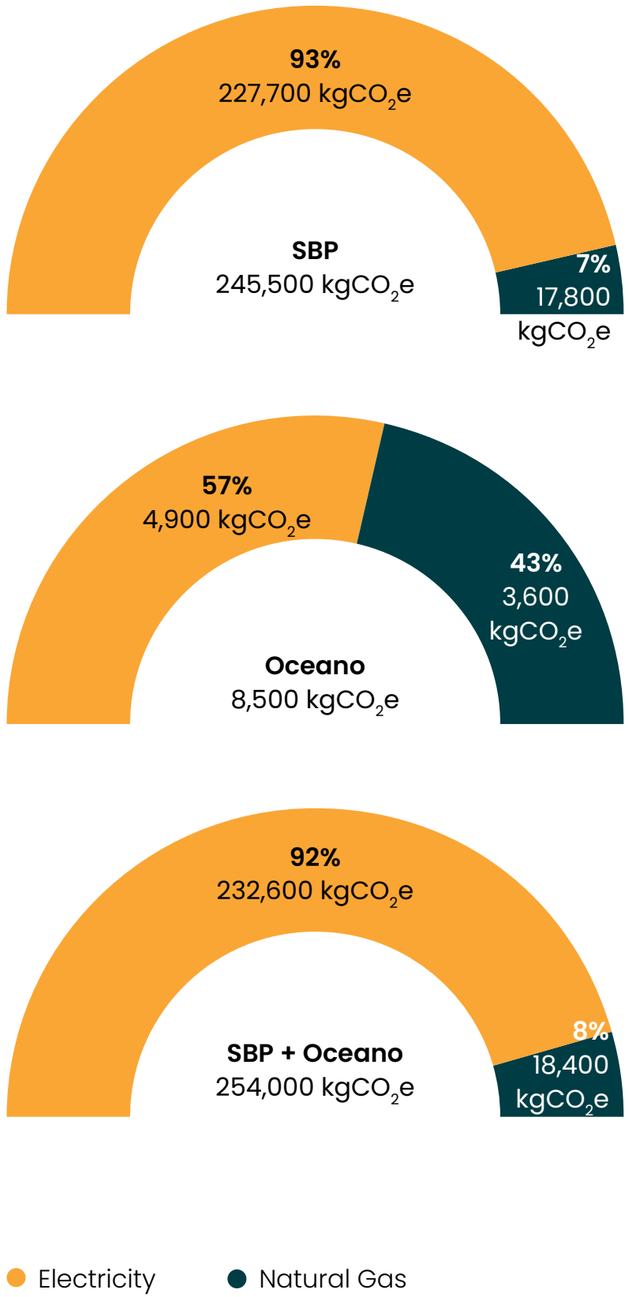
Existing Conditions

Scopes 1 and 2 Emissions

To understand our airports' baseline energy performance and establish a "starting point" for Scope 1 and 2 carbon emissions, existing utility data was reviewed and an American Society of heating, refrigerating, and Air Conditioning Engineers Level II audit was conducted at SBP and Oceano County-owned facilities.

Electricity and natural gas are provided by PG&E. Electricity is consumed across the airport site by a wide range of end uses, and natural gas is primarily used for heating, domestic hot water, and laundry dryers. **Figure 1** summarizes the CY 2024 GHG Emissions associated with electricity and natural gas consumption at both SBP and Oceano. As illustrated in **Figure 1**, natural gas comprises a larger share of total energy consumption at Oceano, highlighting opportunities of future electrification efforts at that facility.

Figure 1 CY2024 GHG Emissions from Airport Electricity and Natural Gas Consumption at SBP and Oceano



In addition to electricity and natural gas consumption at Airport facilities, we consume gasoline and diesel for County-owned vehicles and equipment. **Figure 2** summarizes our fleet fuel consumption and associated carbon emissions.

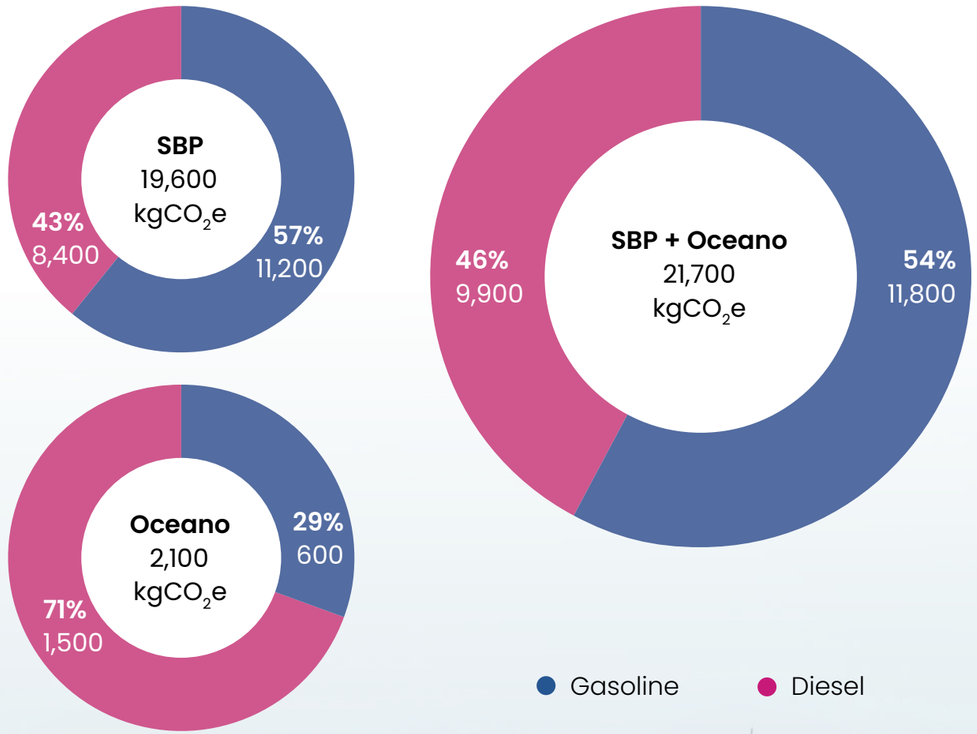
At SBP, GSE is owned and operated by airlines serving the Airport. GSEs either operate on diesel, gasoline, or electricity. Fuel consumption data for diesel and gasoline GSEs are currently not tracked by the airlines; therefore, associated emissions could not be quantified.

Scope 3 Emissions

Scope 3 emissions account for emissions from sources not directly owned or controlled by the airport or its governing body. This includes emissions from tenant operations, passenger and employee travel to and from the airport, waste disposal, and aircraft movements.

We aim to achieve ACA Level 3 for SBP. Achievement will require calculating certain Scope 3 categories and development of a Stakeholder Engagement Plan that demonstrates how the airport engages with stakeholders whose activities contribute to Scope 3 emissions and whom the airport can guide or influence. Thus, efforts are ongoing with consultants and stakeholders to quantify and create an inventory for Scope 3 emissions.

Figure 2 CY20 Carbon Emissions from Gasoline and Diesel Fuel Consumption from SBP and Oceano



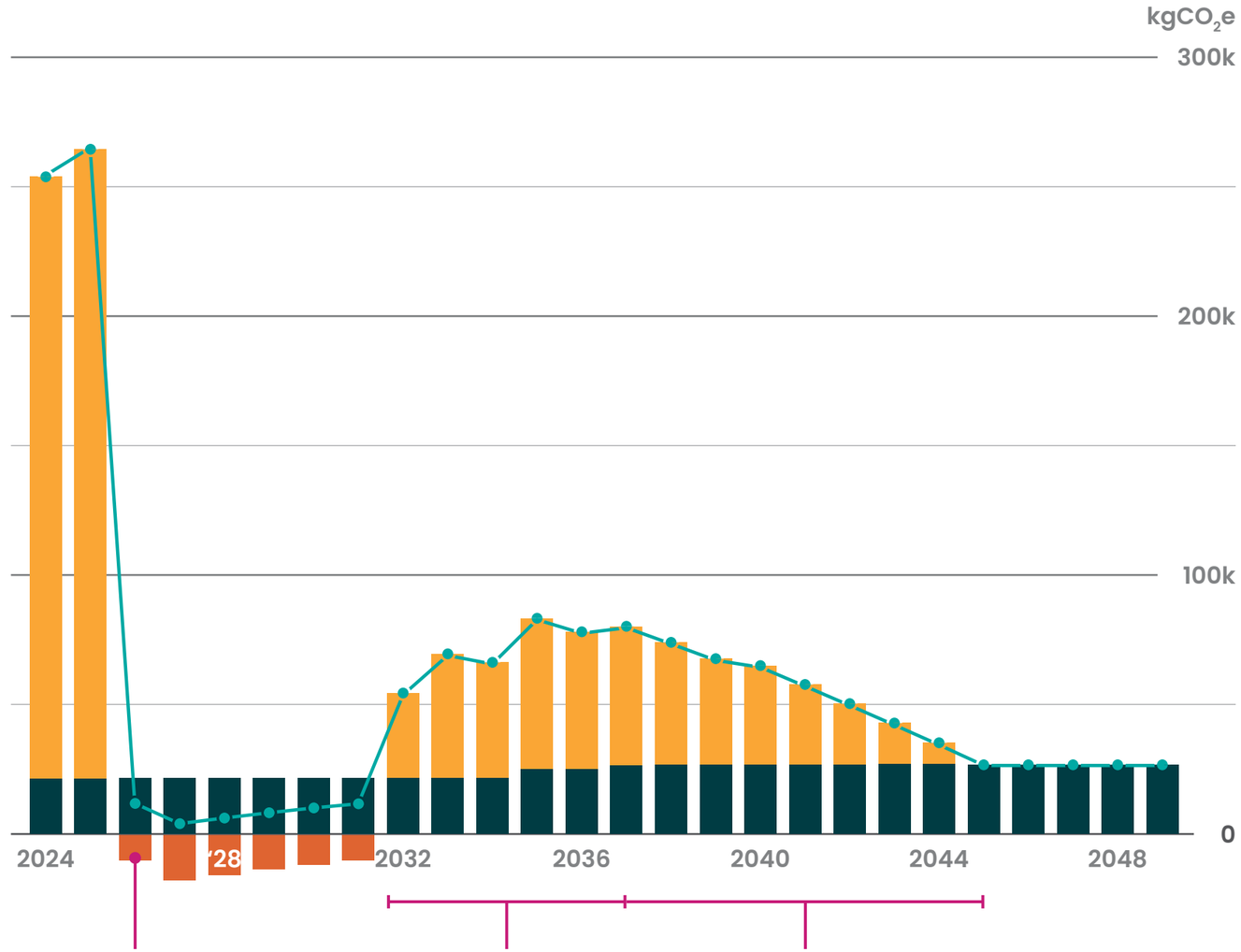
2.1.2

Utility and Carbon Emissions Projections

Projections of utility consumption and carbon emissions were made based on the current airport operations, planned construction and demolition activities, and anticipated changes in energy use from renewable energy and EV charging infrastructure. The carbon emissions projected in this section only includes direct (Scope 1) and indirect (Scope 2) emissions at facilities.

Figure 3 shows a projected decline in electricity-related emissions over time, driven by both the decarbonizing grid and the growing contribution of on-site solar generation at SBP. As solar generation cannot offset combustion-based carbon emissions, achieving net-zero will require further action to eliminate natural gas consumption at both SBP and Oceano.

Figure 3 Utility GHG Emissions Projections (SBP and Oceano Combined) from 2024 to 2050 by End Use



2.1.3

Ongoing Projects and Studies

The County has multiple ongoing projects and studies associated with energy and carbon. These projects and studies not only help the County better understand their existing infrastructure systems and opportunities but also help achieve their carbon and energy goals as described in Section 2.2. **Figure 4** summarizes the existing projects and studies related to energy and carbon.

Figure 4 Existing Energy and Carbon related Projects and Studies

Carport Solar Photovoltaic System

A new 933 kWdc carport solar PV system will be online in 2026 at SBP, which has sufficient capacity to offset all of SBP's electricity consumption up until 2032 when new buildings are online.

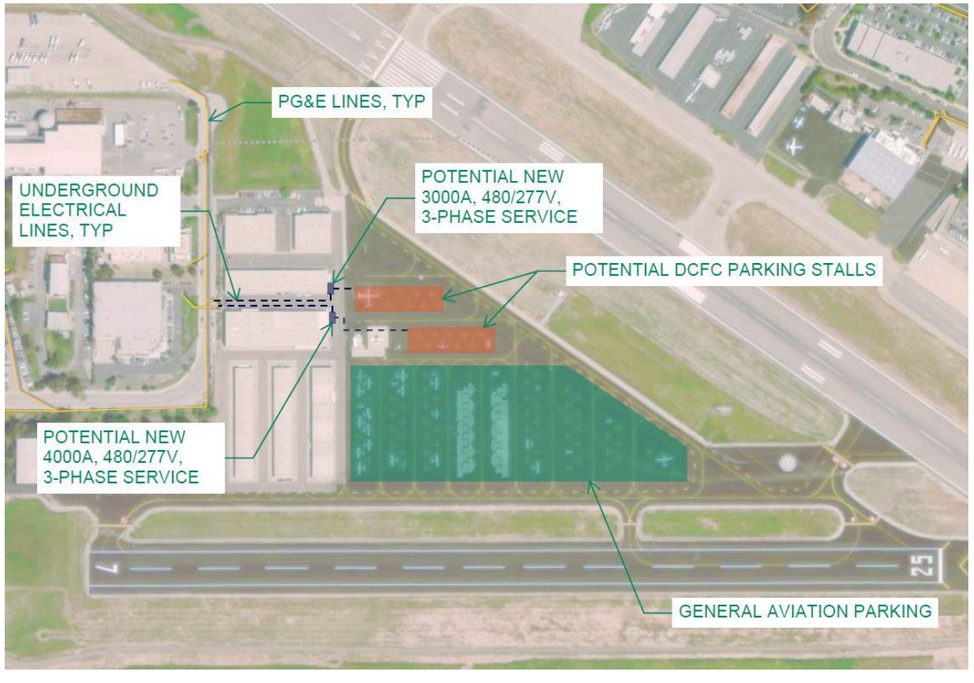
Electric Vehicle Charging

Airport Ground Service Equipment is fully electrified, with additional capacity available from pre-existing eGSE chargers at the Terminal.

The County has installed all necessary EV chargers at the airport to accommodate full electrification of the County's existing fleet.

Advanced Air Mobility Memo

The County has investigated opportunities to ready the airport for AAM. Potential use cases have been identified, and electric infrastructure requirements were assessed, outlining the necessary steps required to accommodate the evolving AAM landscape and charging of electrified aircraft at both SBP and Oceano.



Scope 3 Mapping Memo

To support the County's future progress toward ACA Level 3, a qualitative mapping exercise of Scope 3 GHG emissions relevant to the County was conducted. The mapping exercise identified which Scope 3 categories are applicable, where data may already exist, and which areas require further investigation in the future.

2.2

Carbon & Energy Goals

The County, with stakeholder input, identified multiple carbon and energy goals that align with City and State policies and plans. These carbon emissions and energy goals focus on achieving carbon neutrality by 2050, electrification, improving electrical infrastructure, and consumption of 100% renewable energy.

CARBON GOALS

1. Eliminate Scope 1 emissions from facility operations by 2035
2. Eliminate Scope 1 emissions from airport vehicle fleet and ground equipment operations by 2035
3. Reduce Scope 2 Emissions from facility operations by 50% by 2033 from a 2023 baseline
4. Identify and quantify key Scope 3 sources, focusing on tenant energy use, airline activity, and ground access by 2028
5. Improve transparency into airport GHG emissions by 2027

RESILIENCE GOALS

1. Improve the Airport's energy resilience to allow operations to continue during power outages
2. Ready Airport electrical infrastructure to allow for AAM operations
3. Offset 100% renewable energy generation and/or enroll in 100% clean energy programs by 2030

2.3

Carbon & Energy Strategies

Carbon and energy strategies were identified through engagement with Key County stakeholders, peer best practices, and knowledge of industry standards to achieve the County's Carbon and Energy Goals. The Carbon & Energy strategies are divided into nine subcategories and are summarized in this section.

Subcategory	ID	Strategy	Enabling Strategy	Goal Alignment
Building Fossil Fuel Equipment Replacement	E1	**Upgrade HVAC to Heat Pumps** **Replace** natural gas units heating units across both airports with heat pump alternatives when they reach end of service life.	E21, E22	
	E2	**Upgrade Water Heating to Heat Pumps** **Replace** domestic water heating equipment across both airports with heat pump water heaters when they reach end of service life.	E21, E22	
	E3	**Fire Station Electric Dryers** **Replace** gas-fired dryers with electric equivalents at the Fire Station when they reach end of service life.	E21, E22	
Energy Efficiency and Reduction	E4	**Perform Retro-Commissioning** **Optimize** existing building systems, including HVAC, lighting, and controls to improve efficiency, comfort, and performance. Continue to test and monitor building systems.	E21	
	E5	**Upgrade to All LED Lighting** **Upgrade** remaining interior and exterior lighting fixtures with LED-type fixtures to provide energy savings.	E21	
Controls	E6	**Advanced Lighting Controls** **Install** occupancy sensors, daylight sensors, and fixture dimmers in existing spaces and use sensor data to control lighting output to reduce energy and improve occupant comfort.	E21, E5	
	E7	**Smart HVAC Controls** **Perform** a control system optimization study and implement identified measures to maximize efficiency of existing HVAC equipment.	E21	

Carbon Goals

- Eliminate Scope 1 emissions from facility operations by 2035
- Eliminate Scope 1 emissions from airport vehicle fleet and ground equipment operations by 2035
- Reduce Scope 2 Emissions from facility operations by 50% by 2033 from a 2023 baseline
- Identify and quantify key Scope 3 sources, focusing on tenant energy use, airline activity, and ground access by 2028
- Improve transparency into airport GHG emissions by 2027

Resilience Goals

- Improve the Airport's energy resilience to allow operations to continue during power outages
- Ready Airport electrical infrastructure to allow for Advanced Air Mobility (AAM) operations
- Offset 100% renewable energy generation and/or enroll in 100% clean energy programs by 2030

Subcategory	ID	Strategy	Enabling Strategy	Goal Alignment
Controls	E8	**Energy Submetering** **Install** submeters as needed to track energy consumption for major end uses to help identify opportunities for energy reduction.	E21	
Renewable Energy	E9	**Expand Renewable Energy Systems** **Continue** to identify potential locations and install solar PV systems to offset utility electricity consumption.	•	
	E10	**Renewable Energy Purchase** **Enroll** in 100% clean energy programs with PG&E or 3CE.	•	
	E11	**Renewable Diesel Generators** **Replace** existing generators with renewable diesel generators when they reach the end of life to eliminate non-renewable fossil fuel use for generators.	•	
Vehicle Fleet	E12	**Vehicle Fleet Transition** **Replace** County-owned gasoline-fueled commercial vehicles which may also include diesel mower, bulldozer, and tractors with EVs when they reach end of service life to eliminate fossil fuel vehicle fleet consumption.	E21, E22	
Ground Equipment Operations	E13	**Electric Ground Service Equipment** **Continue** to work with tenants to replace fossil fuel GSE equipment with electric alternatives.	E21, E22	
	E14	**Electric Portable Lights** **Replace** fossil fuel powered portable lights with battery-powered or solar-powered alternatives.	•	
	E15	**Electric Ground Power Units (GPUs)** **Replace** fossil fuel powered GPUs with electric alternatives.	E21, E22	

Carbon Goals

- Eliminate Scope 1 emissions from facility operations by 2035
- Eliminate Scope 1 emissions from airport vehicle fleet and ground equipment operations by 2035
- Reduce Scope 2 Emissions from facility operations by 50% by 2033 from a 2023 baseline
- Identify and quantify key Scope 3 sources, focusing on tenant energy use, airline activity, and ground access by 2028
- Improve transparency into airport GHG emissions by 2027

Resilience Goals

- Improve the Airport's energy resilience to allow operations to continue during power outages
- Ready Airport electrical infrastructure to allow for Advanced Air Mobility (AAM) operations
- Offset 100% renewable energy generation and/or enroll in 100% clean energy programs by 2030

Subcategory	ID	Strategy	Enabling Strategy	Goal Alignment
Ground Equipment Operations	E16	**Electric Pre-Conditioned Air Units (PCAs)** **Install** fully electric PCAs to provide cooling, heating, and ventilation to aircraft instead of relying on aircraft operations.	E21, E22	
Synthetic Aviation Fuel	E17	**SAF Feasibility Study** **Conduct** a feasibility study to analyze SAF market trends, fuel storage and distribution requirements, and impacts and need related to staff training.	•	
	E18	**SAF Infrastructure and Procurement** **Collaborate** with FBOs for procurement of SAF and installing SAF infrastructure that support SAF procurement and storage at SBP and Oceano.	E21	
Energy Resilience	E19	**Install Redundant Electric Infrastructure** **Install** redundant electric infrastructure components to provide alternative paths for power delivery for facilities.	•	
	E20	**Airport Microgrid Feasibility Study** **Develop** and **conduct** a feasibility study on microgrids and procure applicable infrastructure to enable SBP and Oceano to operate independently from PG&E.	•	
Electrical Infrastructure Upgrades	E21	**Electrification Study** **Conduct** airport-wide electrification analysis to identify required electric infrastructure upgrades to accommodate increased electric demand from electrification projects, EV chargers, and AAM operations.	•	
	E22	**Increase Electrical Capacity** **Upgrade** electrical capacity of electrical components to accommodate increased electric demand associated with electric equipment, EV charging, and AAM operations.	E21	

Carbon Goals

- Eliminate Scope 1 emissions from facility operations by 2035
- Eliminate Scope 1 emissions from airport vehicle fleet and ground equipment operations by 2035
- Reduce Scope 2 Emissions from facility operations by 50% by 2033 from a 2023 baseline
- Identify and quantify key Scope 3 sources, focusing on tenant energy use, airline activity, and ground access by 2028
- Improve transparency into airport GHG emissions by 2027

Resilience Goals

- Improve the Airport's energy resilience to allow operations to continue during power outages
- Ready Airport electrical infrastructure to allow for Advanced Air Mobility (AAM) operations
- Offset 100% renewable energy generation and/or enroll in 100% clean energy programs by 2030

Figure 5 Contribution of Quantifiable Carbon Neutrality Strategies using the CY2024 Scope 1 + 2 Emissions Baseline

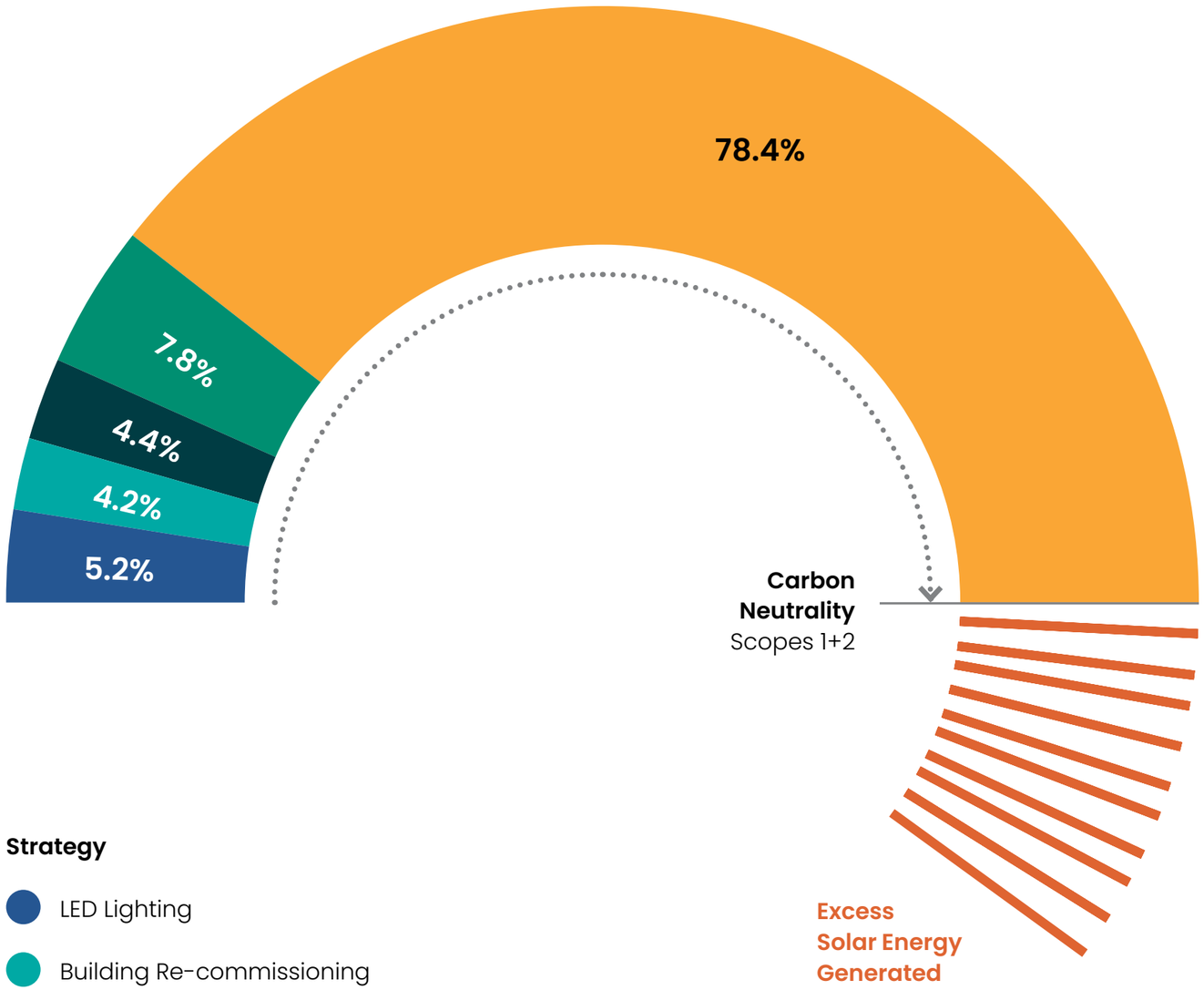
Figure 5 outlines the strategies estimated contribution toward the County's carbon neutrality goal for Scope 1 and 2 carbon emissions using the 2024 baseline. The 2024 Scope 1 and 2 carbon emissions baseline includes:

1,279,925 kWh
Electricity Consumption

4,037 therms
Natural Gas Consumption

1,337 gallons
Gasoline Consumption

968 gallons
Diesel Consumption



2.4

Carbon & Energy Implementation Action Table

The table below provides the implementation timeline for implementing the Energy & Carbon strategies at SBP and Oceano. Conducting detailed electrical feasibility studies will be a first step to determine any required electrical infrastructure upgrades associated with electrification of building HVAC equipment, ground equipment operations, EV charging, and AAM operations. This enables facilities and infrastructure to accommodate new electric alternatives installed.

We have already begun the process of upgrading all lighting fixtures to LED and installing all necessary EV chargers to accommodate both their own fleet and electric GSE. In addition, the recently installed 933-kW carport solar PV will provide significant energy and emissions savings. However, to reach our carbon neutrality goal in the future, expansion of solar PV systems or participation in clean energy programs will be needed to keep up with increased electricity use from new facilities.

●○○ **Short Term**
0–3 Years

●●○ **Medium Term**
3–5 Years

●●● **Long Term**
5–10 Years

Strategy	Time Horizon
Building Fossil Fuel Equipment Replacement	
Upgrade HVAC to Heat Pumps	●●●
Upgrade Water Heating to Heat Pumps	●●○
Fire Station Electric Dryers	●○○
Energy Efficiency and Reduction	
Perform Retro-Commissioning	●○○
Upgrade to All LED Lighting	●○○
Controls	
Advanced Lighting Controls	●○○
Smart HVAC Controls	●●○
Energy Submetering	●●○
Renewable Energy	
Expand Renewable Energy Systems	●●●
Renewable Energy Purchasing	●●●
Renewable Diesel Generators	●●●

Strategy	Time Horizon
Vehicle Fleet	
Vehicle Fleet Transition	●●○
Ground Equipment Operations	
Electric GSE	●○○
Electric Portable Lights	●○○
Electric GPUs	●●●
Electric PCAs	●●●
SAF	
SAF Feasibility Study	●○○
SAF Infrastructure and Procurement	●●●
Energy Resilience	
Install Redundant Electric Infrastructure	●●●
Airport Microgrid Feasibility Study	●●●
Electrical Infrastructure Upgrades	
Electrification Study	●○○
Increase Electrical Capacity	●●●

03

Water Management

SBP's approach to water management aligns with regional efforts to responsibly manage community water supplies and ensure that San Luis Obispo remains water-secure and resilient. This section establishes the current baseline of water consumption and stormwater management practices at SBP and Oceano and outlines the County's goals for water management. Strategies focus on improving efficiency, conserving water, and enhancing stormwater systems to minimize runoff impacts and improve water quality. An implementation timeline is provided to guide progress toward these objectives.

3.1

Current State of Water Management

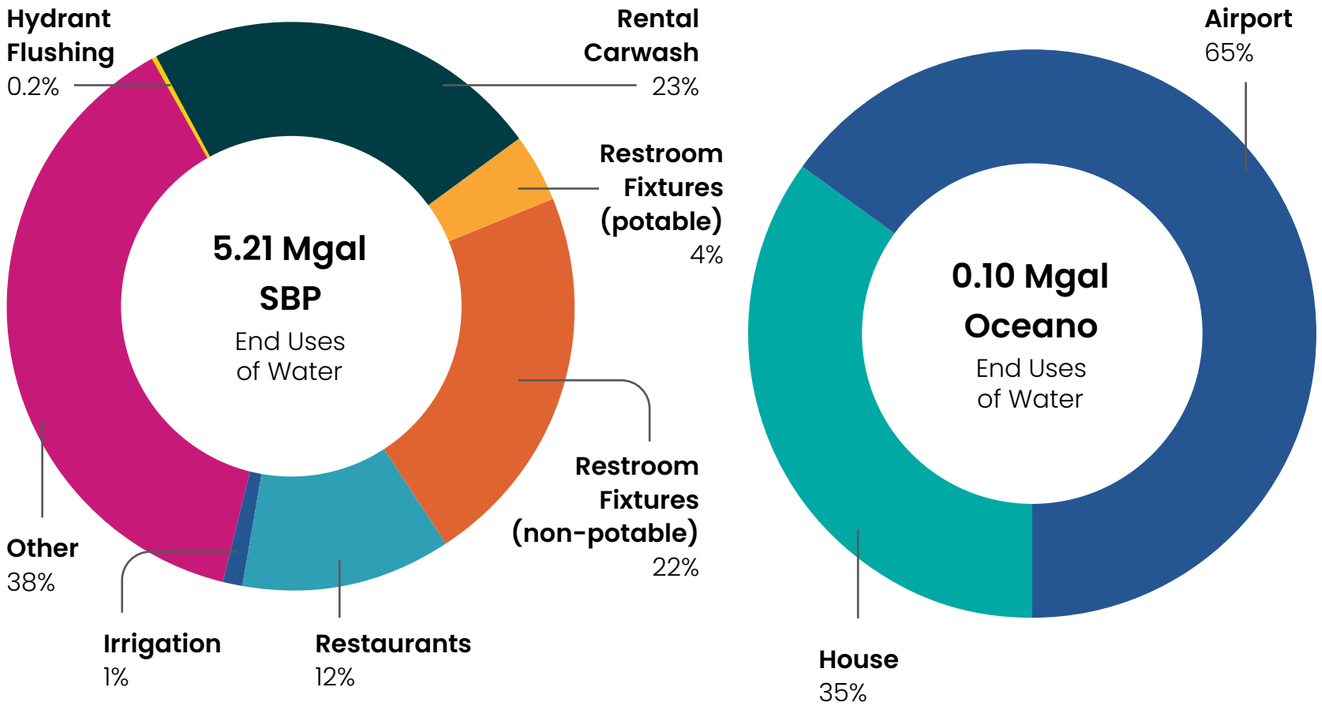
3.1.1

Existing Conditions

Water is delivered to SBP by the City of San Luis Obispo Water and Sewer while Oceano receives its water from the Oceano Community Services District. At SBP, water is primarily used for restrooms, concessionaires and the Spirit of San Luis restaurant, janitorial/maintenance, tenant buildings, minimal irrigation, rental car washing, and aviation washing. As SBP is at the end of the City's distribution network, delivered water can have low levels of chlorine residual and require SBP Operations staff to flush water at their hydrants until the chlorine residual increase to a safe level for drinking water.

Water use at Oceano is limited to restrooms, irrigation and water serving the operator's home. In 2024, the two airport sites used a combined total of 5.2 Mgal, with 98% of that consumption occurring at SBP. With close to 750,000 passengers passing through SBP in 2024, this equates to a water consumption of 6.98 gallons per passenger per year. Neither airport has a recycled water supply, however the City is working to extend delivery of recycled water from the WRRF to SBP. Irrigation that was built with the new terminal in 2015 was built with "purple pipe" to be future-ready to connect to a recycled water supply.

Figure 6 Water end-use breakdown at SBP and Oceano using the 2024 Water Consumption Baseline



Wastewater from concessions, restrooms, and aircraft lavatory waste is collected through sanitary sewers and sent to offsite for treatment from SBP to the WRRF, and from Oceano to the neighboring South San Luis Obispo County Sanitation District wastewater treatment facility.

Each airport has stormwater management systems designed to collect runoff, prevent flooding, and treat pollutants to meet regulatory standards before discharging into nearby surface waters within the San Luis Obispo Creek watershed.

3.1.2

Water Consumption Projections

Passengers travelling through the terminal at SBP are one of the largest water users at the airport through restrooms and restaurants. Using a projected growth rate of 0.3% more passengers per year, the Airports total water use could grow to 7,440 HCF by 2050; a 5% increase against the 2024 baseline, without considering any increase in water uses not directly linked to passenger growth such as water used for the car rental car wash. **Figure 8** shows how water consumption at the airport would continue to grow if operations continued "business as usual" but will meet County goals by implementing the outlined water management strategies.

3.1.3

Ongoing Studies

The County has a few ongoing water studies worth tracking at this time that will help the County move towards achieving their water management goals described in Section 3.2. **Figure 7** summarizes the existing projects and studies related to water management.

Figure 7 Existing Water Management Related Projects and Studies

Water Quality Treatment Study
Assessment of water quality treatment options to address chlorine residual in City water supply .

Recycled Water Connection
The City is working to extend their recycled water supply to SBP. A “dry” recycled water pipeline segment was previously built under Broad Street, terminating next to the airport property line. The City plans to connect this pipeline to the rest of the distribution network by 2031. The City has not confirmed a timeline for when a water supply could be available through this pipeline to SBP.

3.2

Water Management Goals

Driven by strong regional commitments to water conservation and efficiency and informed by a review of initiatives at peer airports, the County established a vision to advance sustainable, efficient, and resilient water use and management across their Airports to support long-term operational, environmental, and community priorities. This vision can be achieved through the following goals:

1. **Reduce potable water use by 30% by 2035**
2. **Reduce stormwater runoff discharge from airport campuses by 2035**

3.3

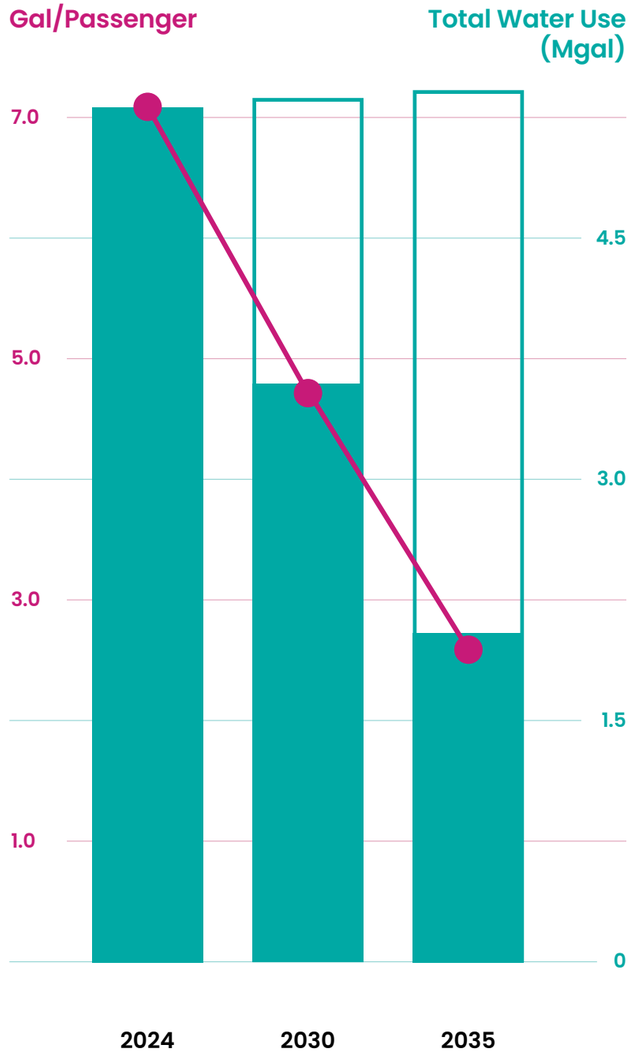
Water Management Strategies

The following strategies were identified as actions that could be implemented by the County to work toward achieving their goal of reducing potable water use by 30% by 2035 and improving water quality and reducing volume of stormwater runoff at both SBP and Oceano campuses. The strategies address water uses within buildings including restrooms and restaurants, as well as facility operation uses including vehicle washing, irrigation, and hydrant flushing. These strategies are divided into conservation, efficiency, reuse, and stormwater management opportunities subcategories.

Subcategory	ID	Strategy	Enabling Strategy	Goal Alignment
Water Conservation	WA1	**Water Submetering** **Install** water submeters and track water consumption for major water end uses (e.g., restrooms, concessions, irrigation, maintenance).	•	%
	WA2	**Education and Engagement** **Provide** training for operating, maintaining, and utilizing output from smart metering systems.	WA1	%
	WA3	**Eliminate Hydrant Flushing (SBP)** **Implement** recommendations from the SBP Water System Study (underway as of August 2025) to improve water quality delivered by the City and eliminate the need to flush the water delivered by the distribution system until desired chlorine levels are achieved.	•	%
Water Efficiency	WA4	**Perform Retro-Commissioning of Water Efficient Fixtures at the Terminal (SBP)** **Optimize** existing water efficient fixtures at the Terminal.	WA1	%
	WA5	**Convert Remaining Water Fixtures to Water Efficient Fixtures** **Convert** remaining high water use fixtures to water efficient fixtures.	WA1	%
	WA6	**Retrofit Landscape** **Retrofit** landscape to include climate adapted and/or native plantings only and remove irrigation where possible.	WA1	%

Subcategory	ID	Strategy	Enabling Strategy	Goal Alignment
Water Efficiency	WA7	**Retro-commission Irrigation Systems** **Optimize** existing water irrigation systems.	WA1 WA6	
Water Reuse Assessment	WA8	**Assess Connection to City of SLO Recycled Water Supply (SBP)** **Install** water submeters and track water consumption for major water end uses (e.g., restrooms, concessions, irrigation, maintenance).	•	
	WA9	**Assess Feasibility of Building Onsite Alternative Water System (SBP)** **Implement** recommendations from the SBP Water System Study (underway as of August 2025) to improve water quality delivered by City and eliminate the need to flush the water distribution system until desired chlorine levels are achieved.	•	
Stormwater Management	WA10	**Update Existing SMP (SBP)** **Refine** and **adopt** a final SMP for existing stormwater infrastructure and future site development to either meet or exceed stormwater code compliance.	•	
	WA11	**Develop Comprehensive SMP (Oceano)** **Develop** a Comprehensive SMP for existing stormwater infrastructure and future site development to either meet or exceed stormwater code compliance.	•	

Figure 8 Projected Water Use Per Passenger combined at SBP and Oceano in Years 2024 (Baseline), 2030, and 2035



Water Management Goals

- Reduce potable water use by 30% by 2035
- Reduce stormwater runoff discharge from airport campuses by 2035

3.4

Water Management Implementation Action Table

The following provides an action plan for implementing the Water Efficiency & Conservation strategies at SBP and Oceano. It is recommended that the County begin with the installation of additional water submeters and a monitoring system to accurately attribute water use across the sites for both County and tenant operations, and to readily identify large water consumers and leaks. Education and engagement programs can be built based on the findings from submetering to further reduce water use. The new Terminal is equipped with high-efficiency fixtures; continuing this process to implement high-efficiency fixtures across all owned sites is an effective strategy that takes minimal effort to implement. To further decrease potable water use, the County should consider using recycled water for non-potable demands. Additional strategies, such as addressing water quality concerns to eliminate the need to flush the distribution system, as well as confirming the irrigation system is operating as designed at SBP or moving towards eliminating irrigation completely, can further reduce water demand. Finally, ensuring that stormwater master plans are current and comprehensive for both SBP and Oceano will help ensure optimal performance of existing stormwater systems and identify infrastructure needs.

Strategy	Time Horizon
Water Conservation	
Water Submetering	●○○
Education and Engagement	●●○
Eliminate Hydrant Flushing (SBP)	●●●
Water Efficiency	
Perform Retro-Commissioning of Water Efficient Fixtures at Terminal (SBP)	●○○
Convert Remaining Water Fixtures to Water Efficient Fixtures	●●○
Retrofit Landscapes	●○○
Retrofit-commission Irrigation Systems	●○○
Water Reuse Assessment	
Assess Connection to City of SLO Recycled Water Supply (SBP)	●○○
Assess Feasibility of Building Onsite Alternative Water System (SBP)	●○○
Stormwater Management	
Update Existing SMP (SBP)	●●○
Develop Comprehensive SMP (Oceano)	●●○

●○○ **Short Term**
0–3 Years

●●○ **Medium Term**
3–5 Years

●●● **Long Term**
5–10 Years

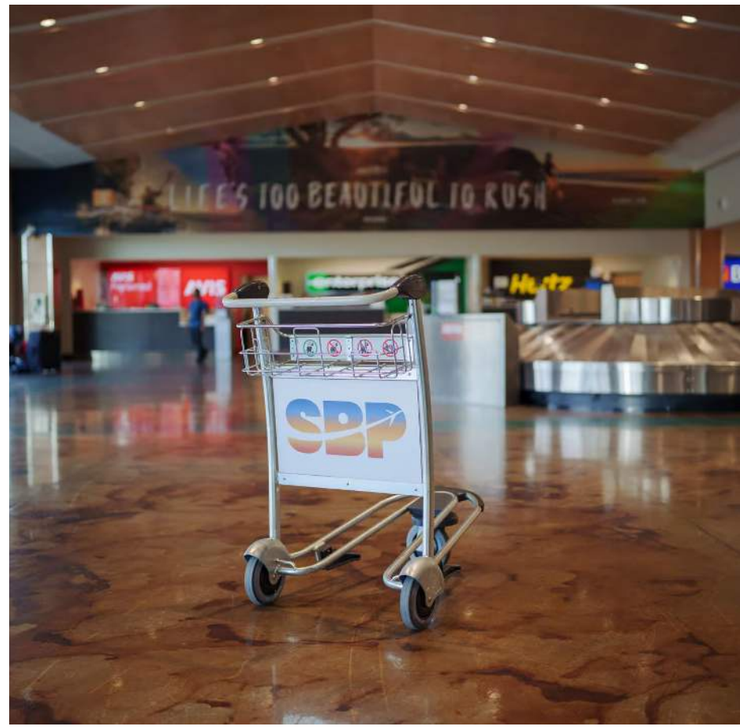
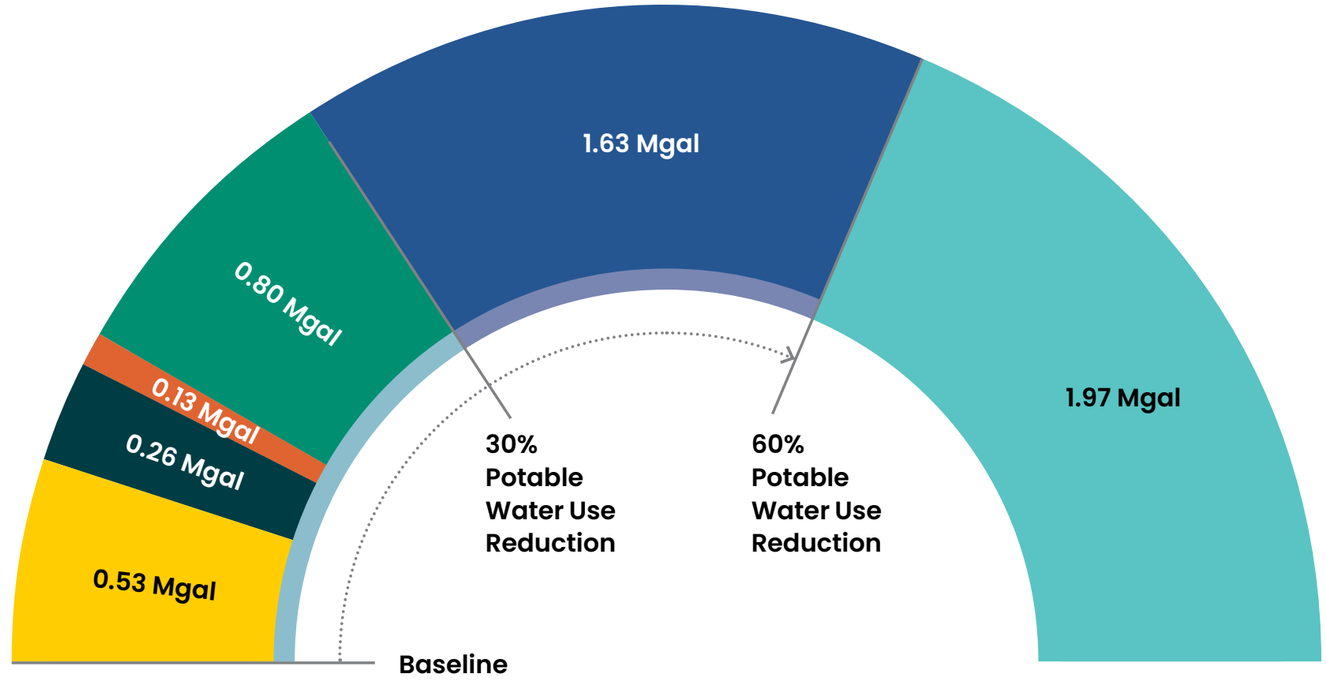


Figure 9 Contribution of Potable Water Use Reduction Strategies using the 2024 Water Consumption Baseline

Figure 9 illustrates how the recommended strategies can help the County to achieve their goal of reducing their potable water use by 30% compared to the County's overall water use in 2024. The implementation of water conservation strategies, as outlined in Section 3.4, would allow the County to reduce their water use by 30%. An additional 30% reduction could be achieved by implementing the use of recycled water for non-potable demands (e.g., irrigation, toilet and urinal flushing, car wash). While stormwater management would not result in quantifiable water savings, these strategies would improve water quality and reduce volume of stormwater runoff, reducing the Airports' impact on receiving water bodies. The expected annual growth in operations (i.e., increased passengers) will result in an increase in water use but is not expected to prevent the airport from achieving the 30% reduction in potable water use by 2035 goal.



04 Waste Management

Effective waste management can help reduce pollution, conserve natural resources, and support a circular economy. The following section details the purpose and pathway for establishing a waste management program for SBP and Oceano.

4.1

Current State of Waste Management

The County Airports currently operate waste management programs that focus on landfill and recycling collection, with limited organics service. At SBP, landfill and recycling pickups have been expanded in recent years to match increased activity at the terminal and fire station. At Oceano, recycling collection was expanded in 2024, including upgraded container sizes and additional service. These programs ensure that core waste collection needs are met, but they remain largely service-based and do not yet constitute a coordinated waste diversion or zero-waste strategy. There are no formal programs in place for back-of-house sorting, food donation, or large-scale composting. As a result, current waste management at the airports provides a functional baseline, but also leaves significant opportunities to improve diversion, reduce contamination, and align with best practices seen at peer airports.

4.2

Waste Management Goal

The County, with input from stakeholders, identified one primary goal for waste management: to establish a coordinated program that enables future diversion targets and supports responsible materials management. This goal provides the framework for moving beyond basic landfill and recycling collection toward a system that tracks performance, reduces contamination, and sets the stage for long-term waste reduction and diversion.

Establish a waste management program to enable future waste diversion targets and support responsible materials management.

San Luis Obispo County Airports currently operate waste management programs that focus on landfill and recycling collection, with limited organics service.

4.3

Waste Management Strategies

Waste management strategies were developed to build capacity at SBP and Oceano and provide clear, actionable steps for improving current practices. These strategies include conducting an airport-wide waste assessment to understand current generation and diversion performance, optimizing infrastructure and signage to improve consistency and reduce contamination, setting a formal diversion target based on data and peer benchmarks, and developing a centralized policy to clarify roles and ensure accountability across airport operations and tenants. Together, these strategies create a roadmap for advancing waste management in a structured and measurable way. The strategies are summarized in the table on the right.

4.4

Waste Management Implementation Action Table

The Waste Management Implementation Action Plan provides a high-level view of when each strategy should be implemented at SBP and Oceano. All strategies are recommended for the short term (0–3 years), allowing the airports to quickly establish a coordinated waste management program and begin tracking progress. The strategies and their associated time horizons are shown in the last column of the table.

●○○ **Short Term** 0–3 Years

●●○ **Medium Term** 3–5 Years

●●● **Long Term** 5–10 Years

ID	Strategy	Enabling Strategy	Time Horizon
WM1	**Conduct an Airport-Wide Waste Assessment at SBP** **Conduct** a comprehensive waste audit combined with facility walk-throughs to evaluate how waste is generated, sorted, and managed across all airport operations. Walk-throughs should document existing infrastructure, container placement, custodial practices, and passenger behavior that influence diversion. The audit should categorize results by stream and location to highlight major generators, contamination issues, and diversion opportunities. Partner with organizations such as Cal Poly's Global Waste Research Institute to strengthen the effort.	•	●○○
WM2	**Optimize Waste Infrastructure** **Improve** the effectiveness of both public-facing and back-of-house waste systems by optimizing container types, sizes, placement, and service schedules. Standardize infrastructure and signage to support proper sorting, reduce contamination, and make disposal intuitive for users.	WM1	●○○
WM3	**Set a Waste Diversion Target** **Establish** a formal waste diversion target for the airport system based on findings from the waste audit. The target should be informed by the composition and volume of current waste streams and serve as a framework to increase diversion, reduce total waste generation, and align with broader sustainability goals. In the absence of consultant support, the airport can first draw on the completed peer benchmarking report to guide the selection of a target year and timeline. Waste generation can then be projected out to that year, and the diversion potential of available strategies evaluated. Based on this assessment, the airport should consider the number of strategies that could reasonably be implemented within the chosen timeframe and establish a diversion target that reflects both these opportunities and its operational capacity.	WM1 WM2	●○○
WM4	**Develop a Centralized Waste Management Policy** **Develop** a formal policy that establishes airport-wide standards for waste separation, signage, custodial and hauler responsibilities, and tenant participation. The policy should clearly define roles and responsibilities, ensure consistency and accountability across operations, and remain adaptable as infrastructure and diversion efforts expand.	•	●○○

05

Sustainable Construction & Design

Sustainable construction and design enable buildings to minimize environmental impact, conserve resources, and create healthier environments, and improve energy efficiency throughout their entire lifecycle. This section summarizes the County's commitment to sustainable building practices, goal for sustainable construction and design along with strategies to achieve the goal.

5.1

Current State of Sustainable Construction and Design

The County Airports have already demonstrated a commitment to sustainable building practices. The new terminal at SBP was designed to LEED Gold standards, and all new projects comply with California's CALGreen building requirements, which align closely with many national sustainability frameworks. Recent capital projects have incorporated efficient building systems and design practices that reduce environmental impact while enhancing passenger comfort and operational performance. At the same time, the County recognizes the importance of ensuring consistency across all future development. Building on this foundation, SBP and Oceano are preparing to develop Sustainable Planning, Design, and Construction (SPDC) Guidelines and collaborate more closely with tenants, ensuring that sustainability is embedded in every stage of design, construction, and facility use.

WHAT IS LEED?

LEED is a globally recognized green building rating system that includes specific guidance for Building Design and Construction, Interior Design and Construction, and Operations and Maintenance.

Airports around the world use LEED to guide sustainable terminal development and major renovation, improving energy and water efficiency, indoor air quality, and materials performance while enhancing passenger comfort.

LEED
LEADERSHIP IN ENERGY AND ENVIRONMENTAL DESIGN

WHAT IS ENVISION?

Envision is globally recognized sustainability framework and rating system for infrastructure projects. It is frequently used at airports for infrastructure projects such as airfield pavement reconstructions/ rehabilitations, roadways or drainage improvements to integrate sustainability into capital planning and projects, develop sustainable design guidelines, and support sustainable approaches to master planning.

ENVISION™

WHAT IS WELL?

The WELL Building Standard is a performance-based certification system that promotes health, well-being, and comfort through building design, operations, and policies. Airports use WELL to enhance the passenger and employee experience by improving air and water quality, lighting, acoustics, nourishment options, and mental well-being within terminals and support facilities.

INTERNATIONAL WELL BUILDING INSTITUTE™

WHAT IS CALGREEN?

The CALGreen Code is the state's mandatory framework for reducing the environmental impact of buildings through efficient use of energy, water, and materials. SLO complies with CALGreen and may use CALGreen's voluntary tiers to inform our sustainable planning, design, and construction ambitions.

CALGreen

5.2

Sustainable Construction and Design Goal

The County, with stakeholder input, identified one primary goal for sustainable construction and design: to advance sustainable design and construction practices across all new facilities and major renovations in order to reduce environmental impacts and enhance long-term performance.

Advancing sustainable and design and construction practices across all new facilities and major renovations to reduce environmental impacts and enhance long term performance.

5.3

Sustainable Construction and Design Strategies

Sustainable construction and design strategies were developed to provide clear direction for embedding sustainability into both County-led projects and tenant developments. Key strategies include creating SPDC Guidelines that establish expectations for new construction, renovations, and infrastructure projects, and collaborating with tenants through a Sustainability Working Group to ensure shared accountability and alignment. These strategies are designed to integrate best practices such as LEED, Envision, WELL, Total Resource Use and Efficiency (TRUE), and CALGreen while also building tenant capacity through training, guidelines, and lease provisions. The strategies are summarized in the table below.

ID	Strategy	Enabling Strategy
SG1	**Sustainable Planning, Design, and Construction Guidelines** To ensure consistent, high-performance outcomes across capital projects, establish SPDC Guidelines. The guidelines should apply to ground up construction, major renovations, interior fit outs, standalone parking structure, standalone site work, and infrastructure projects. The SPDC Guidelines should set expectations for each project type's compliance with mandatory frameworks like County and State building codes or Americans with Disabilities Act requirements as well as voluntary frameworks that could include LEED, Envision, WELL, TRUE, and Federal Aviation Administration Guidance. The SPDC Guidelines should provide guidance for embedding SBP's sustainability Focus Areas in all project phases which might be structured as follows: Inception and Funding, Request for Proposals, Programming, Schematic Design and Design Development, Construction Documents, Construction, Commissioning, Activation and Simulation, Operations. The SPDC Guidelines could also set minimum and reach requirements. For example, a reach goal could be framed as exceeding the state energy code energy performance requirements by a minimum of 10% for all new construction projects.	•

ID	Strategy	Enabling Strategy
SG2	**Tenant Sustainability Collaboration** Tenant-leased spaces form a significant portion of SBP and Oceano's property use and resource consumption. Covering many sectors including vehicle rental, concessionaires, food vendors, airlines, and private aviation, these tenants have unique strengths and challenges relating to sustainability. This strategy recognizes that collaborating with tenants will enhance both County and tenant sustainability objectives. To ensure that collaboration is at the heart of this strategy, the County will develop a Sustainability Working Group that includes stakeholder from SBP, Oceano, and their tenants. The Sustainability Working Group will co-develop training and engagement strategies for ongoing tenant dialogue, lease policies and requirements that formalize sustainability commitments, and tenant sustainability guidelines so that tenants can grow sustainably alongside SBP and Oceano.	SG1

5.4

Sustainable Construction and Design Implementation Action Table

The Sustainable Construction and Design Implementation Action Plan outlines the sequence and timeframe for implementing these strategies. Development of the SPDC Guidelines will begin in the short term through a review of peer examples and existing County requirements, with full integration supported by training in the medium term. Tenant collaboration will start in the short term through the creation of a Sustainability Working Group and the development of tenant sustainability guidelines, with longer-term measures such as "green lease" clauses and annual training opportunities to reinforce shared goals. The strategies and their associated time horizons are shown in table below.

Strategy	Time Horizon
Develop and Implement SPDC Guidelines	●●○
Tenant Sustainability Collaboration	●○○

●○○ **Short Term** 0–3 Years

●●○ **Medium Term** 3–5 Years

●●● **Long Term** 5–10 Years

06

Climate Resilience

Acceleration of climate change over the past century has continued to produce more frequent and severe weather at the County Airports. Climate resilience is the ability to prepare for, recover from, and adapt to these impacts. Thus, resilience efforts must be identified and enacted to protect people and property.

6.1

Current State of Climate Resilience

County Airports are in the early stages of addressing climate resilience. While the airports currently have emergency preparedness procedures in place and participate in broader county planning efforts, they have not yet completed an airport-specific climate risk or vulnerability assessment. To date, most initiatives have focused on sustainability priorities such as energy, water, and waste, which provide important benefits but do not fully capture the range of climate-related risks airports may face in the future, including extreme heat, wildfire smoke, flooding, and severe storms. The Infrastructure & Operations Optimization Plan creates an opportunity to build on this foundation by formally integrating climate adaptation and resilience into airport planning. This work will allow the airports to better anticipate potential impacts, strengthen critical infrastructure, and ensure continued safe and reliable operations under changing climate conditions.

6.2

Climate Resilience Goal

The County, with stakeholder input, identified one overarching goal to guide future efforts around climate resilience.

Integrate climate adaptation and resilience considerations into airport planning and operations to ensure long-term sustainability & preparedness for climate-related risks.

6.3

Climate Resilience Strategies

Climate resilience strategies were developed to help the County Airports better prepare for and respond to the impacts of a changing climate. These strategies build on stakeholder input, peer airport best practices, and regional climate studies to provide a framework for assessing vulnerabilities, strengthening critical infrastructure, and maintaining safe and reliable operations under future climate conditions. The strategies address planning, preparedness, infrastructure upgrades, and monitoring, and are summarized in the table on the right.

ID	Strategy	Enabling Strategy
CR1	**Develop a Climate Adaptation & Resilience Plan** **Evaluate** the potential impacts of climate change on infrastructure, operations, and programs through a three-part assessment: • A climate exposure analysis based on observed trends and future projections to identify priority climate hazards (e.g., extreme heat, wildfire smoke, sea level rise, flooding). This analysis should build on previous studies in the region (e.g., the SMP for San Luis Obispo County Airport and Resilient SLO Climate Change Hazards and Vulnerabilities Report). • A vulnerability assessment to identify assets and operations likely to experience impacts from climate change by combining climate exposure findings with asset condition. This step should highlight assets such as runways, emergency facilities, and utilities that are vulnerable to climate hazards, including co-occurring hazards like storm-driven coastal and inland flooding, and produce a prioritized list of vulnerable assets and operations to guide the development of targeted resilience projects.	•

ID	Strategy	Enabling Strategy
	• An action plan that includes phased actions over a 30- to 80-year horizon to address priority vulnerabilities. The plan should include targeted infrastructure upgrades, capital investment strategies, and operational improvements to enhance the airport's ability to withstand and adapt to climate hazards.	
CR2	**Develop Energy Emergency Response Plan** **Develop** a plan that outlines SBP and Oceano's response to energy emergencies such as unexpected power outages. The plan will consider low, medium, and severe power outage impact scenarios, detailing roles and responsibilities, procedures, communications frameworks, and safety procedures for each.	•
CR3	**Retrofit Critical Infrastructure to Withstand Climate Hazards** **Upgrade** vulnerable infrastructure systems—such as drainage, power, or HVAC—based on the findings of the vulnerability assessment. This ensures the airports can maintain operations during extreme weather or smoke events and avoids higher costs from deferred adaptation.	CR1
CR4	**Implement a Resilience Monitoring and Evaluation Program** **Establish** key performance indicators (e.g., number of operational disruptions during high heat days) to track and assess the effectiveness of implemented strategies. Based on strategy performance, update the resilience plan and capital priorities over time.	CR1

6.4

Climate Resilience Implementation Action Table

The table below provides the implementation timeline for advancing the climate resilience strategies at SBP and Oceano. Early efforts focus on conducting a climate risk and vulnerability assessment, which will inform the development of a Climate Adaptation & Resilience Plan. Subsequent actions include creating an Energy Emergency Response Plan, retrofitting critical infrastructure, and establishing a monitoring program to track progress over time. This phased approach ensures that resilience is systematically integrated into airport operations and capital planning while maintaining flexibility to adjust as climate conditions and best practices evolve.

Strategy	Time Horizon
Develop Climate Adaptation & Resilience Plan	●○○
Develop an Energy Emergency Response Plan	●○○
Retrofit Critical Infrastructure to Withstand Climate Hazards	●●●
Implement a Resilience Monitoring and Evaluation Program	●●○

●○○ **Short Term**
0–3 Years

●●○ **Medium Term**
3–5 Years

●●● **Long Term**
5–10 Years

07

Health, Wellness, & User Experience

Development at the County Airports has always been undertaken with the recognition that infrastructure and operations optimization must serve the people who move through our airports. While both SBP and Oceano are equipped with amenities, this focus area concentrates exclusively on SBP, as it is the only one of the two airports that provides commercial passenger services.

7.1

Current State of Health, Wellness, & User Experience

SBP provides a range of amenities to passengers including an outdoor courtyard beyond the security checkpoint, a café with various beverages and light dining options, as well as a range of additional services to accommodate travelers with accessibility considerations. Some of the existing accessibility initiatives at SBP include but are not limited to a partnership with Aira, and application that provide free, visual interpreting and wayfinding services; participation in the Sunflower Program, which trains airport staff to recognize that a passenger wearing a sunflower has a hidden disability and may need extra assistance or time; and, the SBPaws program which is provided in partnership with the Alliance for Therapy Dogs and brings therapy dogs to the airport minimize passenger anxiety. Through the Plan, we will build upon our existing programs to enhance customer experience and bring more the SLO County community into the airport.

7.2

Health, Wellness, & User Experience Goal

With input from stakeholders and with reference to the approaches being adopted by peers, we have selected one Health, Wellness, and User Experience goal.

Advancing a healthy, inclusive, and high-quality airport experience for all users

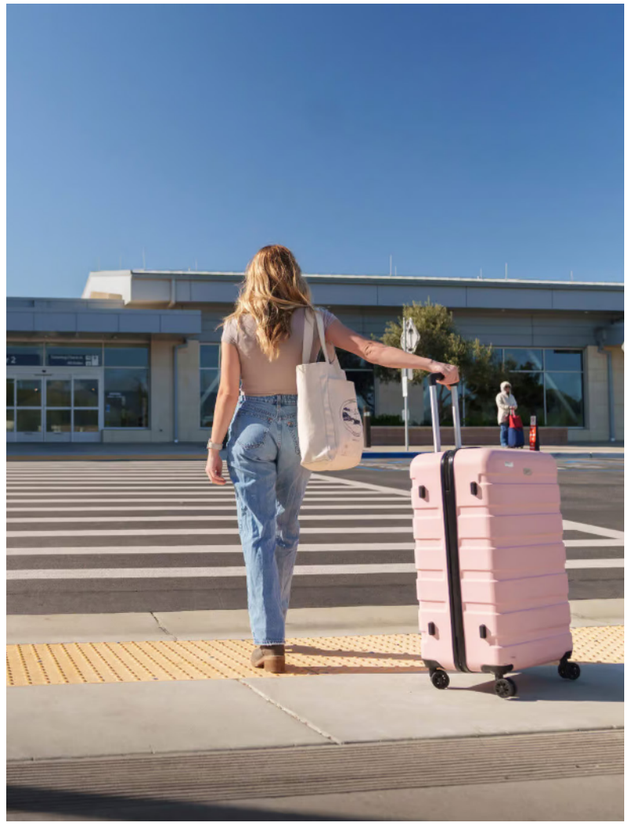
7.3

Health, Wellness, & User Experience Strategies

Health, Wellness, and User Experience strategies were developed to maximize passenger experience within our existing terminal building. Between the five strategies below, we are committing to the creative reimagining of existing spaces within the terminal building, programs that make our existing spaces healthier, and partnerships with community vendors.

ID	Strategy	Enabling Strategy
H1	**Implement Healthy Food and Beverage Policy** **Establish** a policy requiring airport food and beverage vendors to meet minimum standards for nutritious offerings. Include criteria for vending machines, concessions, and employee break areas.	•
H2	**Indoor Environmental Quality Management Program** **Implement** a program to monitor and improve indoor environmental quality throughout airport facilities. Key focus areas include air quality, ventilation, material selection, and occupant health. Strategies may involve real-time air quality sensors, smart ventilation controls, high-efficiency filtration and purification systems, targeted exhaust for high-pollutant areas, and the use of low-emitting or self-cleaning materials. This strategy focuses only on-air quality as the County's new terminal building has already taken many measures to improve other facets of IEQ including lighting quality, and is small enough to avoid the need for noise limitations. The SPDC Guidelines (see Section 5, which further address IEQ in new development.	•

ID	Strategy	Enabling Strategy
H3	**Physical and Mental Wellness Program** **Introduce** a coordinated wellness program that supports both travellers and employees. Elements may include opportunities for movement and physical activity, ergonomic infrastructure, calming or restorative spaces, the continuation of the therapy dog program, and access to mental health resources and education.	•
H4	**Upgrade amenities to support passenger wellness and belonging** **Create** a program that enhances traveller experience and fosters a sense of belonging across all user groups. Components could include real-time feedback tools (perhaps leveraging SBP's existing Wi-Fi survey, or QR codes and survey kiosks), inclusive messaging and signage, and amenities that serve travellers of all ages, abilities, and identities. Consider family-friendly spaces, sensory-friendly areas, and services for parents, older adults, and individuals with disabilities—all rooted in principles of hospitality and inclusion.	•
H5	**Celebrate Regional Identity** **Highlight** the unique culture of the County through public art, storytelling, and partnerships with local businesses. This could include rotating art exhibits, historical displays, and opportunities for local vendors, artisans, and food producers to participate in concessions or pop-up markets. These efforts help create a strong sense of place and support the regional economy.	•



7.4

Health, Wellness, & User Experience Implementation Action Table

The table below provides the implementation timeline for advancing Health, Wellness, and User Experience strategies at SBP. The strategies can be implemented independently of one another, allowing for flexibility of execution. Given the lack of significant retrofits required to implement each strategy, all have been assigned a short-term time horizon, with the exception of Indoor Environmental Quality Management Program. It has been assigned a medium-term time horizon due to the ongoing nature of the monitoring proposed.

Strategy	Time Horizon
Implement Healthy Food and Beverage Policy	●○○
Indoor Environmental Quality Management Program	●●○
Physical and Mental Wellness Program	●○○
Celebrate Regional Identity	●○○
Implement a Resilience Monitoring and Evaluation Program	●○○

●○○ **Short Term** 0–3 Years

●●○ **Medium Term** 3–5 Years

●●● **Long Term** 5–10 Years

08

Monitoring, Reporting, & Next Steps

To track our progress against the objectives outlined in this Plan, we have developed an internal Tracking and Monitoring Tool that will be updated on an annual basis. This tool tracks our KPIs as well as our completion of the critical actions required to complete each strategy. Further, the tool ties each critical action to a responsible party as well as a time horizon to strengthen accountability mechanisms for the implementation of the Plan.

In addition to monitoring our progress internally, we intend to publicly report on our progress through our ongoing ACA disclosures as well as the Green SBP website. We are also in the process of evaluating opportunities to advance our existing disclosures by aligning with international standards and frameworks such as GRESB, which provides an established methodology to evaluate the performance of infrastructure assets. These forms of public facing reporting ensure that we remain accountable to our stakeholders but also provide an opportunity to receive input from the public on the Plan.

Whether through internal accountability mechanisms or public engagement, we intend to evaluate the effectiveness of the Plan regularly to ensure that the strategies that we adopt minimize our environmental impact, benefit our communities, and reinforce County Airports' role as the gateway to California's Central Coast.

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Infrastructure & Operations Optimization Plan