

# SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

## Board Members

C. April Boling  
Chairman

Greg Cox  
Jim Desmond  
Mark Kersey  
Robert T. Lloyd  
Paul Robinson  
Johanna S. Schiavoni  
Michael Schumacher  
Mark B. West

## Ex-Officio Board Members

Cory Binns  
Col. Charles B. Dockery  
Gayle Miller

## President / CEO

Kimberly J. Becker

## SPECIAL BOARD AGENDA

Monday, July 1, 2019  
9:00 A.M.

San Diego International Airport  
SDCRAA Administration Building -- Third Floor  
Board Room  
3225 N. Harbor Drive  
San Diego, CA 92101

***Live webcasts of Authority Board meetings can be accessed at  
<http://www.san.org/Airport-Authority/Meetings-Agendas/Authority-Board>***

This Agenda contains a brief general description of each item to be considered. The indication of a recommended action does not indicate what action (if any) may be taken. ***Please note that agenda items may be taken out of order.*** If comments are made to the Board without prior notice or are not listed on the Agenda, no specific answers or responses should be expected at this meeting pursuant to State law.

Staff Reports and documentation relating to each item of business on the Agenda are on file in Board Services and are available for public inspection.

**NOTE:** Pursuant to Authority Code Section 2.15, all Lobbyists shall register as an Authority Lobbyist with the Authority Clerk within ten (10) days of qualifying as a lobbyist. A qualifying lobbyist is any individual who receives \$100 or more in any calendar month to lobby any Board Member or employee of the Authority for the purpose of influencing any action of the Authority. To obtain Lobbyist Registration Statement Forms, contact the Board Services/Authority Clerk Department.

PLEASE COMPLETE A "REQUEST TO SPEAK" FORM PRIOR TO THE COMMENCEMENT OF THE MEETING AND SUBMIT IT TO THE AUTHORITY CLERK. ***PLEASE REVIEW THE POLICY FOR PUBLIC PARTICIPATION IN BOARD AND BOARD COMMITTEE MEETINGS (PUBLIC COMMENT) LOCATED AT THE END OF THE AGENDA.***

*The Authority has identified a local company to provide oral interpreter and translation services for public meetings. If you require oral interpreter or translation services, please telephone the Board Services /Authority Clerk Department with your request at (619) 400-2400 at least three (3) working days prior to the meeting.*

**CALL TO ORDER:**

**PLEDGE OF ALLEGIANCE:**

**ROLL CALL:**

**NEW BUSINESS:**

**1. GROUND TRANSPORTATION AD HOC COMMITTEE FINAL REPORT:**

The Board is requested to receive and approve the report.

RECOMMENDATION: Adopt Resolution 2019-0060, to approve the Ground Transportation Collaborative Framework Document, and included actions, as the approved framework tool to evaluate future Ground Transportation policies, procedures, and requirements for all commercial transportation modes operating at San Diego International Airport.

**(Ground Transportation: Marc Nichols, Director)**

**BOARD COMMENT:**

**ADJOURNMENT:**

**Policy for Public Participation in Board, Airport Land Use Commission (ALUC), and Committee Meetings (Public Comment)**

- 1) Persons wishing to address the Board, ALUC, and Committees shall complete a "Request to Speak" form prior to the initiation of the portion of the agenda containing the item to be addressed (e.g., Public Comment and General Items). Failure to complete a form shall not preclude testimony, if permission to address the Board is granted by the Chair.
- 2) The Public Comment Section of the agenda is reserved for persons wishing to address the Board, ALUC, and Committees on any matter for which another opportunity to speak is not provided on the Agenda, and on matters that are within the jurisdiction of the Board.
- 3) Persons wishing to speak on specific items listed on the agenda will be afforded an opportunity to speak during the presentation of individual items. Persons wishing to speak on specific items should reserve their comments until the specific item is taken up by the Board, ALUC and Committees.
- 4) If many persons have indicated a desire to address the Board, ALUC and Committees on the same issue, then the Chair may suggest that these persons consolidate their respective testimonies. Testimony by members of the public on any item shall be limited to **three (3) minutes per individual speaker and five (5) minutes for applicants, groups and referring jurisdictions.**
- 5) Pursuant to Authority Policy 1.33 (8), recognized groups must register with the Authority Clerk prior to the meeting.
- 6) After a public hearing or the public comment portion of the meeting has been closed, no person shall address the Board, ALUC, and Committees without first obtaining permission to do so.

**Additional Meeting Information**

**NOTE:** This information is available in alternative formats upon request. To request an Agenda in an alternative format, or to request a sign language or oral interpreter, or an Assistive Listening Device (ALD) for the meeting, please telephone the Authority Clerk's Office at (619) 400-2400 at least three (3) working days prior to the meeting to ensure availability.

For your convenience, the agenda is also available to you on our website at [www.san.org](http://www.san.org).

**For those planning to attend the Board meeting, parking is available in the public parking lot located directly in front of the SDCRAA Administration Building. Bring your ticket to the third floor receptionist for validation.**

**You may also reach the SDCRAA Administration Building by using public transit via the San Diego MTS system, Route 992. For route and fare information, please call the San Diego MTS at (619) 233-3004 or 511.**

## **STAFF REPORT**

Meeting Date: **JULY 1, 2019**

### **Subject:**

#### **Ground Transportation Ad Hoc Committee Final Report**

### **Recommendation:**

Adopt Resolution 2019-0060, to approve the Ground Transportation Collaborative Framework Document, and included actions, as the approved framework tool to evaluate future Ground Transportation policies, procedures, and requirements for all commercial transportation modes operating at San Diego International Airport.

### **Background/Justification:**

On October 4, 2018, the Authority Board adopted Resolution No. 2018-0118R authorizing the creation of the Ground Transportation Ad Hoc Committee (GTAC) for a limited duration not to exceed eight (8) months. The Resolution arose from Board meeting discussions around ground transportation operations, including - operating permits for commercial ground transportation providers, permit renewals, fee exemptions, the opening of the airport to all MTS permitted taxis, Transportation Network Company (TNC) operations, and other operational issues.

In light of the complexities associated with ground transportation operations, Board Member West suggested the creation of an ad hoc to facilitate input from community stakeholders, subject matter experts, current Ground Transportation permittees, and other stakeholders regarding the future of Ground Transportation operations at San Diego International Airport. Authority Policy 1.20 authorizes the Board to form an ad hoc special purpose committee for a specific purpose and limited duration.

The GTAC membership, as specified in the Resolution, consists of the following: three (3) voting members – Authority Board Members Mark West (Chair), Johanna Schiavoni, and Robert Lloyd – and twenty two (22) non-voting members representing ground transportation permittees, regulators, industry stakeholders, and the local community. In addition, there were three (3) alternates to the non-voting members.

A complete list of the committee membership is included as **Attachment A** to this report.

The purpose of the GTAC is to:

1. Where possible, promote equity and fairness in vehicle, environmental, permitting, and operating requirements across commercial modes operating at San Diego International Airport; and
2. Establish parameters for long-term ground transportation environmental (i.e. Alternative Fuel Vehicles) and operations strategy (including potential changes to taxi, VFH, TNC or charter operations).

The GTAC was tasked with preparing the following deliverables:

1. A report outlining differences in mode vehicle, environmental standards, permitting, and operating requirements
  - a. List of actions that can be taken and the responsible jurisdictions
2. Develop parameters for long-range operating strategy
  - a. Timeline
  - b. Actions necessary to implement
3. Develop parameters for long-range ground transportation environmental program
  - a. Timeline
  - b. Action steps necessary to implement

The GTAC met monthly between November 2018 and May 2019, with an additional special meeting on February 14 inviting subject matter experts to enrich the collaboration with information about state-of-the-art technologies and best practices in ground transportation. Throughout the seven-month process, the committee emphasized finding solutions, recommendations, and initiatives that could be applied across modes, for the benefit of both the Airport and the broader transportation industry. The committee members worked collaboratively to successfully fulfill the purpose of the committee and deliver relevant recommendations in several key focus areas.

Following is a list of the meetings and the topics covered:

Meeting	Date	Topics
#1	November 29, 2018	Committee introduction, GT environment/background/operations, discussion of standardization issues
#2	December 20, 2018	Environmental presentation, regulations, other airport programs, state/national trends, environmental program goals
#3	January 17, 2019	Current operating strategy for modes, long-range planning, industry trends, key components of long range strategy
#4	February 14, 2019	Special meeting: panel Presentations and industry update
#5	February 21, 2019	Round robin table sessions - initial recommendations and determining key topics
#6	March 21, 2019	Table sessions - Refine recommendations and deliverables
#7	April 29, 2019	Report review and refine deliverables
#8	May 14, 2019	Report review, refine deliverables and final recommendations to Authority Board

The complete meeting Agendas are included as **Attachment B** to this report.

Public comment was received at six of the eight meetings; two of the meetings were designed as committee working meetings. Meeting materials including agendas, presentations, and meeting summaries were posted on the Ground Transportation web page. Comments were encouraged and collected via email and post mail throughout the entire process; and every comment was carefully considered in the preparation of the deliverables.

Full details of comments, information, and correspondence received for the GTAC are incorporated in the eighty-nine page document which is included as **Attachment C** to this report.

The work effort of the GTAC shaped the development of a Ground Transportation Collaborative Framework Document (Framework Document) against which all future Ground Transportation initiatives, policies, and requirements may be evaluated.

The Framework Document provides clarity, ensures transparency, and sets expectations around the development of Authority ground transportation initiatives, policies, requirements, and regulations. The document:

- Describes the role, responsibilities, and expectations of the Authority and providers;
- Describes policy requirements, initiative development and evaluation criteria;
- Ensures alignment with Authority Strategies and Ground Transportation Goals; and
- Describes recommendations for policy and initiative development.

The Framework Document outlines definitive principles, recommendations, specific actions with timelines, and important considerations in six key Focus Areas of ground transportation operations -

- A. General Operations
- B. Operating Models
- C. Congestion Management
- D. Technology
- E. Operational Compliance
- F. Environmental

The six general principles to guide policy making for Ground Transportation operations in a manner that meets airport strategies, transportation system goals, and stakeholder needs are listed below:

1. Alignment with the Airport Authority's mission, goals, and strategies is a critical priority for all policy development relating to ground transportation.
2. Alignment should also be maintained with local and state operational and regulatory requirements.
3. Every effort should be made to engage state and local agencies to address congestion, environmental, and other issues related to ground transportation.
4. Policies should maximize flexibility for all modes, promote economic and environmental sustainability, and reflect a comprehensive approach aligned with the region's transportation strategies.
5. Policies must reflect the current and most relevant passenger volumes, traffic conditions, and customer needs.
6. Ongoing reporting, transparent communication, and feedback opportunities will be established and maintained with transportation stakeholders.

The GTAC's eight recommendations are as follows:

**Recommendation 1:** In advance of any changes to the current operating strategy, develop a clearly defined and gradual transition plan that is customer focused and provides adequate time and information for operators to adapt.

**Recommendation 2:** Any changes in commercial transportation operating models must prioritize customer preference and safety. Future policy changes should reflect a level playing field across modes, and standardization across modes should be considered when possible and appropriate.

**Recommendation 3:** Convert from the current taxi operating strategy to an open system to allow all MTS permitted taxis to operate at the Airport.

**Recommendation 4:** Evaluate the allocation of curb and parking facility space to develop a more flexible system that reduces congestion, deadheading, dwell time, and emissions; while considering equity for stakeholders.

**Recommendation 5:** Invest in and utilize technology and software solutions across modes that use real time data and effective metrics to increase environmental efficiency and compliance with Airport Authority policies, reduce congestion, and equalize opportunity for all operators.

**Recommendation 6:** Increase and improve training and better leverage technology for all Airport Traffic Officers (ATOs) and Customer Service Representatives (CSRs) with the goal of increasing efficiency and consistency of enforcement, improving the customer experience, and reducing confrontation.

**Recommendation 7:** Align environmental targets in the Clean Transportation Plan with the City of San Diego Climate Action Plan and the Authority's transportation program goals, and explore flexible options for all modes to meet these targets.

**Recommendation 8:** Evaluate the development of commercial transportation environmental strategies weighted towards fiscal incentives, rather than requirements, to upgrade vehicles and reduce Greenhouse Gas Emissions (GHG) for all modes.

In addition, a total of 27 specific actions from the focus areas, with estimated timelines for evaluation of feasibility, are proposed and included in the Framework Document. These actions were developed based on input from all participating GTAC members and with careful consideration of public comments received.

The full text of the Collaborative Framework Document is included as **Attachment D** to this report.

At the eighth and last meeting of the GTAC on May 14, 2019, Board Member Schiavoni introduced a motion that the voting members of the Ground Transportation Ad Hoc Committee recommend to the Authority Board to adopt the Ground Transportation Collaborative Framework Document as the approved framework tool to evaluate future Ground Transportation policies, procedures and requirements for all commercial transportation modes operating on airport property. Included in this recommendation is a specific action to open the airport to all Metropolitan Transit System (MTS) permitted taxis. The motion was seconded by Board Member Lloyd and all three voting board members approved the motion.

In concluding remarks, Board Member West emphasized that the GTAC dialogue has made it possible to engage with all modes and ensure everyone has been heard. Furthermore, technology is available today to help in an unprecedented way, opening up new opportunities for all operators. San Diego International Airport remains best in class with a continued commitment toward listening, engaging and ensuring a level playing field.

Board Member Schiavoni also noted the extraordinary effort that went into the preparation of the Framework Document and commended everyone for their effort. She further remarked that the Airport operates in a dynamic environment with economic realities that are outside its control. These recommendations will help level the playing field and address various concerns from operators and stakeholders while maintaining a focus on safety and customer service.

Board Member Lloyd remarked that enplanements are on the increase and customer demand and expectations are at their highest. He added that many answers boil down to technology, noting that business owners must be on board with technology to succeed. He encouraged all stakeholders to continue to be patient, share ideas, work as a team and pursue pilot programs with cutting edge solutions.

To maintain the ongoing spirit of collaboration embodied in the Framework Document, staff will take the following actions:

1. Staff will continue to meet with stakeholders on an “as-needed” basis to discuss relevant issues, as is the current practice.
2. Schedule the following meetings with current airport permitted stakeholders, as outlined in the Framework Document –
  - a. Twelve meetings with Taxi, VFH, and TNC modes through June 2021.
  - b. Eight meetings with Off-Airport Parking, and Hotel/Motel modes through June 2021.
3. Staff will prepare a Quarterly Ground Transportation Report to promulgate the status of progress on specific actions outlined in the document, along with any new issues that arise.
  - a. Eight Quarterly reports on status will be issued through June 2021, posted to the Authority website, and distributed to the Authority Board.
4. Staff will schedule two semi-annual outreach meetings each for Fiscal Year 2020 and 2021 to discuss the status of specific action items, relate the results of feasibility assessments, disseminate information, listen to new ideas, and discuss newly proposed specific action items and opportunities.
  - a. For FY 2020 – Dec 2019 and Jun 2020.
  - b. For FY 2021 – Dec 2020 and June 2021.

A complete schedule of meetings and quarterly reports is included as **Attachment E** to this report.

The GTAC recommends that the Authority Board adopt the Ground Transportation Collaborative Framework Document as the approved framework tool to evaluate future Ground Transportation policies, procedures and requirements for all commercial transportation modes operating on airport property.

### **Estimated Costs**

Fiscal impact is primarily driven by the 27 actions proposed in the Collaborative Framework Document. Some actions, such as pursuing grant funding, are performed as part of existing programs while others, such as exploring feasibility of limiting the number of TNC vehicles operating at the airport, require a special study. As the 27 actions are prioritized, staff will estimate the costs for evaluation and implementation and report back to the Board.

### **Fiscal Impact:**

The Board adopted FY 2020 and conceptually approved FY 2021 Operating Expense Budgets contain \$79,000 in FY 2020 and \$36,000 in FY 2021 for consulting services related to the Ground Transportation Ad Hoc Committee Report findings. There are 27 actions outlined in the Collaborative Framework Document. Once these are prioritized, staff will estimate the costs for evaluation and implementation. The costs of these actions could create a budget variance.

### **Authority Strategies:**

This item supports one or more of the Authority Strategies, as follows:

- Community Strategy     Customer Strategy     Employee Strategy     Financial Strategy     Operations Strategy

### **Environmental Review:**

- A. CEQA: This Board action is not a project that would have a significant effect on the environment as defined by the California Environmental Quality Act ("CEQA"), as amended. 14 Cal. Code Regs. §15378. This Board action is not a "project" subject to CEQA. Cal. Pub. Res. Code §21065.
- B. California Coastal Act Review: This Board action is not a "development" as defined by the California Coastal Act. Cal. Pub. Res. Code §30106.

### **Application of Inclusionary Policies:**

Not Applicable

### **Prepared by:**

MARC NICHOLS  
DIRECTOR, GROUND TRANSPORTATION

**GROUND TRANSPORTATION AD-HOC COMMITTEE MEMBERS**

<b>Last Name</b>	<b>First Name</b>	<b>Organization Represented</b>
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**Voting Members**

Lloyd	Robert	Authority Board Member
Schiavoni	Johanna	Authority Board Member
West	Mark	Authority Board Member

**Non-Voting Members**

Antalo	Abebe	Non-Airport MTS Permit Holder- In Good Standing
Abdala	Richard	Other SD Member or Resident with knowledge or participation in GT Industry
Brownell	Peter	Other SD Member or Resident with knowledge or participation in GT Industry
Carneiro	Anthony	VFH MOA -SDCASA
Coleman	Megan	TNC Representative - Wingz
Forbush	Mike	VFH MOA - Cloud 9/Supershuttle
Garcia	Chris	TNC Representative - Uber
Gately	Arica	TNC Representative - Lyft
Ghiliu	Yonas	Other SD Member or Resident with knowledge or participation in GT Industry
Hamidi	Kamran	Other SD Member or Resident with knowledge or participation in GT Industry
Hueso	Tony	Taxicab MOA - SDTXA
Hussein	Mikaiil	UTWSD Representative

## GROUND TRANSPORTATION AD-HOC COMMITTEE MEETING #8

Last Name	First Name	Organization Represented
Kwiatkowski	Adrian	Other SD Member or Resident with knowledge or participation in GT Industry
Maguire	John	CA PUC Representative
Mohammadi	Gulab	Non-Airport MTS Permit Holder- In Good Standing
Nelson	Kenneth	MTS Taxicab Administrative Staff
Palmeri	Anthony	Other SD Member or Resident with knowledge or participation in GT Industry
Ramirez	Juana	Non-Airport MTS Permit Holder- In Good Standing
Reynolds	Carelyn	Other SD Member or Resident with knowledge or participation in GT Industry
Saleh	Safaah	Taxicab MOA - ICOA
Tehrani	Nasser	Taxicab MOA - SDTA
Zschiesche	Peter	Other SD Member or Resident with knowledge or participation in GT Industry

### Alternate Members

Barriage	John	Taxicab MOA - ICOA
Del Rosario	Zodin	TNC Representative - Uber (alternate)
Kohl	Kevin	VFH MOA -SDCASA (alternate)



## GROUND TRANSPORTATION AD-HOC COMMITTEE MEETING #1

**Thursday, November 29, 2018**

11:00 AM to 1:00 PM

San Diego International Airport  
SDCRAA Administration Building – 2nd Floor  
Orville/Wilbur Wright Conference Room  
3225 N. Harbor Drive  
San Diego, CA 92101

Board Members

Mark B. West

Johanna S. Schiavoni

Robert T. Lloyd

*Parking is available in Lot #7, directly in front of the Administration building. Bring your parking voucher to the third floor for validation and check-in.*

PLEASE COMPLETE A "REQUEST TO SPEAK" FORM PRIOR TO THE COMMENCEMENT OF THE MEETING AND SUBMIT IT TO STAFF.

### **AGENDA**

- 11:00 AM Welcome by Mark West and Introductions
- 11:05 AM Introduction of committee members
- 11:10 AM Committee Purpose, Structure, Deliverables and Timelines
- 11:15 AM Review of Ground Rules
- 11:25 AM Ground Transportation Staff Report
  - a) Commercial Transportation Operations at the Airport
  - b) Ground Transportation Operating Strategy for Taxi and VFH modes
  - c) Ground Transportation Operating Strategy for TNCs
  - d) Regulatory Differences Across Modes
  - e) Efforts to Ensure a Level Playing Field
- 12:00 PM Break
- 12:10 PM Standardization Strategies
- 12:35 PM Public Comment
- 12:45 PM Action Items
- 12:50 PM Agenda Highlights for Next Meeting
- 1:00 PM Meeting Adjourns



## GROUND TRANSPORTATION AD-HOC COMMITTEE MEETING #2

**Thursday, December 20, 2018**

11:00 AM to 1:00 PM

San Diego International Airport  
SDCRAA Administration Building – 2nd Floor  
Orville/Wilbur Wright Conference Room  
3225 N. Harbor Drive  
San Diego, CA 92101

Board Members

Mark B. West

Johanna S. Schiavoni

Robert T. Lloyd

*Parking is available in Lot #7, directly in front of the Administration building. Bring your parking voucher to the third floor for validation and check-in.*

PLEASE COMPLETE A “REQUEST TO SPEAK” FORM PRIOR TO THE COMMENCEMENT OF THE MEETING AND SUBMIT IT TO STAFF.

### **AGENDA**

- |          |   |
|----------|---|
| 11:00 AM | Welcome – <i>Board Member Mark West</i>   |
| 11:05 AM | Committee Progress Review – <i>Heidi Gantwerk</i>   |
| 11:10 AM | GT Environmental Program Overview – “Current State” –<br><i>Chad Reese/Marc Nichols</i><br><br>Clean Transportation Plan<br><br>Commercial Modes<br><br>TNCs<br><br>Proposed Legislation – SB 1014<br><br>Industry and Other Airport Requirements |
| 11:40 AM | Public Comment Period   |
| 12:10 AM | Discussion of Parameters for Environmental Program  |
| 12:50PM  | Action Items – <i>Heidi Gantwerk</i>  |
| 12:55 PM | Agenda Highlights for Next Meeting  |
| 1:00 PM  | Meeting Adjourns  |



**GROUND TRANSPORTATION AD-HOC COMMITTEE  
MEETING #3**

**Thursday, January 17, 2019**

11:00 AM to 1:00 PM

Courtyard by Marriott – Liberty Station

2592 Laning Road

San Diego, CA 92106

Phone: 619-221-1900

Board Members

Mark B. West

Johanna S. Schiavoni

Robert T. Lloyd

***Free parking is available in the hotel parking lot.***

**PLEASE COMPLETE AND SUBMIT A “REQUEST TO SPEAK” FORM PRIOR TO THE COMMENCEMENT OF THE MEETING. NO SLIPS WILL BE ACCEPTED ONCE THE PUBLIC COMMENT PERIOD BEGINS**

**AGENDA**

- 11:00 AM Welcome – *Board Member Mark West*
- 11:05 AM Review of Topics Covered – *Heidi Gantwerk*
- 11:10 AM GT System – Current State and New Developments – *Marc Nichols*
- Current State
    - Airport Map/New Terminal/Hold Lots
    - Current Operating Strategy/MOA Model
    - Taxi System - Matrix/Day Schedule
    - Commercial Mode Access/Management
    - Industry Challenges
  - New Developments
    - Transit to Airport/Mobility Initiatives
    - Transportation Demand Management
- 11:30 AM Public Comment Period
- 11:50 AM Key Factors/Considerations for Committee Objectives – *Heidi Gantwerk*
- Operating Strategy
  - Long-Range Plan
  - Environmental Plan
- 12:45 AM Questions for the Future – Working Group Topics for Next Meeting – *Heidi Gantwerk*
- 12:55PM Next Meeting Format – Working Groups/No Public Comment - *Heidi Gantwerk*
- 1:00 PM Meeting Adjourns

**GROUND TRANSPORTATION AD-HOC COMMITTEE  
MEETING #4  
INDUSTRY UPDATE**



**Thursday, February 14, 2019**  
3:00 PM to 5:00 PM  
Holiday Inn San Diego Bayside - Harbor View Room  
4875 North Harbor Drive  
San Diego, CA 92106  
Phone: 619-224-3621

**Board Members**

Mark B. West

Johanna S.  
Schiavoni

Robert T. Lloyd

***Free parking is available in the lot next to the hotel.***

**THERE WILL BE NO PUBLIC COMMENT PERIOD AT THIS MEETING.**

**AGENDA**

- |         |   |
|---------|---|
| 3:00 PM | Welcome – <i>Board Member Mark West</i>                           |
| 3:05 PM | Meeting Agenda: Speaker Panel – <i>Heidi Gantwerk</i>             |
| 3:10 PM | Panel Introductions – <i>Heidi Gantwerk</i>                       |
| 3:20 PM | Panel Presentations   |
| 3:45 PM | Panel Q&A – from dais   |
| 3:55 PM | Panel distributed to tables for discussion items                  |
| 4:40 PM | Panel re-convenes / Committee Discussion                          |
| 4:45 PM | Questions for the Future – Key Issues for Next Meeting World Cafe |
| 4:55PM  | Next Meeting Format – Working Groups - <i>Heidi Gantwerk</i>      |
| 5:00 PM | Meeting Adjourns  |



## GROUND TRANSPORTATION AD-HOC COMMITTEE MEETING #5

**Thursday, February 21, 2019**  
11:00 AM to 1:00 PM  
Courtyard by Marriott – Liberty Station  
2592 Laning Road  
San Diego, CA 92106  
Phone: 619-221-1900

### Board Members

Mark B. West  
Johanna S. Schiavoni  
Robert T. Lloyd

***Free parking is available in the hotel parking lot.***

**THERE WILL BE NO PUBLIC COMMENT PERIOD AT THIS MEETING.**

### AGENDA

- |          |   |
|----------|---|
| 11:00 AM | Welcome – <i>Board Member Mark West</i>                               |
| 11:05 AM | World café – <i>Heidi Gantwerk</i>                                    |
|          | Table 1 – Commercial mode differences – What can be equalized?        |
|          | Table 2 – Long-range plan – What to include?                          |
|          | Table 3 – Environmental plan – What to include?                       |
| 11:15 AM | 1 <sup>st</sup> Round   |
| 11:45 AM | 2 <sup>nd</sup> Round   |
| 12:15 AM | 3 <sup>rd</sup> Round   |
| 12:45 AM | Re-convene and discuss parameters - to be prioritized at next meeting |
| 12:55PM  | Next Meeting (March 21) Format - <i>Heidi Gantwerk</i>                |
| 1:00 PM  | Meeting Adjourns  |



**GROUND TRANSPORTATION AD-HOC COMMITTEE  
MEETING #6**

**Thursday, March 21, 2019**  
11:00 AM to 1:00 PM  
Courtyard by Marriott – Liberty Station  
2592 Laning Road  
San Diego, CA 92106  
Phone: 619-221-1900

Board Members

Mark B. West

Johanna S. Schiavoni

Robert T. Lloyd

***Free parking is available in the hotel parking lot.***

**THERE WILL BE NO PUBLIC COMMENT PERIOD, OR PUBLIC PARTICIPATION AT THE MEETING. THIS MEETING IS FOR COMMITTEE MEMBER WORKING GROUPS.**

**AGENDA**

- 11:00 AM Welcome – *Board Member Mark West*
- 11:05 AM Meeting Plan Summary – *Heidi Gantwerk*
- Two Tables – 2 Issues per table – One Scribe
  - Objective - Identify key parameters to include in development of Committee Report to Board –
    - Operating strategies
    - Long-range plan
    - Environmental plan
  - Table 1 Topics -
    - Operating Models
    - Allocation of Space
  - Table 2 Topics –
    - Environmental Parameters
    - Technology Opportunities
- 11:10 AM 1<sup>st</sup> Issue Discussion – 30 minutes
- 11:40 AM 2<sup>nd</sup> Issue Discussion – 30 minutes
- 12:10 AM Table 1 Presents Results – 15 minutes
- 12:25 AM Table 2 Presents Results – 15 minutes
- 12:40 PM Committee Member Discussion – Refine issues and parameters – 15 minutes
- 12:55 AM Summarize meeting results. Discuss plan for next meeting.
- 12:55PM Next Meeting Format - *Heidi Gantwerk*
- 1:00 PM Meeting Adjourns



**GROUND TRANSPORTATION AD-HOC COMMITTEE  
MEETING #7**

**Monday, April 29, 2019**  
11:00 AM to 1:00 PM  
Courtyard by Marriott – Liberty Station  
2592 Laning Road  
San Diego, CA 92106  
Phone: 619-221-1900

Board Members

Mark B. West

Johanna S. Schiavoni

Robert T. Lloyd

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**PLEASE COMPLETE A “REQUEST TO SPEAK” FORM PRIOR TO THE COMMENCEMENT  
OF THE MEETING AND SUBMIT IT TO STAFF AT THE FRONT TABLE.  
PUBLIC COMMENT WILL BE LIMITED TO ONE MINUTE.**

**AGENDA**

Welcome – *Board Member Mark West*

Meeting Plan Summary – *Heidi Gantwerk*

Ground Transportation Collaborative Framework Presentation & Possible Actions by  
Voting Committee Members

GTAC Committee Member Discussion

Public Comment Period

Wrap-up Discussion and Voting

Closing Comments – *Board Member Mark West*

Meeting Adjourns



**GROUND TRANSPORTATION AD-HOC COMMITTEE  
MEETING #8**

**Tuesday, May 14, 2019**  
11:00 AM to 1:00 PM  
Hilton San Diego Airport –  
Harbor Island  
1960 Harbor Island Drive,  
San Diego, CA 92101  
Phone: 619-291-6700

Board Members

Mark B. West

Johanna S. Schiavoni

Robert T. Lloyd

*Public parking is available in the hotel parking lot for \$10. Please bring your ticket to the Hilton's front desk when paying*

**- OR -**

*Park for FREE across the street from the Hilton.*

**THERE WILL BE A PUBLIC COMMENT PERIOD AT THIS MEETING.  
PUBLIC COMMENT WILL BE LIMITED TO TWO MINUTES.  
PLEASE COMPLETE A "REQUEST TO SPEAK" FORM PRIOR TO THE COMMENCEMENT  
OF THE MEETING AND SUBMIT IT TO STAFF AT THE FRONT TABLE BEFORE 11:30  
AM. NO LATE PUBLIC COMMENT SLIPS WILL BE ACCEPTED.**

**AGENDA**

- 11:00 AM Welcome – *Board Member Mark West*
- 11:05 AM Meeting Plan – *Heidi Gantwerk*
- 11:10 AM Ground Transportation Collaborative Framework Presentation
- 11:40 AM GTAC Committee Member Discussion
- 12:10 PM Public Comment Period
- 12:40 PM Wrap-up Discussion and Voting by Authority Board Members
- 12:55 AM Closing Comments – *Board Member Mark West*
- 1:00 PM Meeting Adjourns

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**From:** Terefe Kidane <tkidane45@gmail.com>  
**Sent:** Sunday, December 2, 2018 9:02 PM  
**To:** GTAC\_comments  
**Subject:** suggestion

My name is Terefe Kidane, I am a long time airport driver and my company is Baro Cab.

Issue # 1 , Opposing Mr. Palmeri's nomination to the committee.Mr Palmeri sold two airport stickers for me for \$ 107,000. He ripped me off me and other drivers by selling at inflated price. He is not a man to be trusted.putting him in the committee is like putting Fox to guard a chicken coop.

Issue # 2, Permitting city cabs to airport Here you agreed and promised to look at it in two years time. Keep your words.

Issue # 3, Give us a fair hearing like city drivers.

Last we airport drivers invested our time and money.we are here 7 24.  
Like city drivers, we did not ask for free taxis, we didn't ask for free entrance to the airport. We paid for it We worked hard for it.This the American dream. Don't be politically correct.

Sincerely,  
Terefe Kidane  
Baro Cab

Sent from my iPhone

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**From:** Lisa McGhee <lisamcghee@aol.com>  
**Sent:** Wednesday, December 19, 2018 6:29 AM  
**To:** hgconsultingsd@gmail.com; West Mark; Todt lovanka  
**Cc:** GTAC\_comments  
**Subject:** SDCRAA AD Hoc Committee meeting #1, 11-29-18, SDAP comments  
**Attachments:** SDAP Comments\_Ad Hoc meeting 1, 11-29-18.pdf

Dear Ad Hoc Committee:

Thank you for the opportunity to provide feedback, please see the attached industry comments. If you have any questions, please feel free to contact me directly.

SDAP is a very active participant at the CPUC proceedings, CEC stakeholder meetings and CARB clean transportation work-groups in order to support policies and programs for Transportation Electrification that is reliable and feasible to the end users. Additionally SDAP was the first Electric Bus operation at San Diego Airport.

Lisa McGhee, operations manager  
San Diego Airport Parking Company  
2771 Kurtz St., San Diego, CA. 92110  
[www.sdap.net](http://www.sdap.net)  
714-881-4856, direct  
619-574-1177, work



November 29, 2018

Ground Transportation Ad Hoc Committee  
SDCRAA  
3225 N. Harbor Drive  
San Diego, CA. 92101  
GTAC\_Comments@san.org

**Re: AD Hoc Meeting #1 on 11-29-18**

**Title:**

**Comments by GT operator, Off-Airport Parking to AD Hoc Committee**

**Organization Name: San Diego Airport Parking Company**

Dear Mr. West and Ms. Gantwerk and other Committee Members of the Ad Hoc,

San Diego Airport Parking Company (SDAP) on behalf of small and private fleets operators including GT Airport fleets, would like to thank the Ad Hoc Committee (AHC) and the Members for the opportunity to make comments to help further support the permits of TNC's at this airport, which currently TNC's are a new hybrid of both commercial and private drivers that are not regulated the same as all other commercially regulated operators at the airport. We appreciate that the airport is considering a ***level playing field*** that incorporates all technologies, all modes of transportation, and all drivers that operate at the airport roadway to be required to maintain safe, reliable, effective operations that result in high quality customer service of mobility when at or near the airport roadways. It is for these reasons that SDAP seeks for the existing standards of TNC's at this airport to have the same requirements as all commercial operations in order to maintain a fair and level playing field for all who use the roadways and in order to ensure this airport is always effectively protecting the public.

The following comments are offered in support of the GT fleets and the MOU signed with Governor Brown which is known as the Commercial Vehicle Incentive Program (CVIP) and the GT Resolution and whereby the comments provide additional support for how the program can achieve a continued reduction in GHG and NOx and should immediately include a congestion mitigation plan in order to achieve it's environmental goals and to manage the number of vehicle miles traveled by vehicle occupancy for all commercial fleets that either drop off and or pick up and use the airport roadways for business:

### 1) Errors on day of Meeting number 1

The Level Playing Field slide does not include Hotel and OAP modes and thereby requires this information to adequately include these modes.

Hotel and OAP also pay Drop Off Fees, and have for some time; therefore, TNC's are not the only ones to pay a drop off fee; as such, this was not correctly stated in the meeting and requires correction.

### 2) Cost Recovery and Revenue

Track the other commercial business operators that are NOT permitted; but use the roadways. All operators should be paying for the use of the roadways and others should not be subsidized.

Track the number of parking transactions and the negative impact on revenue due to a decrease in parking transactions and its effect on the new garage at Terminal 2, which was built due to a growing need of parking.

This determines that regardless of the growth of enplanements, the airport is not producing a parking demand that relates to enplanement growth and instead it has decreased.

Deploying a program that supports all businesses that use the roadways to pay a fee and thereby requires more broader support by all commercial fleets. The facts depict that there is currently a greater need to control congestion and greater barriers exist today that produce a negative impact on the airports air quality when many fleets pay nothing for the use; thereby all permitted operators are subsidizing other un-permitted operators which eliminates the ability to harmonize a program that can consistently progress toward reduced congestion and better air quality.

This is not a level playing field.

### 3) TNC's

Require a DBA business license for each driver like you do your other permitted operations that must prove the current business status and thereby this ensures that each driver is paying their local and federal taxes when they are generating revenue.

Track the amount of deadheading as this creates both a monetary and societal cost.

Regulate car ownership the same as all other modes of transportation that require car ownership for permitted operators at the airport. In other words, the TNC's can rent a car for the TNC use as much as they want, and it is not being regulated.

Other modes have limited and regulated fleet vehicles that typically cannot easily be rented when a vehicle is out of service; as such, the airport requires these other GT modes to obtain a temporary permit and this process, at minimum can take one week to complete, this creates a barrier for fleets to provide the same level of service when a vehicle ends up out of service over a long period of time. This is treating the competition differently.

TNC's are not the only mode paying a drop off fee. Off Airport Parking (OAP) and Hotels both pay a drop off fee.

There is societal cost impact with increased congestion and an undercutting of one mode for rates that can be lower because these are independent drivers that are not behaving the same as standard commercial fleets, commercial motor carrier vehicles and drivers --- that have a much higher cost of doing business and pay taxes and insurance expenses based on gross dollars that are generated.

Consider a land use plan for the curb use, recently Sacramento Airport moved the TNC's off the Transportation curb to the other side of the parking lot. Unless this airport is going to create more curb space for the increase of the curb use, then safety is at stake. The current curb length and Transportation Island lanes is not adequate to accommodate the demand and this decision continues to compromise all parties including the customers safety. Because it is not safe, it should be immediately changed in order to make the use safe.

Consider, the *Dynamics Case* in Superior Court. This is legal precedence regarding the use of Independent Contractors for the main operation of your business in a Gig Economy industry such as Uber and Lyft.

#### 4 Environment Air Quality and CEQA

Where is the tracking of the AFV's that have converted by each mode? This was supposed to be achieved at 100% by Jan 2017 per the MOU with the Airport. This is a law to manage tail pipe emissions and thereby this requires a program with metrics and the amount of vehicle Occupancy Miles should be enforced to increase efficiency, reduce congestion, reduce cost per mile, reduce wear and tear on the roads and to reduce the traffic on Harbor drive. Sharing rides is a part of our transportation industry and it should be incentivized and penalized when abused because it negatively impacts our air quality and is a willful act of pollution.

Fleets that invest early in technology to reduce emissions to zero, should be rewarded from the GHG benefits when displacing from fossil fuel use.

The Age of the vehicles should be eliminated for zero emission vehicles in order to support new technologies being adopted as well as a reduced trip fee.

Incorporating a benchmark for a cleaner fleet and cleaner fuel use for vehicle miles traveled (VMT) should match the increases in vehicle miles traveled (VMT). Thereby the program should mitigate miles traveled when fuel use is not by AFV or Zero Emission (ZEV), this will help the Air Quality target, curtail the use of VMT by low occupancy or with fossil fuel vehicles. Without the requirement there is no control of efficiency which creates more cost per mile for each mile driven, creates more time to travel when using the roadways and this increased time impacts all fleets --- even those that deploy high occupancy VMT.

CARB, CPUC and our Governors Office all have created and continue to create regulations to control and regulate tail pipe emissions and airports are large emitters of pollution that require a program to meet the increased targets to reduce year over year.

Consider a land use plan the same as San Francisco and New York has done to have more regulations on the TNC mode of transportation.

#### § **Level the Playing Field**

Commercial fleets that include Airports shuttles, Transit and Freight delivery are all being required to procure ZEV vehicles when purchasing new in the future and thereby these vocations are unfairly facing expensive investment cost with new technology that requires installing infrastructure for refueling or if AFV's has limited fueling infrastructure; thereby in order to level the playing field, all fleets including TNC's need to meet the same measure and be required to purchase ZEV's or AFV's to reduce emissions.

All fleets and drivers need to have "commercial" standards in order for the public to have protection and quality customer service, there are duties that go hand and hand with commercial fleet drivers; however, TNC's are not being regulated with the same responsibilities or liabilities and thereby they are able to undercut the rest of the competition and have a long list of continued violations.

All vehicles should meet the same appearance standards; however, with no ability to regulate the TNC's, then this high volume and mode of Transportation remains underregulated which is not the same for all other permitted Airport modes.

Insurance standards need to be reduced for all modes not just Taxi and thereby TNC's who toggle between a personal coverage and commercial coverage policy such as UBER and LYFT procure ----which is an umbrella policy; moreover, it is not the same cost and expense based on car ownership with a commercially registered vehicle.

Really regulate each mode in order to protect the public. Limit the number of vehicles to manage air quality, congestion and create a program based on vehicle occupancy per trip.

All commercial fleets should be required to have the vehicle registered in the name of the ownership; thereby, other modes cannot rent vehicles for conducting of their business; as such, the TNC's and all fleets should own the vehicle. Without ownership there is very little the airport can monitor.

#### ¶ **Effects on Private fleets and Small business Transportation**

In determining the extent of the competition, there should be a reasonable requirement to expect a Standard whereby all Transportation fleets which are mainly made up of small business and private business to have a fair and comparable treatment.

Do not undercut other modes by a competing technology company that actually operates as a transportation service. When there are no regulations for penalties or enforcement by TNC's, the public safety and others that share the roadway is compromised —as such, this is risky for any business and even more so for small and private fleets and there is no justification for compromising safety.

For the purpose of customer safety and quality services the competitive charges of other modes of transportation due to different regulations enables the cost to be undercut and specifically with the TNC's along with the significant and adverse effect on the environment which is creating a fragmented industry.

#### ¶ **Legal Findings:**

##### PUC code 452:

Nothing in this part shall be construed to prohibit any common carrier from establishing and charging a lower than a maximum reasonable rate for the transportation of property when the needs of commerce or public interest require. However, no common carrier subject to the jurisdiction of the commission may establish a rate less than a maximum reasonable rate for the transportation of property for the purpose of meeting the competitive charges of other carriers or the cost of other means of transportation which is less than the charges of competing carriers or the cost of transportation which might be incurred through other means of transportation, except upon such showing as is required by the commission and a finding by it that the rate is justified by transportation conditions. In determining the extent of such competition, the commission shall make due and reasonable allowance for added or accessorial service performed by one carrier or agency of transportation which is not contemporaneously performed by the competing agency of transportation.

CPUC Decision 16-07-021 on 7-19-16, pg. 2 and pg. 4 no. 7.

Since the proposed service will reduce the number of vehicles on the public highways in between points in the Counties of Riverside and San Diego a California Environmental Quality Act review is not required because it can be seen with certainty that there is no possibility that the activity may have a significant adverse effect on the environment

- This shuttle operation was considered to not have any impact on the environment due to high occupancy vehicles miles traveled that is typical to a shuttle fleet.

#### ¶ **Conclusion:**

A study that explored the demand of the TNC's as well as their relationship with shared modes (shifts and complementary- ties), and the demand for their shared vs. standard service at the airport. (See *Tables below*). Because TNCs both replace shared rides and make them possible, this study also measured the net effects at these airports. The data are from the 2015 LAX Passenger Survey, the 2015 SFO-OAK Customer Survey, and the 2014, 2015, and 2016 SFO Customer Survey.

*(Hermawan, K., and C. A. Regan. On-Demand, App-Based Ride Services at Los Angeles International Airport. Presented at 96th Annual Meeting of the Transportation Research Board, Washington, D.C., 2017.)*

Results suggest that TNCs replace shared rides more than they complement them, and the net effect is that TNCs add to congestion as they increase the number of low-occupancy vehicles at the airport. This is still true given that some passengers share TNC rides by using Uber Pool or Lyft Line. In 2015, TNCs caused 215,000 and 25,000 passengers to switch from shared to private modes at SFO and OAK respectively. By 2020, the shift is expected to be about 840,000 and 107,000 passengers per year, respectively.

Because of the results and affects by TNC's we must require Fleets programs and projects that will enable commercially feasible services to the public along with the ability to manage cost in order to support future changing investments by all fleets into more expensive technology and to spur positive competition. This will result in data and services the proves to be a benefit to society and can support investments in new cleaner technology that is very suitable for Airport Operations and designed for vehicles that travel shorter routes and or fixed routes and that can influence high occupancy vehicle miles traveled by each fleet which will mitigate other cost impacts both short term and long term.

Thank you for considering the forth coming recommendations.

Sincerely,

Lisa McGhee  
SDAP Operations Manager  
2771 Kurtz St.,  
San Diego, CA. 92110  
[lisamcgee@aol.com](mailto:lisamcgee@aol.com)  
714-881-4856 (direct)

**Table 1.** Of Passengers Flying Alone, Use of Private vs. Shared Modes, 2015

Mode	LAX	SF O	OAK
Private	78%	63 %	70%
Shared	22%	37 %	30%

Note: LAX = Los Angeles International Airport; SFO = San Francisco International Airport; OAK = Oakland International Airport.

**Table 2.** Vehicle Occupancy at LAX, SFO, and OAK Airport by Private Vehicles, 2015

No. of people in vehicle	LAX			SFO			OAK		
	Freq.	Percent	Cum.	Freq.	Percent	Cum.	Freq.	Percent	Cum.
1	734	12.63	12.63	7,362	67.27	67.27	4,309	67.25	67.25
2	2,032	34.96	47.59	2,413	22.05	89.32	1,431	22.33	89.59
3	1,345	23.14	70.73	562	5.14	94.45	335	5.23	94.82
4	696	11.98	82.71	371	3.39	97.84	182	2.84	97.66
5	420	7.23	89.93	100	0.91	98.76	75	1.17	98.83
6 or more	585	10.07	100	136	1.24	100	75	1.17	100

Note: LAX = Los Angeles International Airport; SFO = San Francisco International Airport; OAK = Oakland International Airport.

**Table 6.** Estimates of Volumes of Passengers Departing From but Not Connecting at LAX, SFO, and OAK, 2015

Description	LAX	SFO	OAK
Total	23,656,528	19,964,015	4,482,834
Used TNCs	1,892,522	1,597,121	134,485
Substituted shared modes with TNCs	NA	339,388	40,345
Complemented shared modes with TNCs	NA	71,740	15,069
Substituted BART with TNCs	NA	239,568	28,241
Complemented BART with TNCs	NA	65,881	14,793
Used pooled TNCs	NA	53,344	0

Note: NA = not available; LAX = Los Angeles International Airport; SFO = San Francisco International Airport; OAK = Oakland International Airport.

**Table 7. Projected Estimates of Volumes of Departing (and Non-Connecting) Passengers**

Airport	Year	Substituted shared modes with TNCs (a) (millions)	Complemented shared modes with TNCs (b)	Used carpool versions of TNCs (c)	Net effects (a) – [(b) + (c)]
SFO	2015	0.34	71,740	53,344	214,916
	2016	0.58	76,260	56,705	447,035
	2017	0.75	81,064	60,277	608,659
	2018	0.86	86,171	64,074	709,755
	2019	0.94	91,600	68,111	780,289
	2020	1.01	97,371	72,402	840,227
OAK	2015	0.04	15,069	0	24,931
	2016	0.07	16,335	0	53,665
	2017	0.09	17,708	0	72,292
	2018	0.11	19,195	0	90,805
	2019	0.12	20,807	0	99,193
	2020	0.13	22,555	0	107,445

Note: SFO = San Francisco International Airport; OAK = Oakland International Airport.

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**From:** ABLE SEIFU <ethioabel@yahoo.com>  
**Sent:** Monday, January 28, 2019 1:08 PM  
**To:** GTAC\_comments  
**Cc:** Shafer-Payne Angela; Nichols Marc; West Mark  
**Subject:** Next Ad Hoc Committee Meeting

Good afternoon all,

Dear Sir/Madam,

As we all know, the next ad hoc committee meeting will be conducted in a different way. If I'm not mistaken the members of this committee will be assigned to a small group and tasked with discussing certain issues. With respect I would therefore like to ask two questions:

First of all, is this meeting open to us airport drivers?

Secondly, as we all know this group has more city driver advocates and representatives on the committee, so could one or two airport operators be assigned as observers on each table so that this discussion can be transparent and fair for all?

Regards

Abel Seifu  
Airport operator

Sent from my iPad

---

**From:** abel s <ethioabel@yahoo.com>  
**Sent:** Monday, February 18, 2019 11:50 AM  
**To:** Shafer-Payne Angela  
**Cc:** West Mark; Nichols Marc  
**Subject:** February 14 Meeting

I hope all is well with you ,

Mrs. Angela Shafer-payne

Just a few things I would like to share with you:

First of all, we heard there was an ad hoc committee meeting on February 14, 2019, but neither the ICOA or the SDTAX associations were invited. Personally, I heard about the meeting last week at our monthly SDTA meeting, and I also heard it was organized by Mr. West, and the meeting was about Tesla cars, making it not too much importance to attend, but I found out that the real topic was not at all as it was described.

Therefore we are now wondering why the same invitations were not extended to the ICOA and SDTAX associations while the rest of the ad hoc members were notified.

I would like to suggest that in the future, any meeting information and agenda items are posted on the authority website so that we can see them in advance and avoid this kind of miscommunication.

Thanks

Abel

Sent from Yahoo Mail on Android

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**From:** abel s <ethioabel@yahoo.com>  
**Sent:** Monday, February 18, 2019 11:44 PM  
**To:** West Mark  
**Cc:** Shafer-Payne Angela; Nichols Marc  
**Subject:** Re: February 14 Meeting

Mr. West,

Thank you for your response. During the January ad hoc meeting, I had to leave briefly to take care of an issue, and I missed when you announced that information.

Also, I was informed by some association members who have been attending this meeting since day one to address this concern to the authority; that way, we can all get clarification and avoid misconception and rumors about this meeting, especially here in the holding lot. I would like to use this opportunity to show my great appreciation for Mrs. Angela Shafer-Payne for working with us.

Most TNC and taxi drivers are following the updates on self driving cars with great interest, but most of us believe that seeing the first self driving car at this airport might not be any time soon based on what we see in the news. Considering this, I stated the importance of attending this kind of meeting, but I will surely attend and inform others to attend this meeting to learn more about the future of this industry.

Thank you for your consideration .

All the best ,

Abel

Sent from Yahoo Mail on Android

On Mon, Feb 18, 2019 at 5:46 PM, Mark West  
<mark.west@imperialbeachca.gov> wrote:

Abel- Good to hear from you. I want a point of clarification.

At the last ad hoc you attended I announced the date and time for the meeting that was recently held on the 14th. Additionally I mentioned briefly about representatives from Tesla presenting, which you mentioned in the email to Angela. You also stated that it didn't seem useful to you because of the topic of Tesla.

That concerns me greatly. As we discussed at the last meeting, autonomous vehicles (which Tesla is one of the leaders and was the reason we tried to include them) could have profound impacts of ground transportation, even more impact than Uber and Lyft have had on today's Taxis.

I have stated numerous times during our meetings that we need to be looking towards the future and not focus on the past and what is happening now. Please make an effort to attend all meetings because your input is important as is every meeting and that is how we will have the best communication.

The next ad hoc meeting is this Thursday from 11-1 at the Courtyard Marriott Liberty Station.

Have a good evening,  
Mark

Sent from my iPhone

On Feb 18, 2019, at 5:04 PM, abel s <[ethioabel@yahoo.com](mailto:ethioabel@yahoo.com)> wrote:

Sure thing, thank you.

Sent from Yahoo Mail on Android

On Mon, Feb 18, 2019 at 1:53 PM, Shafer-Payne Angela  
<[apayne@san.org](mailto:apayne@san.org)> wrote:

Good Afternoon Abel-

Please monitor the website for all meeting dates. Individual invitations are not distributed, everyone is welcome to attend all meetings.

[www.san.org](http://www.san.org)

Best,  
Angela

Get Outlook for iOS

---

**From:** abel s <[ethioabel@yahoo.com](mailto:ethioabel@yahoo.com)>  
**Sent:** Monday, February 18, 2019 11:50 AM  
**To:** Shafer-Payne Angela  
**Cc:** West Mark; Nichols Marc  
**Subject:** February 14 Meeting-

I hope all is well with you ,

Mrs. Angela Shafer-payne

Just a few things I would like to share with you:

First of all, we heard there was an ad hoc committee meeting on February 14, 2019, but neither the ICOA or the SDTAX associations were invited. Personally, I heard about the meeting last week at our monthly SDTA meeting, and I also heard it was organized by Mr. West, and the meeting was about Tesla cars, making it not too much importance to attend, but I found out that the real topic was not at all as it was described.

Therefore we are now wondering why the same invitations were not extended to the ICOA and SDTAX associations while the rest of the ad hoc members were notified.

I would like to suggest that in the future, any meeting information and agenda items are posted on the authority website so that we can see them in advance and avoid this kind of miscommunication.

Thanks

Abel

Sent from Yahoo Mail on Android

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**From:** abel s <ethioabel@yahoo.com>  
**Sent:** Saturday, March 2, 2019 6:40 AM  
**To:** GTAC\_comments  
**Cc:** Shafer-Payne Angela; Nichols Marc; West Mark  
**Subject:** Suggestions

Good Morning All,

As we all know, the GTCA collected questions from the ad hoc committee members for more discussion, and there are a few that points for discussion to how drivers will make sustainable livelihoods in the future, and others about black market issues in the airport taxi industry.

We know how much these changes impact current airport taxi permit holders and drivers, especially considering how this committee will continue making suggestions to the board regarding the airport taxi permits issue.

Therefore, we would like to know if this committee can discuss and also suggest ideas regarding how current airport operators can make a fair transition, in consideration of this committee decision? In other words, I would like to know if this committee can discuss:

- 1) How any changes will impact airport operators in the future.
- 2) How current airport operators and their families will sustain livelihoods considering future changes (for example, by working fewer airport days or making fewer trips and therefore earning less income, as the business is shrinking based on current airport trip data).

Secondly, one of the issues that this committee would like to discuss is how to eliminate or reduce the taxi black market. As recently as last week, an airport permit taxi and the car sold for \$7000. ( seven thousand dollars)

Technically, the buyer paid only for the car, which means that these days, the taxi permit is worth very little if anything at all, so we would like to know if this committee will asses these current market facts during the next discussion.

Regards,

Abel Seifu

Sent from Yahoo Mail on Android

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**From:** Najibullah Barkzai <barkzai64@gmail.com>  
**Sent:** Tuesday, March 5, 2019 2:09 PM  
**To:** West Mark  
**Cc:** GTAC\_comments; abel s; safaasaleh@sbcglobal.net; Shafer-Payne Angela; Nichols Marc; tehrani3@cox.net  
**Subject:** Airport Taxi Permit Issue

Hello, Mr. West,

My name is Najib, and I have been driving a cab at this airport since 1997. I have also been attending each ad hoc committee meeting since November.

I am really worried how we current airport drivers will survive if this permit becomes open for all. I have four kids, and this taxi job is the only income I have to support them. Please put yourself in my shoes; how would you raise your kids, and support your family, by only working a few days a month? There is no business left in the city for taxi drivers, and most of us are too old to drive for Uber or Lyft. What will be our options if this permit is open for all?

Are we going to the welfare office to ask for help, or do we go out in the street and beg for spare change? I can't imagine the number of fellow coworkers who will go down and face unprecedented social and financial crisis just to benefit a few city drivers.

This issue is really stressing most of us out, and we don't have enough representatives in this committee, so we really need your support before it becomes our reality.

Thank You

Najib

---

**From:** Mark West <mark.west@imperialbeachca.gov>  
**Sent:** Tuesday, March 5, 2019 6:00 PM  
**To:** Najibullah Barkzai  
**Cc:** GTAC\_comments; abel s; safaasaleh@sbcglobal.net; Shafer-Payne Angela; Nichols Marc; tehrani3@cox.net  
**Subject:** Re: Airport Taxi Permit Issue

Najib,

I want you to know I feel for you and hope that things will be better in the future for all.

Warm regards,  
Mark

On Mar 5, 2019, at 2:09 PM, Najibullah Barkzai <[barkzai64@gmail.com](mailto:barkzai64@gmail.com)> wrote:

Hello, Mr. West,

My name is Najib, and I have been driving a cab at this airport since 1997. I have also been attending each ad hoc committee meeting since November.

I am really worried how we current airport drivers will survive if this permit becomes open for all. I have four kids, and this taxi job is the only income I have to support them. Please put yourself in my shoes; how would you raise your kids, and support your family, by only working a few days a month? There is no business left in the city for taxi drivers, and most of us are too old to drive for Uber or Lyft. What will be our options if this permit is open for all?

Are we going to the welfare office to ask for help, or do we go out in the street and beg for spare change? I can't imagine the number of fellow coworkers who will go down and face unprecedented social and financial crisis just to benefit a few city drivers.

This issue is really stressing most of us out, and we don't have enough representatives in this committee, so we really need your support before it becomes our reality.

Thank You

Najib

Sent from Yahoo Mail on Android

Sent from my iPhone

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**From:** Jemal Tefera <jemal619@yahoo.com>  
**Sent:** Thursday, March 7, 2019 10:22 AM  
**To:** West Mark  
**Cc:** GTAC\_comments  
**Subject:** A story to share

Good morning Mr. Mark West,

I would like to share with you my story, in case you find it useful during the airport ad hoc decision making process:

In 2014, when former councilwoman Marti Emerald was advocating about lifting the caps for the city taxis, most city drivers and I were happy. The idea of opening the city taxi permit was to help drivers earn a better income, and to provide better taxi service for the customers by getting ride of the black market. That way, taxi drivers could lower their fares while still competing with Uber and Lyft.

We had also been made promises from radio companies like yellow cab about joining them, and about receiving things like free taxi paint, better calls, and more business from hotels once we had our permits from the city.

Believing all of this, I was elated when I got my first cab, with medialion #4099, and started operating in the city.

Things soon started going from bad to worse. All of the promises and great ideas we were told about never came to fruition, and subsequently most of us started returning our permits within just a few months.

I have attached a YouTube video on the bottom of this email, to show you that out of all the drivers in the video, one or two still own cabs. The rest have left the business.

Now I see those same people sitting on this committee and talking about how they can give better taxi service at this airport, so I would like to know how if it never happened in the city, these people will make it happen at the airport. What happened to all the promises we were told?

I think we all need to look back and see what happened in the city before we make the final decision here at the airport.

Best, Jamal Mohammed.

Watch "Cap on Taxicab Permits Lifted" on YouTube  
[Cap on Taxicab Permits Lifted](#)



## **Cap on Taxicab Permits Lifted**

Councilmember Marti Emerald hosts a press conference in Colina Del Sol Park with City Attorney Jan Goldsmith and Councilmember Scott Sherman to provide an up...

Watch "Taxicab Reform Proposal" on YouTube  
<https://youtu.be/jLvP44J7Ycs>

Sent from Yahoo Mail on Android

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**From:** Edris <edris63@gmail.com>  
**Sent:** Thursday, March 7, 2019 4:23 PM  
**To:** GTAC\_comments  
**Subject:** Opening of Airport Cabs

Dear Committee members,

I started driving a cab in 1983 . Since early the number of cab permits has not changed till now.

We cabbies with the current airport stickers have served this airport well.

Even when huge conventions like Republicans national, comic cons , or the Super Bowls the number of stickers did not change and visitors were served well.

Today we have Ride shares in Thousands that serve the public at the airport and have taken over 70% of the business. NOW you want open the cabs?

It just does not make any sense to me, as I am hanging by my finger nails. Is it the intention of this body to totally destroy us the cabbies? The real reason we don't know, but after serving this place we should not suffer at your hands.

We have been a very loyal and dedicated work force. We deserve to keep our job and retire with dignity and a peace of mind.

There is no room, even one extra cab at this airport. Our idle time, long days and longer waits are evidence of the current reality.

Thanks,

Abdullah "edris"Wahab  
Watan cab

---

**From:** sam Dawoo <semperfi65@yahoo.com>  
**Sent:** Friday, March 8, 2019 9:14 AM  
**To:** GTAC\_comments; West Mark; Abel S.  
**Subject:** Airport Taxi Permit Issue

*Good Morning ladies and Gentlemen ,*

*My name is Saman Dawodi ,i was GS13 with the United State Marines Corp ,GS13 is Equivalent to LT Colonel with Military Rank,  
I was assigned and working with United state marion's crop for about 8 years ,I was warriors and soldiers and Adviser for United State of Marions Corp in the front line of the war in Iraq and Afghanistan . I did 2 Tour of duty in Iraq with (1st Battalion ,3rd Marine , 3rd Marine Division) and 1 Tour of duty to Afghanistan ,I had 50 to 60 close call been killed with my brothers Marines in Iraq and Afghanistan or been Blowing up by IED (Improvised Explosive Device) or getting hit by Motore ,Enemy Sniper or ambush by the terrios .*

*It was an Honor for me to work and serve the United Marines Crop and protect our troops and saved lots of people lifes.  
I have airport taxi ,I purchased long time ago for my retirement and recently got the chance to drive my Taxi and serve our community.*

*By Opening the Airport Taxi Permit for every one in the city, it mean you will put us out of Business and destroy our source of living income.  
We Have family to feed and protected and By opening the airport taxi you will destroyed our family and putting our kids on the welfare system and we don't like that to do that and i am sure uncle sam doesn't like that too. please do not that !.*

*I have been here since 1985 and all my live i am Tax payer and working hard and trying to be a good citizens for this great nations USA ,  
Uber and lyft already destroyed The Taxi Business especially the Airport and took 70% form our Business and not to mentions the values of the Airport Taxi is zero now .  
Please Do not open the Airport Taxi Permit .*

*May God Bless the United States of America .  
Thank You.*

*Respectfully,*

*Saman Dawodi .*

---

**From:** Terefe Kidane <tkidane45@gmail.com>  
**Sent:** Sunday, March 10, 2019 7:55 PM  
**To:** West Mark; GTAC\_comments  
**Cc:** ethioabel@yahoo.com  
**Subject:** Fwd: Airport taxi permlts

Mr. West,

Thank you for your response, as per your request I forwarded this email to GTAC.

Thanks again

----- Forwarded message -----

From: Mark West <[mark.west@imperialbeachca.gov](mailto:mark.west@imperialbeachca.gov)>  
Date: Sun, Mar 10, 2019, 9:23 AM  
Subject: Re: Airport taxi permlts  
To: Terefe Kidane <[tkidane45@gmail.com](mailto:tkidane45@gmail.com)>  
Cc: [ethioabel@yahoo.com](mailto:ethioabel@yahoo.com) <[ethioabel@yahoo.com](mailto:ethioabel@yahoo.com)>

Thanks for your input, I hope you forwarded this to the GTAC email as well.

Take care,  
Mark

Sent from my iPhone

On Mar 9, 2019, at 7:25 PM, Terefe Kidane <[tkidane45@gmail.com](mailto:tkidane45@gmail.com)> wrote:

----- Forwarded message -----

From: Terefe Kidane <[tkidane45@gmail.com](mailto:tkidane45@gmail.com)>  
Date: Sat, Mar 9, 2019, 9:10 PM  
Subject: Airport taxi permlts  
To: <[mark.west@imperialbeachca.gov](mailto:mark.west@imperialbeachca.gov)>

This is a follow-up letter to my email.

My name Terefe Kidane and I am owner driver of Baro cab. I am for not opening airport stickers.

Here are my observations at the last meeting.

1) we airport sticker holders are not fairly represented numberwise. This will result in a decision that favours them.

2) A guy who sold his airport stickers to us in black market is in the comity.  
He wants to bring his cabs to the airport.How ridiculous is this ?

Let me tell you my cab story. I bought my stickers from Mr.palmery for \$100000 +.I took a loan from a bank and l am still paying back the bank.It will take me three to four years forget other expenses.

Working a few days a week is going to be hard on us.

Since taxi business is down there is less income.It is a norm now to wait two+ hours. There is no demand for more cabs. thanks

Please help us in not opening airport stickers to all..

Thank you.

---

**From:** Shafer-Payne Angela  
**Sent:** Tuesday, March 19, 2019 5:11 PM  
**To:** ethioabel@yahoo.com; GTAC\_comments  
**Cc:** West Mark; Nichols Marc  
**Subject:** RE: Ad hoc meeting

Abel,  
Thank you for your question. All meetings are open and you are welcome to observe. I believe you have seen from the last few meetings, the conversation has been robust and all sides were represented.

Regards,

Angela

*Angela Shafer-Payne*  
**Vice President & COO | Operations Division**  
T 619.400.2455 | M 619.890.5733  
[apayne@san.org](mailto:apayne@san.org)



**From:** abel s <ethioabel@yahoo.com>  
**Sent:** Tuesday, March 19, 2019 8:58 AM  
**To:** GTAC\_comments <GTAC\_comments@san.org>  
**Cc:** West Mark <Mark.west@imperialbeachca.gov>; Nichols Marc <mnichols@san.org>; Shafer-Payne Angela <apayne@san.org>  
**Subject:** Ad hoc meeting

Good morning all,

If I am not mistaken I see that there will not be any public participation in the next ad hoc meeting. However I would like to know if we current airport operators are allowed to observe the meeting, or is it a closed meeting for ad hoc group members only?

Please let me know so that I can inform those who are interested in attending this meeting.

Thanks

Abel

Sent from Yahoo Mail on Android

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**From:** abel s <ethioabel@yahoo.com>  
**Sent:** Saturday, March 23, 2019 12:18 PM  
**To:** Shafer-Payne Angela; GTAC\_comments  
**Cc:** West Mark; Nichols Marc  
**Subject:** RE: Ad hoc meeting

Good morning all,

Mrs. Shafer-Payne, and Mr. West,

First of all, thank you for allowing us to listen to the Thursday meeting. I heard that we have one last meeting before this committee makes a final recommendation to the full board, and I have a few questions:

- 1) I believe you know how complex this issue is, and I was wondering do you believe that we have heard enough indepth discussion from each stakeholder over the last six months regarding taxi operations after 2020? I think it's important that the board get the most inclusive recommendation from this committee regarding this matter.
- 2) I believe there are questions that have not been answered, for example, are we going to surrender all of our permits and start from scratch, or can we expect some kind of fair transition?
- 3) How will the taxi operation look in the future, who will run this operation, and what will the faith of the current three associations be?
- 4) If the full board discusses and decides on this issue, don't you think we need to have a conversation with current stakeholders on these points to avoid seeing a heated debate from current stakeholders and city drivers in the board meeting, as we saw at the June 2018 meeting?

I highly suggest that these points be considered, and then discussed during the next meeting, before this committee makes the final recommendation.

Regards

Abel

Sent from Yahoo Mail on Android

On Tue, Mar 19, 2019 at 5:11 PM, Shafer-Payne Angela  
<apayne@san.org> wrote:

Abel,

Thank you for your question. All meetings are open and you are welcome to observe. I believe you have seen from the last few meetings, the conversation has been robust and all sides were represented.

Regards,

Angela

## Angela Shafer-Payne

**Vice President & COO | Operations Division**

T 619.400.2455 | M 619.890.5733

[apayne@san.org](mailto:apayne@san.org)



**From:** abel s <ethioabel@yahoo.com>

**Sent:** Tuesday, March 19, 2019 8:58 AM

**To:** GTAC\_comments <GTAC\_comments@san.org>

**Cc:** West Mark <Mark.west@imperialbeachca.gov>; Nichols Marc <mnichols@san.org>; Shafer-Payne Angela <apayne@san.org>

**Subject:** Ad hoc meeting

Good morning all,

If I am not mistaken I see that there will not be any public participation in the next ad hoc meeting. However I would like to know if we current airport operators are allowed to observe the meeting, or is it a closed meeting for ad hoc group members only?

Please let me know so that I can inform those who are interested in attending this meeting.

Thanks

Abel

Sent from Yahoo Mail on Android

RECEIVED

APR · 2 2019

SDCRAA Executive Office

To: VRs

To whom it may concern

I would like to share some information about Airport Cabs!

As you may know, right now our waiting time on average is around 60 to 90 minutes long. On top of that, Uber and Lyft are competing with us and sometimes even taking away around 70% of our business. As the drivers are having difficult time making enough money to make a living. If the airport Authority would add more taxis at the airport our waiting times would increase and our income would decrease. If the airport issues more permits, it will be a big problem for everyone and between 1500 to 2000 taxi cabs will apply to get permits. Especially from 2019 Taxi cabs of National City , Chula Vista , Coronado , El Cajon and North County joining together with City of San Diego Cabs. It will be chaos situation for all of us, because the City of San Diego Medallion is open and everyone likes to get airport Permit. Right now San Diego airport does not have that capacity to fit all these taxis . We the airport drivers feel responsible to keep the airport safe, manageable, and to provide better service for all.

In order to avoid other problems and to have better solutions, we are kindly advising the Airport Authority to hire professional workers with appropriate backgrounds for the taxi industry.

The best solution is to open around 30 or 50 permits by LOTTO only to keep this situation under control and it would solve the conflicts of interest presented by Mr. Hamidi.

Mr. Kamran Hamidi, the owner of VIP cab recently opened a Radio Service under his name that is called airport dispatch. He is trying to bring as many taxi cabs on his radio service and he is promising those drivers to get airport permits for them. Therefore he is trying hard for this matter, for his own benefit. Hopefully each one of us will realize and wisely keep working forward for a better way to do excellent service to the public.

We would like to thank you for your time and attention to our comments .

Best Regards.

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**From:** abel s <ethioabel@yahoo.com>  
**Sent:** Wednesday, April 24, 2019 12:30 PM  
**To:** Becker Kimberly  
**Cc:** Shafer-Payne Angela; West Mark; Nichols Marc; GTAC\_comments  
**Subject:** Lyft Operating Like Taxi  
**Attachments:** Office Depot Scan.pdf; Office Depot Scan.pdf

Good afternoon all,

Dear Ms. Becker,

My name is Abel Seifu, and I am one of the taxi drivers at this airport. On behalf of all airport taxi drivers, I am contacting you regarding your recent decision to change the Lyft pick-up policy n Terminal Two.

Please find attached both a letter and a signature sheet in support of the letter, signed by Taxi Association leaders and almost all concerned airport drivers. I respectfully ask that you read this letter and respond to our concerns.

Regards,

Abel Seifu

Sent from Yahoo Mail on Android

TO: Ms. Kimberly Becker  
President & CEO  
San Diego International Airport

From: San Diego Airport Taxi Operators

Re: Lyft operating like Taxi Line at San Diego International Airport

April 23, 2019

Dear Ms. Becker,

We are very concerned about the Airport Authorities' new Lyft pick up policy at San Diego airport, and object to the policy change directly to you. Lyft is classified as Transportation Network Company (TNC) and is required to pre-arrange all trips through the Lyft application platform. Per the Public Utilities Commission (PUC) guidelines governing TNCs, all rides must all be prearranged and cannot be hailed or picked up, as is done by taxis. It is this pre-arrangement distinction that TNC argue makes them different from taxis, and thus exempt from costly traditional transportation regulations.

By allowing Lyft or any TNC company to line up like a taxi, would be a clear violation of state guidelines by which TNC are permitted to operate. The policy would essentially allow Lyft to operate as a taxi, without the full rules and regulations that all taxis operating at the airport abide by, thus giving them a clear unfair advantage over other modes.

Further, it is wrong making major transportation island decisions without discussing this issue with all stakeholders, especially the taxi industry, who has serviced the airport for many decades, and whose fees paid to the airport, was integral in its development, well before TNCs arrived on the stage.

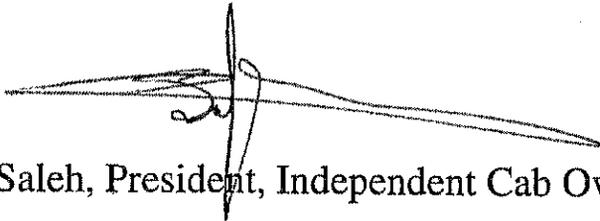
Finally, this policy change undermines the ad hoc committee chaired by Councilmember Mark West, which is currently discussing the future direction of ground transportation at the airport.

We respectfully ask you to consider these facts, and strongly oppose any proposed ground transportation pick up policy for Lyft, or any TNC, that violates PUC guidelines and give unfair advantage to any single company or mode of transportation over another.

Sincerely,

A handwritten signature in black ink, appearing to read "Nasser A. Tehrani". The signature is fluid and cursive, with a large loop at the end.

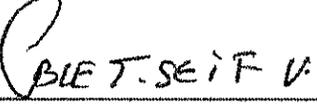
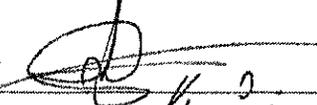
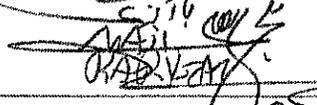
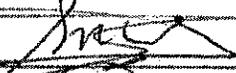
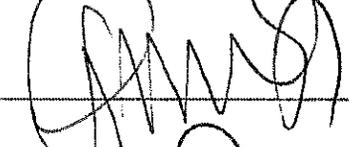
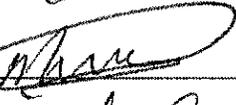
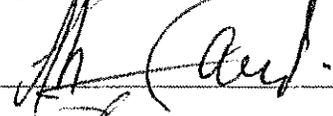
Nasser A. Tehrani, President, San Diego Taxi Association

A handwritten signature in black ink, appearing to read "Safa Saleh". The signature is very stylized and elongated, with a vertical line through the middle.

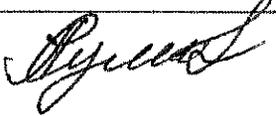
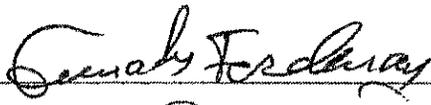
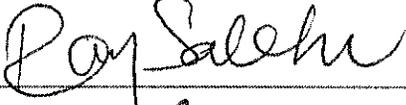
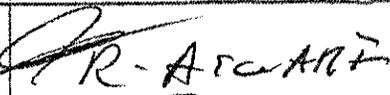
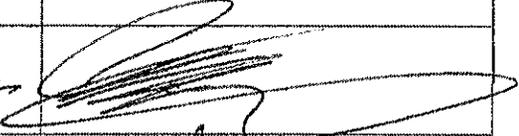
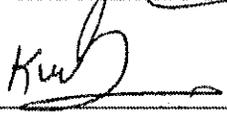
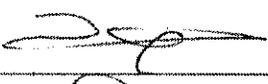
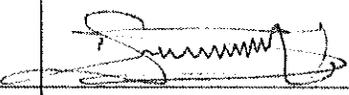
Safa Saleh, President, Independent Cab Owners Association

All Undersigned San Diego Airport Taxi Operators

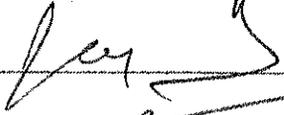
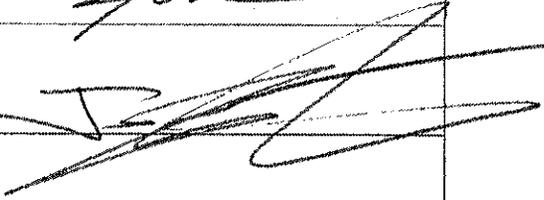
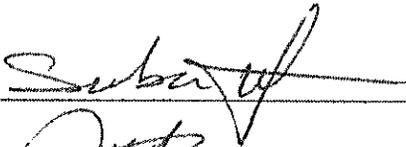
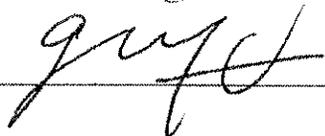
**Re: Lyft Operating Like Taxi Line At San Diego International Airport**

NAME	CAB#	SIGNATURE
ABEL T. SEIFU	SDTA 631	
Mukemil Hassan	37	<del></del>
BARKZAI NAJIBULLAH	73	<del></del>
Faraidon Bustani	572	
MOSES WYOHANI	18	<del></del>
Getachew F. Regassa	435	
Xhetsand Anapaw	551	
Teresenbet Keleten	98	
Habtanu Yohannes	814	
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MESAYE YIMAN	662	
Kumaa Ashamy	395	
AHMED QADI	343	
Adele BABA	604	

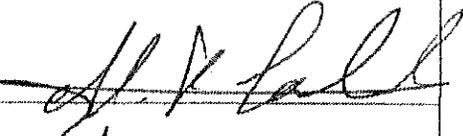
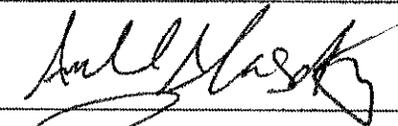
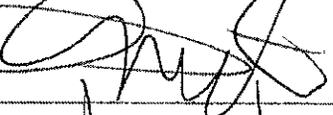
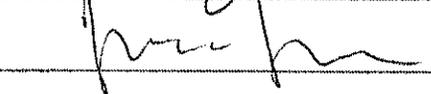
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ALBERT SULEYMANOV	62	
JIM FERDMAN	1208	
PAV SALEHI	1019	
MOSTAFA SAJJAD	946	
HOSSEIN TABATABAI	424	H. Tahvili
REZA ASGARZ	804	
mehdi shaseemi	502	
Kulwinder Singh	0006	
Obsanbar Usman	784	
Abdi Roble	668	
SEID HAKSEN	957	
Daniel Tesema	311	
Geetha Kabada	195	

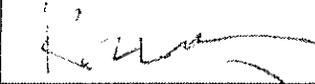
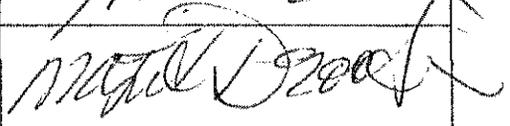
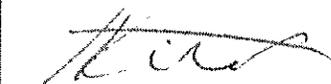
**Re: Lyft Operating Like Taxi Line At San Diego International Airport**

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Omer Abu	1298	
Kidune zero	766	
GEBRANKET TESFAYEH	788	
JOSEPH GATUM	657	
SABA NEGASI	253	
Mohamed DAHIR	742	
Osman EGAL	990	OSMAN
HAMD. S/nd	619	
Gebrekhan W.	<del>69159</del>	
NEBIAT BAHAT	155	Nebiat Bahat
MAHMUDJON	829	
Umer K	610	

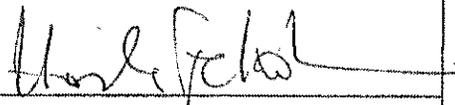
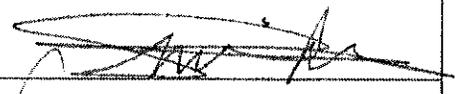
**Re: Lyft Operating Like Taxi Line At San Diego International Airport**

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Mahmoud Hazeri	458	
Amr Amr	559	
<del>Moham Khalb</del>	511	<del></del>
<del>Fekhe Woldai</del>	555	<del></del>
ABRES TEKIE	364	
Fadhil Al Timimi	817	
NAJLA ALASADY	1009	
Wolde Bityem	578	
<del>Nices Venz</del>	237	<del></del>
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Jafar Iranian	490	
Berhanie masnaha 299	299	Berhanie
Mohamed Einte	116	
Famir Khair	1201	

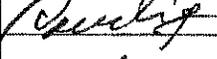
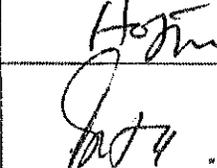
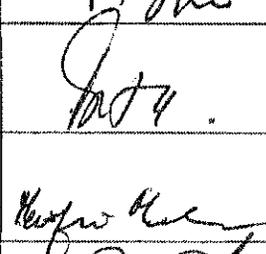
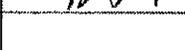
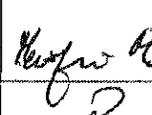
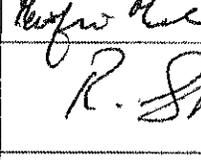
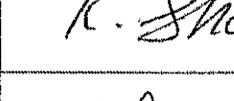
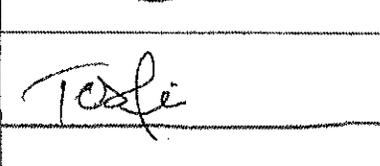
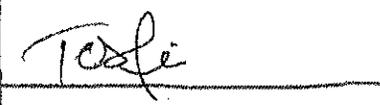
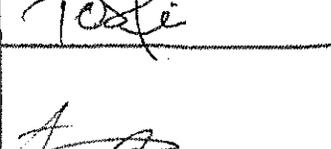
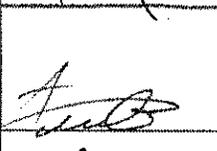
Re: Lyft Operating Like Taxi Line At San Diego International Airport

NAME	GAE#	SIGNATURE
Hajm Tari		
Sh [Signature]	904	Sal Naser
Bijan Tavousi	996	
SALAHUDDIN MAJID	1286	suetab
Shekib AK Iile	934	
Kavan Berenjan	926	
Edris Wahab	1324	Agh Wahab
Majid Doroodi	1006	
Hassan Taleghani	970	Hassan
HIVSI ALI	225	
PAYAM SHAHRUKH	713	Payam
Saman Dawodi	648	
Alan Beker	819	

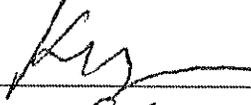
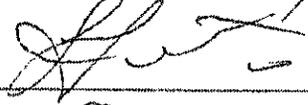
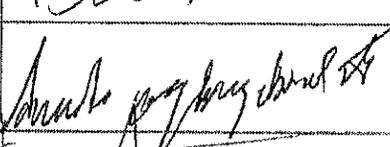
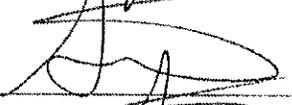
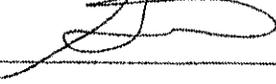
**Re: Lyft Operating Like Taxi Line At San Diego International Airport**

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TEWEZEMEDHEN BOKRETSION	870	
Desalegn Tebore	120	
Tumana Tessema	240	Tumana getachew
medhin meshasha	700	
NIGUSE Bernane	478	
HAILEABRAHAM	283	
Assefhe yisre	77	
GASIM Mohamed	327	
mubnt sebbetra	537	
Shaw.A.Todci	702	
Halim Hakim	405	
Norival Santos	156 25	

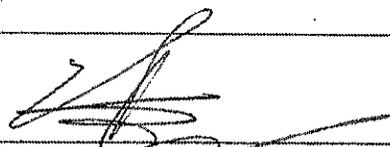
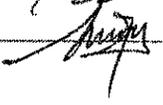
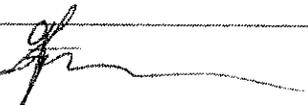
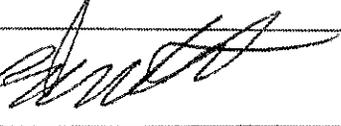
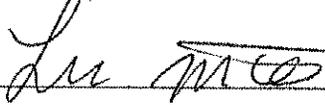
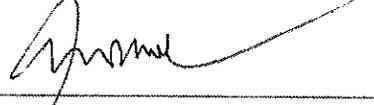
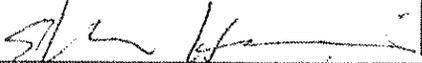
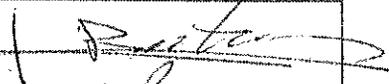
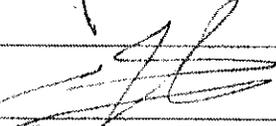
**Re: Lyft Operating Like Taxi Line At San Diego International Airport**

NAME	CAB#	SIGNATURE
Sadik ELMOGE	803	
Ali JIRN	620	
TESEMA MOKETO	681	
TESFAI TEKLE	1228	
Roman Shalomov	971	R. Shalomov
Tesfai Takele	414	Tesfai
Teshome Sembete	800	
Yoel Gebra	464	
Tekle Tewelde	767	
John TEKLU	327	
Beyan- Asfha	780	
MOHAMMAD ALBAHSAH	919	
MUNIDDIN AHKIMOV	491	
Mefthaw Chesole	912	
ANOUKE LANTIERE	330	

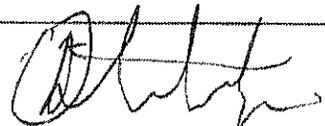
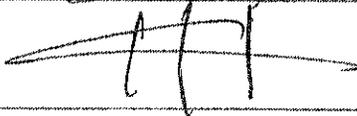
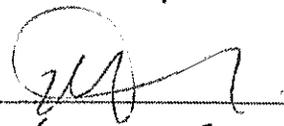
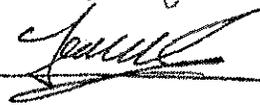
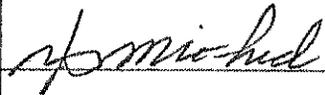
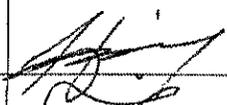
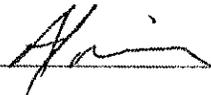
Re: Lyft Operating Like Taxi Line At San Diego International Airport

NAME	CALL#	SIGNATURE
YAKOV BADALOV	285	
Boris Anyan	337	
Yuriy Badalov	258	YUR.Y
Oladimir Trukovic	745	
Artur Mosesov	1268	
Mehriddin Khawaja	956	
Vidadi Garayev	483	
UKBAMARIAMWAZDONKIE	2110	
Garayev Ghita	594	
Rebas Zandi	941	
TSEGA TESTAMARIAM	110	TSEGA
Andrei K. Oghobevic	590	
Samson Texe	775	
Samson Texe	17	

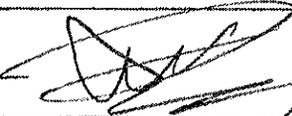
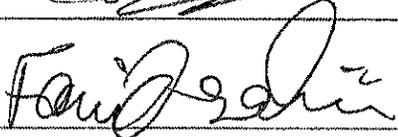
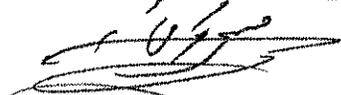
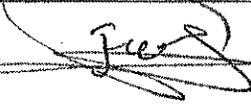
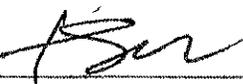
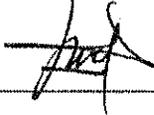
**Re: Lyft Operating Like Taxi Line At San Diego International Airport**

NAME	CAB#	SIGNATURE
Abdu M Ali	492	
Mohamed Fales	887	
HARAY Gebremichael	547	
George Sayed	688	
MIR. N. SADA T	380	
OSMAN KHOLIGI	209	
Haileay Haileselassie	1024	Haileay Haileselassie
Legesse Mebrattu	765	
Zeheti K. Haile	468	Zeheti K. Haile
William Abzie	608	
TESFOM DEBAS	672	Tefo Russe
EHSAN HASSAN	845	
BUTRU R. H. H.	609	
Fahred Hamdaci	818	

**Re: Lyft Operating Like Taxi Line At San Diego International Airport**

NAME	CAB#	SIGNATURE
abdulahi NOOR	966	
<del>Abdusalan Jamu</del>	<del>691</del>	<del></del>
Mahamed Daoud	726	
Haileselassie Legesse	83	
Yusef Saied	674	
Leten alomayehu	121	
Judef Feyy	244	
CUMBU T. M.	552	
Michael Habtom	59	
HASSAN ABDIRATHMAN	442	
M. Tariq	562	
ocimbele ALI	5	
Amaniel Welde mariam	1249	

**Re: Lyft Operating Like Taxi Line At San Diego International Airport**

NAME	CAB#	SIGNATURE
HASSAN NAZAR	664	
FARID SALIMI.	598	
Wahid Sayar	593	
Salim Amiri	417	
Sultan Anwar	1012	
FARID OSMANI	647	
TOJAN	0903	
SULMAN Y BOSTA	783	
MEGRA TEKLU	960	
TEKLE WOLDEAB	591	

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**From:** Shafer-Payne Angela  
**Sent:** Friday, April 26, 2019 9:20 AM  
**To:** ethioabel@yahoo.com; Becker Kimberly  
**Cc:** West Mark; Nichols Marc; GTAC\_comments  
**Subject:** RE: Lyft Operating Like Taxi

Good Morning Abel,

We are in receipt of your letter and please allow me to clarify the current Lyft pilot program. Airport Authority staff communicated with all MOA representatives several weeks ago, making everyone aware that Lyft would be conducting a test of a new program and should the test prove the concept then a pilot program would be conducted through the month of May. The queue matching product allows drivers and passengers to match by their order in a queue which has the potential to be a much faster way for drivers and passengers to match. The Airport is interested in ways in which technology can help with curb congestion and dwell time at the Airport. This is only a pilot program. At the conclusion of the pilot program, staff will analyze the impacts (pro and con) and make a determination as to whether the program will be allowed to continue.

Your letter also references the work of the Ground Transportation Committee (GTAC) and this pilot program being in conflict. Staff made it clear at the beginning of the GTAC that operations would need to continue at the Airport, and any program that has the potential to improve the experience for the customer and/or relieve congestion will be considered by staff. We don't see this pilot in conflict with the GTAC work.

Regards,

*Angela Shafer-Payne*  
**Vice President & COO | Operations Division**  
T 619.400.2455 | M 619.890.5733  
[apayne@san.org](mailto:apayne@san.org)



**From:** abel s <ethioabel@yahoo.com>  
**Sent:** Wednesday, April 24, 2019 12:30 PM  
**To:** Becker Kimberly <kbecker@san.org>  
**Cc:** Shafer-Payne Angela <apayne@san.org>; West Mark <Mark.west@imperialbeachca.gov>; Nichols Marc

<mnichols@san.org>; GTAC\_comments <GTAC\_comments@san.org>

**Subject:** Lyft Operating Like Taxi

Good afternoon all,

Dear Ms. Becker,

My name is Abel Seifu, and I am one of the taxi drivers at this airport. On behalf of all airport taxi drivers, I am contacting you regarding your recent decision to change the Lyft pick-up policy n Terminal Two.

Please find attached both a letter and a signature sheet in support of the letter, signed by Taxi Association leaders and almost all concerned airport drivers. I respectfully ask that you read this letter and respond to our concerns.

Regards,

Abel Seifu

Sent from Yahoo Mail on Android

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**From:** abel s <ethioabel@yahoo.com>  
**Sent:** Sunday, May 12, 2019 12:16 PM  
**To:** GTAC\_comments  
**Cc:** Shafer-Payne Angela; West Mark; Nichols Marc  
**Subject:** Comments

Good afternoon all,

I would like to share some feedback regarding certain points that was raised from previous meetings:

One of the issues that was brought up was the taxi app issue, and I have heard that this Airport treats everyone unfairly by allowing Uber and Lyft to operate according to the app, but not taxi companies . Some individuals, like Mr. Palmeri, have repeatedly asked the airport about this issue in the past , and he is now pushing this agenda with ad hoc members. I have also heard that the Authority can have a special lane at the terminal that's dedicated to taxis who prefer to serve app based customers.

I believe that the Authority should look at the basis for this request, or determine what the true intention for this kind of request is. On a daily basis, most customers at this airport use the Uber or Lyft , if they're going to use a transportation app of any kind. And if they are in hurry or their phone is not working, or don't want to wait, then they'll grab the first available taxi in line. This is common practice in everyday operation.

As we have said numerous times, certain individuals are looking to make extra money by misleading this airport regarding taxi operation changes. Granting this kind of request can only benefit these individuals, so the Authority must be cautious before granting this kind of change.

Regards,

Abel

Sent from Yahoo Mail on Android

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**From:** abel s <ethioabel@yahoo.com>  
**Sent:** Sunday, May 12, 2019 10:48 PM  
**To:** West Mark  
**Cc:** GTAC\_comments; Shafer-Payne Angela; Nichols Marc  
**Subject:** Re: Comments  
**Attachments:** Airport Apps and All-Day Permits-2.pdf

Thank you for your response, Mr. West.

After talking to a few drivers in the lot, they suggested that I write a formal letter to support my previous email to this committee, and also add a few more ideas for consideration. Please find attached letter at the bottom of this email .

Again, thank you very much for your attention. I look forward to hearing from you.

Abel

Sent from Yahoo Mail on Android

On Sun, May 12, 2019 at 12:42 PM, Mark West <mark.west@imperialbeachca.gov> wrote:

Thanks for your input.

All the best,  
Mark

Sent from my iPhone

On May 12, 2019, at 12:16 PM, abel s <[ethioabel@yahoo.com](mailto:ethioabel@yahoo.com)> wrote:

Good afternoon all,

I would like to share some feedback regarding certain points that was raised from previous meetings:

One of the issues that was brought up was the taxi app issue, and I have heard that this Airport treats everyone unfairly by allowing Uber and Lyft to operate according to the app, but not taxi companies

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As we have said numerous times, certain individuals are looking to make extra money by misleading this airport regarding taxi operation changes. Granting this kind of request can only benefit these individuals, so the Authority must be cautious before granting this kind of change.

Regards,

Abel

Sent from Yahoo Mail on Android

To: Honorable Councilmember Mark West,  
Chair, Ground Transportation Ad Hoc Committee  
3225 North Harbor Drive  
San Diego, CA 92101

**Re: Airport Taxi App and All-Day Permit Cabs**

Dear Councilmember West,

This letter expresses the opinions and recommendations from the airport taxi drivers, who have been attending the ad-hoc committee meetings over the past six-months, on the issue of mobile taxi applications and the All-Permit cabs.

### **Taxi Airport App**

A suggestion proposed numerous times by Mr. Anthony Palmeri has been for airport cabs to develop an application similar to Uber and Lyft. We completely disagree with this recommendation for the following reasons. First, the Uber and Lyft applications are uniform and ubiquitous in the transportation industry throughout the nation, and customers choosing to use these services, already have the app on their phone. Taxi's in America, are mostly independently owned and operated at most major airports, locally regulated and there are no nationally recognized applications for taxi apps. If a customer chose to take taxi at any major airport, they simply approach the taxi line, and take the first cab. Therefore, it makes no sense to force airport cabs to adopt an app that the traveling public will never use. Someone traveling to San Diego wanting to request a cab by app, would have to do the following:

- Figure out which application to download.
- Create an account and enter their credit card information
- Then figure out where the pickup location is.

This is not a good customer experience. The current automated dispatch works perfectly at SAN, and there is no need to change what already works.

Secondly, no airport taxi driver or customer is asking for an airport taxi app because there is no demand for it. The sole advocate is Mr. Anthony Palmeri, CEO of Yellow Cab Radio Service. Mr. Palmeri owns no cabs at the airport or in the city, he only owns a dispatch services, and would be the sole beneficiary if the Airport Authority mandate airport cabs adopt his failing Yellow Cab app. For background purposes, it must be remembered that Mr. Palmeri sold all his airport permits and city medallions almost fifteen-years ago to today's small business owner operators, at great profit for himself. He has no monetary investment in today's ground transportation business at the airport, but sees fit to advocate for policies that will harm the very owner-operators he profited off. This is clear conflict of interest, that I recommend the ad-hoc committee take into consideration when listening to him.

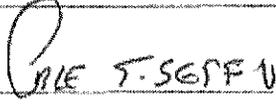
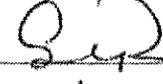
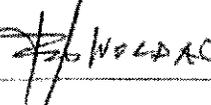
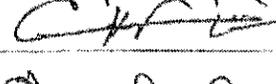
### **All day permits**

Regarding the taxi permit system, there has been suggestions to the ad hoc committee that the 30-day permit (ALL permits) be eliminated and instead replaced by a 15-day permit. These permits would then be distributed to the city drivers. We categorically oppose this this plan, as it is unfair to those who have invested hundreds of thousands of dollars in forming an All-Day airport cab. This policy would be nothing short of regulatory capture, as it confiscates the hard-earned permits of current owner operators, and redistributes to those who have not earned it.

Sincerely,

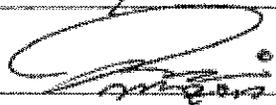
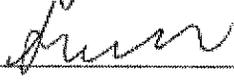
The undersigned airport taxi drivers

Re: Ad Hoc Committee Composition

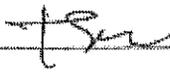
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ABILE	SEIFU	631	
Faraidon Dufani	Sunny	572	
Saman Dawud	CAB.COM	608	
Berhe Woldai	CAB. CITY.	555	
Ishetie Haile	city Cab	468	
ABRES	TEKIE	364	
Mahmoud	HAFEZI	458	
Anoosh	Aman	559	
YAKCU	BAWALAC	285	
CAMERON	HARITIAN	1267	
YOHANNES	MAGOS	1224	
Berhane	Woldemariam	918	

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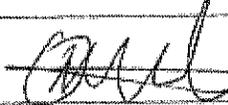
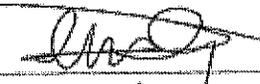
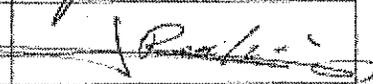
Re: Ad Hoc Committee Composition

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Fereydoon	Nazari	148	
Said	Raghazi	1227	
RAY	SALEHI	1219	
Farshad	Harpazi	812	
Ali	Tajbakhsh	659	
Elias Chekol	ChekolE	164	
AARON	GHILE	255	
MESAJE	YIHUN	062	
Ghazi Yaseen	Yaseen	329	
IRAS, KASHANI	KASHANI	518	
SAFAA	SALEH	981	
Bahman	Mahmoudi	152	

Re: Ad Hoc Committee Composition

First Name	Last Name	Cab #	Signature
MEERA	TEKLU	960	
Berhane	MESIAHU	299	Berhane
TESFAYI	ANIMARIAM	575	
TESFOM	DEBAS	672	
HAKIM	HAKIMI	405	
Sayed HOMAYOUN	SADAT	688	
Shawon	TOOKHI	702	
Rahmat	NARZAI	1210	
Wolabe	SITUM	578	
MOSES	WYOHANS	18	
Terefe	KIDANE	507	
ELIAS	TESFAI	777	

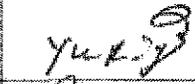
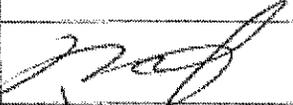
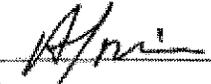
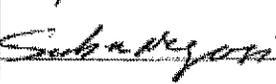
## Re: Ad Hoc Committee Composition

First Name	Last Name	Cab #	Signature
Abdulahi Noor	Noor	966	
medin	meshashu	700	
Desalegn	Tebere	120	
MUSTAFA	BALLAD	946	
Daniel	Tesema	311	
Bijah	Ridhi	609	
EMSAN	WASSAW	845	
REZA	ASGARF	490	
SAED	FAIZY	757	
Abdell	popal	470	
Sal	Naseriy	907	
Hbib	Paghmani	663	

## Re: Ad Hoc Committee Composition

First Name	Last Name	Cab #	Signature
Belal	Qarqha	715	
Sultan	Anwar	1012	
Hashmat	Hassajod	582	
TESFAI	TERLE	1228	
Benjam	Alpha	780	
JOSEPH	GOITOM	687	
NETSANET	ANAGAW	251	
OMEN	AMROD	1298	
MARITL	APENARI	66	
Seused	Ali	551	
EISSABET	Reday	827	
KADR	Bobbasa	947	

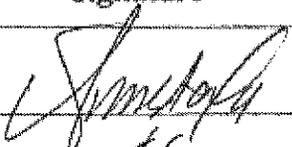
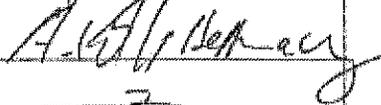
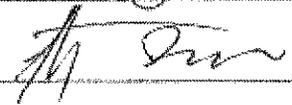
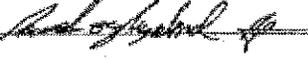
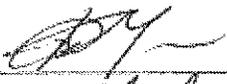
Re: Ad Hoc Committee Composition

First Name	Last Name	Cab #	Signature
Lina	FERAWAN	1208	
Yuriy	hadadov	259	
SAID	YAGOV	287	
YURIY	GRICORYAN	762	
VLADIMIR	TISHKEVICH	745	
Jamal	Khan	1221	
SEID	WASSEN	957	
Amaniel	waldemariam	1249	
SABA	negoti	253	
NORIVAL	SANJA	25	
BENZAM	KEBEDE	595	
YOMELF	woldehiwat	257	

Re: Ad Hoc Committee Composition

First Name	Last Name	Cab #	Signature
Alan	Beker	819	Alan S. John
HARON	Sium	873	[Signature]
WUBISA	BITOLA	477	WUBISA
ALAZAR	AYENA	736	[Signature]
Jemal	MOHAMMED	386	[Signature]
Dawit	MEGUSSE	782	[Signature]
TANIQ	MOSAMMAM	562	[Signature]
MOHAMMAD	IBRAHIMI	550	[Signature]
Ahmed	OSMANI	427	[Signature]
HASSAN	NAZAR	664	[Signature]
MAKMAE	Entorprize Bell	586	[Signature]
JER	CAB 386	386	[Signature]

## Re: Ad Hoc Committee Composition

First Name	Last Name	Cab #	Signature
ABDULLAH	MUSTAFA	798	
Armstrong	DeAnancy	445	
Azizullah	Nawabi	694	
AGOH	HENRY	084	
AHMED	QADI	703	
Dawud	Omer	830	
Rebas	Zandi	941	
Hamid	Mohammedian	734	
Mohammed	Naseiri	359	m. naseiri
Andrei	Oghabekiel	590	
Boris D	Davidev	337	
Roman	Shalomov	971	R. Shalomov

Re: Ad Hoc Committee Composition

First Name	Last Name	Cab #	Signature
JEWEL JEMEDHIN	BOKRETSION	870	
NIGELGE	BERMANE	478	
FI LONO	BERHE	758	
WONDASEN	AMELIDAN	547	
TAVEKERN	MENYESHA	677	
ABDULHASAP	SALAH	86	
NAJIBULLAH	BARKAZAI	73	
FADHIL	AL-TIMIRI	817	
PL	MAHAMMUD	321	
MAJID	DOROODI	1006	
TIGIST	Gobana	117	
Bihana	SABU	175	

## Re: Ad Hoc Committee Composition

First Name	Last Name	Cab #	Signature
HASHMAT	ASADI JB <sub>cab</sub>	958	
walid	Sayar	593	WALID SAYAR
Homayon	Sadat	688	<del>SADAT</del>
Amare	SAEBI	760	
ASFAHA	mehangel	948	Asfa Ha Mehangel
WIBAMARIAM	wibadensiel	110	
TSEGA	TESAMARIAM	110	TEGA
Hiwet	Solomon	948	Hiwet
JALAL	FARAJ	244	Jalal Faraj
Khawaja M.	Mehrudati	956	Kj
FANIF	SALIM	598	Salim
Fariidullah	osmani	647	

---

**From:** Shafer-Payne Angela  
**Sent:** Monday, May 13, 2019 8:34 AM  
**To:** ethioabel@yahoo.com; GTAC\_comments  
**Cc:** West Mark; Nichols Marc  
**Subject:** RE: Comments

Good Morning Abel,

Thank you for your email. I want to take this opportunity to clarify, from staff's perspective, our position on a taxicab application as referenced in your email. You are correct, that a taxicab application has been suggested. While staff has not said no to this idea, what we have said is that the proposers need to explain how the application would work for only a few cabs operating at San Diego Airport. We recognize the need for the industry to be on the same page and until we are given an application solution that all taxicabs agree to or are shown how it can work for just a few, staff would be reluctant to support.

Authority staff are supportive of technology working to improve efficiency on the transit islands or improving customer service, but there needs to be some consistency within a mode.

Regards,

Angela

*Angela Shafer-Payne*

**Vice President & COO | Operations Division**

T 619.400.2455 | M 619.890.5733

[apayne@san.org](mailto:apayne@san.org)



**From:** abel s <ethioabel@yahoo.com>

**Sent:** Sunday, May 12, 2019 12:16 PM

**To:** GTAC\_comments <GTAC\_comments@san.org>

**Cc:** Shafer-Payne Angela <apayne@san.org>; West Mark <Mark.west@imperialbeachca.gov>; Nichols Marc

<mnichols@san.org>

**Subject:** Comments

Good afternoon all,

I would like to share some feedback regarding certain points that was raised from previous meetings:

One of the issues that was brought up was the taxi app issue, and I have heard that this Airport treats everyone unfairly by allowing Uber and Lyft to operate according to the app, but not taxi companies . Some individuals, like Mr. Palmeri, have repeatedly asked the airport about this issue in the past , and he is now pushing this agenda with ad hoc members. I have also heard that the Authority can have a special lane at the terminal that's dedicated to taxis who prefer to serve app based customers.

I believe that the Authority should look at the basis for this request, or determine what the true intention for this kind of request is. On a daily basis, most customers at this airport use the Uber or Lyft , if they're going to use a transportation app of any kind. And if they are in hurry or their phone is not working, or don't want to wait, then they'll grab the first available taxi in line. This is common practice in everyday operation.

As we have said numerous times, certain individuals are looking to make extra money by misleading this airport regarding taxi operation changes. Granting this kind of request can only benefit these individuals, so the Authority must be cautious before granting this kind of change.

Regards,

Abel

Sent from Yahoo Mail on Android

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**From:** Peter Zschiesche <pzschiesche@weberc.net>  
**Sent:** Monday, May 13, 2019 4:11 PM  
**To:** GTAC\_comments  
**Subject:** GT Alternative Framework Document

In advance of our Ad Hoc meeting tomorrow I submit the following comments on behalf of the Employee Rights Center in San Diego.

**"Recommendation 11.** *Develop commercial transportation environmental strategies weighted towards fiscal incentives, rather than requirements, to upgrade vehicles and reduce emissions in order to reduce Greenhouse Gas Emissions (GHG).*"

Comment - I do not recall any group discussion of how to "weigh" environmental strategies. I recommend that this recommendation remain neutral on the question to how to favor strategies in advance of evaluating any particular strategy. The statement should be revised to say that a goal is to "seek fiscal incentives when appropriate and regulations when necessary."

Thanks for all the hard work of staff!

Peter Zschiesche  
Employee Rights Center  
and  
Secretary,  
Labor's Alliance  
San Diego, CA  
619-252-8506

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**From:** abel s <ethioabel@yahoo.com>  
**Sent:** Tuesday, May 14, 2019 6:42 AM  
**To:** Shafer-Payne Angela; GTAC\_comments  
**Cc:** West Mark; Nichols Marc  
**Subject:** RE: Comments

Good morning Mrs. Shafer-Payne,

Thank you for your response. We support the staff position and the idea that you mentioned.

As I said, we are worried that if this airport mandates in 2020 that all taxis who wish to operate in this airport use the taxi app, most of us will be forced to join Yellow Cab Radio Service, which means we will have to pay a radio service fee up to \$200 a week for a service that we might not use. We are hoping, of course, that this will not happen.

Thank you again for your response, and see you at the meeting.

Abel

Sent from Yahoo Mail on Android

On Mon, May 13, 2019 at 8:33 AM, Shafer-Payne Angela <apayne@san.org> wrote:

Good Morning Abel,

Thank you for your email. I want to take this opportunity to clarify, from staff's perspective, our position on a taxicab application as referenced in your email. You are correct, that a taxicab application has been suggested. While staff has not said no to this idea, what we have said is that the proposers need to explain how the application would work for only a few cabs operating at San Diego Airport. We recognize the need for the industry to be on the same page and until we are given an application solution that all taxicabs agree to or are shown how it can work for just a few, staff would be reluctant to support.

Authority staff are supportive of technology working to improve efficiency on the transit islands or improving customer service, but there needs to be some consistency within a mode.

Regards,

Angela

# Angela Shafer-Payne

**Vice President & COO | Operations Division**

T 619.400.2455 | M 619.890.5733

[apayne@san.org](mailto:apayne@san.org)



**From:** abel s <ethioabel@yahoo.com>

**Sent:** Sunday, May 12, 2019 12:16 PM

**To:** GTAC\_comments <GTAC\_comments@san.org>

**Cc:** Shafer-Payne Angela <apayne@san.org>; West Mark <Mark.west@imperialbeachca.gov>; Nichols Marc <mnichols@san.org>

**Subject:** Comments

Good afternoon all,

I would like to share some feedback regarding certain points that was raised from previous meetings:

One of the issues that was brought up was the taxi app issue, and I have heard that this Airport treats everyone unfairly by allowing Uber and Lyft to operate according to the app, but not taxi companies . Some individuals, like Mr. Palmeri, have repeatedly asked the airport about this issue in the past , and he is now pushing this agenda with ad hoc members.I have also heard that the Authority can have a special lane at the terminal that's dedicated to taxis who prefer to serve app based customers.

I believe that the Authority should look at the basis for this request, or determine what the true intention for this kind of request is. On a daily basis, most customers at this airport use the Uber or Lyft , if they're going to use a transportation app of any kind. And if they are in hurry or their phone is not working, or don't want to wait, then they'll grab the first available taxi in line. This is common practice in everyday operation.

As we have said numerous times, certain individuals are looking to make extra money by misleading this airport regarding taxi operation changes. Granting this kind of request can only benefit these individuals, so the Authority must be cautious before granting this kind of change.

Regards,

Abel

Sent from Yahoo Mail on Android

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**From:** Peter Zschiesche <pzschiesche@weberc.net>  
**Sent:** Friday, May 3, 2019 1:19 PM  
**To:** Todt Iovanka  
**Cc:** Alor Calderon  
**Subject:** Remarks to Airport Board May 2nd  
**Attachments:** Airport Bd PZ remarks 0519.docx

Iovanka.

Please share my remarks to the Board yesterday on behalf of the Employee Rights Center with your 3 Board members on the Ad Hoc Committee and CEO Kim Becker for their information.

I recall that Mark West called for Ad Hoc Committee members to take advantage of opportunities to comment on our work and offer these remarks in that spirit.

Thanks.

Peter Zschiesche  
Secretary,  
Labor's Alliance  
San Diego, CA  
619-252-8506

Remarks during Public Comment at Airport Authority Board Meeting, May 2, 2019

Good morning. My name is Peter Zschiesche from the Employee Rights Center, which is participating as a community member on your Ad Hoc Ground Transportation Committee. I echo Carol's thanks to the Board and staff of the Airport Authority for establishing this committee, which is so informative.

Regarding your consideration of a "taxi line" for Lyft and other TNCs, we believe that your actions should reflect the Airport's Ground Transportation stated Goals that include both customer service and a reduced environmental impact. It seems that this proposed pilot seeks to address customer service only.

However, for the Airport this proposal definitely ignores its goal of reducing the environmental impact of air pollution. Taxis permitted to serve the Airport support this goal by using cars that are almost 100% alternative energy vehicles according to the Airport's own standards.

In comparison, the Airport's own data of total TNC vehicle trips for the last 6 months of 2017 show that less than 20% of TNC vehicle trips were made by alternative energy vehicles. Furthermore, an unlimited number of vehicles versus the 360+ taxis currently permitted to serve the Airport makes those trips.

For your information taxis permitted by MTS are 88% alternative fuel vehicles or over 4 times as "green" as TNCs operating at the airport. Moreover, they are green because it makes economic sense for those who drive for a living.

Now is the time for the Airport to start addressing its goal of reducing air pollution and the taxi industry's concerns about equity when it decides to create new arrangements for members of the ground transportation family here.

The Ad Hoc Committee has had much discussion of these issues and we look forward to its final recommendations to your full Board regarding the options we see for you to create more equity and reduce air pollution around our Airport.

---

**Attachments:** city taxi.pptx

**Importance:** High

**From:** Gulab Muhammadi <[arianacab.sandiego@gmail.com](mailto:arianacab.sandiego@gmail.com)>  
**Sent:** Tuesday, January 1, 2019 9:05 PM  
**To:** Todt lovanka <[itodt@san.org](mailto:itodt@san.org)>  
**Subject:** Presentation for Ground Transportation Ad Hoc Committee Meeting

Dear lovanka,

Attached you will find my power point presentation for the January 17th, 2019 Ground Transportation Ad Hoc Committee meeting. I am only requesting 5 minutes to talk about the current operating strategy and transportation industry changes.

If you have any further questions you can contact me.

Thank you for your time and attention in this regard.

Sincerely,  
Gulab Muhammadi  
Ground Transportation Ad-Hoc Committee Member

*Asking For Equal Rights*

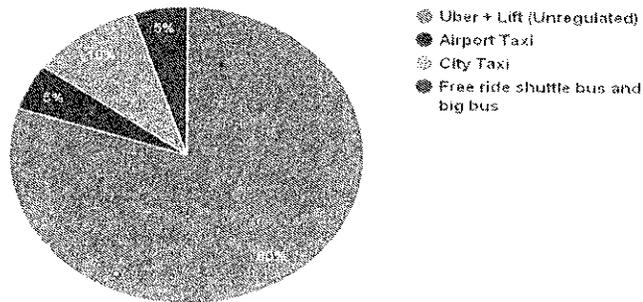
# Open Airport For All City Cab



## CITY TAXI

- All taxis operating in the city of San Diego are regulated and permitted by MTS code of ordinance # 11
- There is no differences between city taxi and airport taxi as we have completed all requirements to get a taxi permit.
- It was the best decision by MTS when they granted new 273 medallions in 2015 for qualified drivers for example:  
( one taxi permit per driver, no lease to driver and no transfer).  
And all taxi drivers became the owner of small business of taxi
- City cab drivers provide complete taxi services to customers and use modern technology such as GPS to provide accurate ETA
- Like every driver, city taxi drivers also want a better life and better opportunity for our families and dependents.
- We should not let hopeless people to tell us that our permit policy cannot be improved

### City of San Diego Taxi Services



## AIRPORT TAXI

- Per authority code section 9.12, the authority has issued 450 stickers. The airport taxis are controlled by the authority rules and regulation. And are authorized to pick up passengers at airport and city of san Diego.
- Number of taxi authorized each day and number of taxis authorized alternative like A,B Group .
- 20 % are individual taxi owners and 80% some owners have multiple stickers that they lease to driver for \$400-\$600 weekly .
- Also, privatizing sticker permits enables black market sales from \$30,000 -\$100,0000

## Negative effect of current strategy on taxi business

- City taxis have not been authorized to pick up customers at the airport for over 50 years and at the rental car center
- Airport authority has given this opportunity of business for unlimited and unregulated uber and lyft drivers
- Airport authority issued multiple stickers for some specific airport taxi owners and these owners then leased them to other drivers
- Airport stickers sell in the black market from \$30,000 - \$100,000 .
- Selling of airport sticker is like a private airport system it is against the law of commercialized airport

## GTA SOLUTION (change current operating strategy )

- Time is running out and 2019 approaches it is now time to start a new chapter to bring democratic change in the old policy after 50 years .
- Some changes are required at Airport ground Transportation in order to promote new skills
- It is time to make a historical and positive change by opening the airport for city cabs to be able to pick up customers
- Without this new change business will loose this opportunity for improvement
- Your courage and goodness and love will for ever guide city cab along the way.
- Increase customer services and the ability to service different order sizes.
- Improve asset utilization and provide better services.
- Being able to accept change is critical for success in business.
- San Diego airport is commercial airport not private and is controlled by FAA. So all activities of business should be according to the policy of commercialized airport.

## GTA PROPOSALS

- Open airport for all city taxi to have business at airport and rental car center.
- Issue one sticker per medallion for city taxi owners.
- No lease to driver and no transfer
- We support a system of issuing stickers on a daily basis for city cab owners.
- Increase high quality services to passengers.
- Strong wi-fi system now expected from customers 80% passengers are using smart phone .
- Add smart phone app which offers direction to airport and airline.
- I am urging the board members to reject any arguments against this proposal, and remove all barriers for city cab approval to have business at airport. .
- City taxi is seeking equal access and opportunity, nothing more and nothing less
- The airport sticker should not be privatized

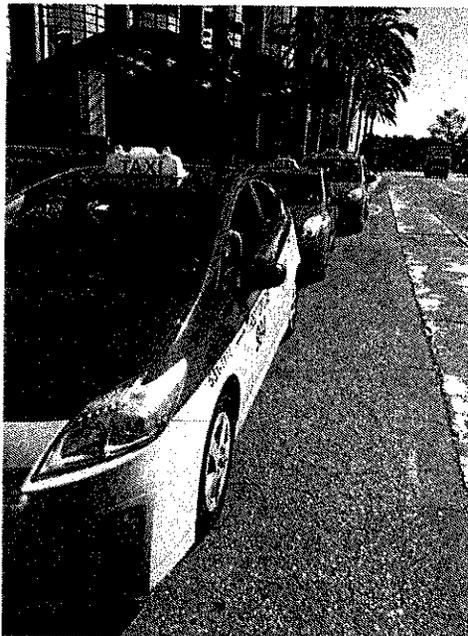
## Attention to the Airport authority

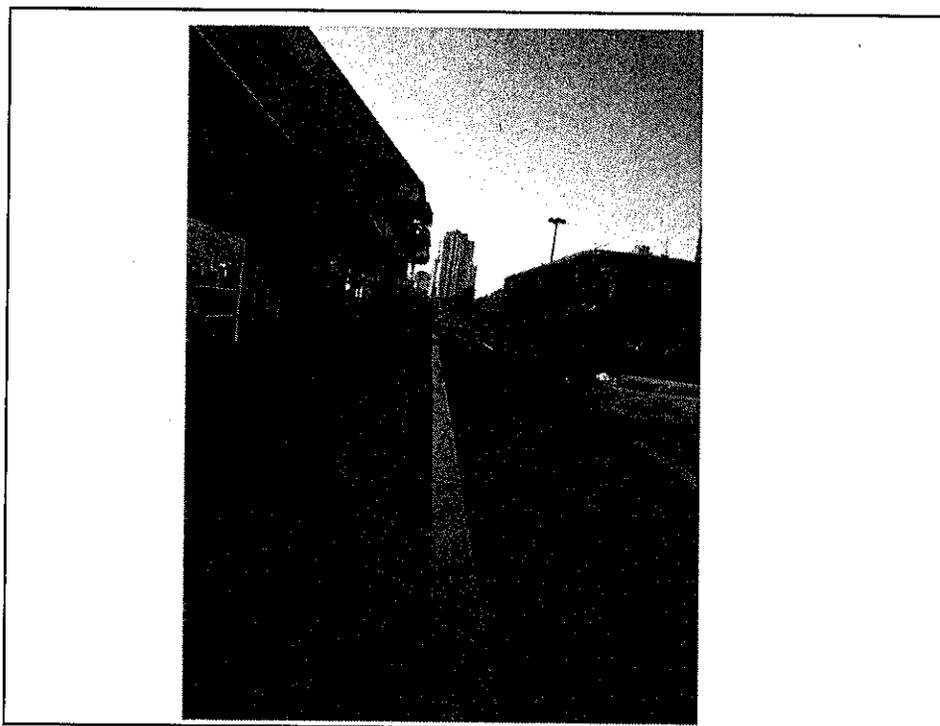
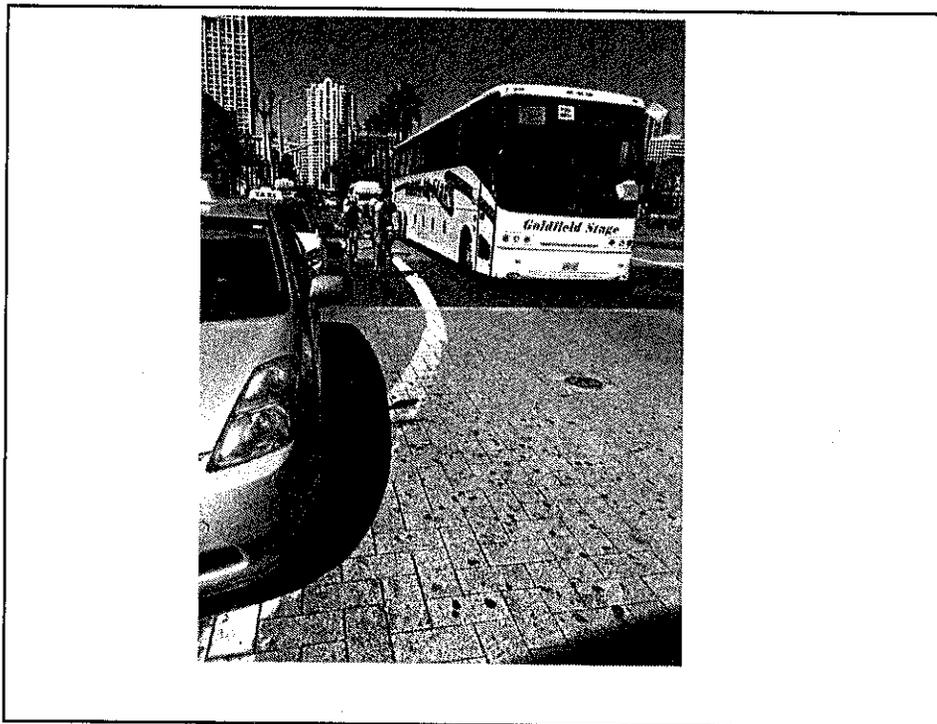
Marc Nichols

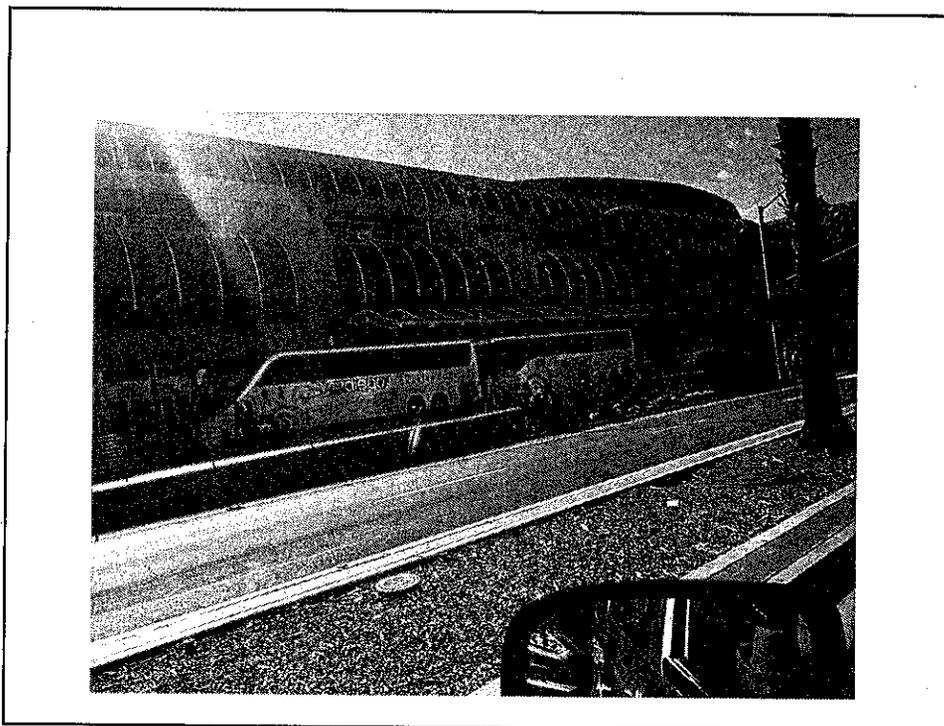
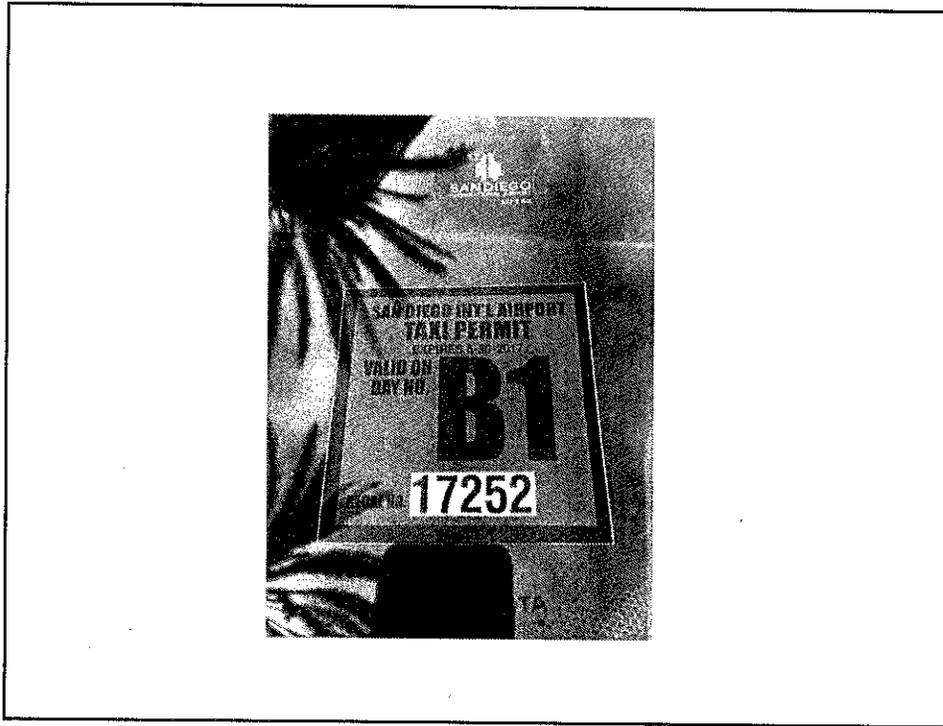
### Director -ground transportation

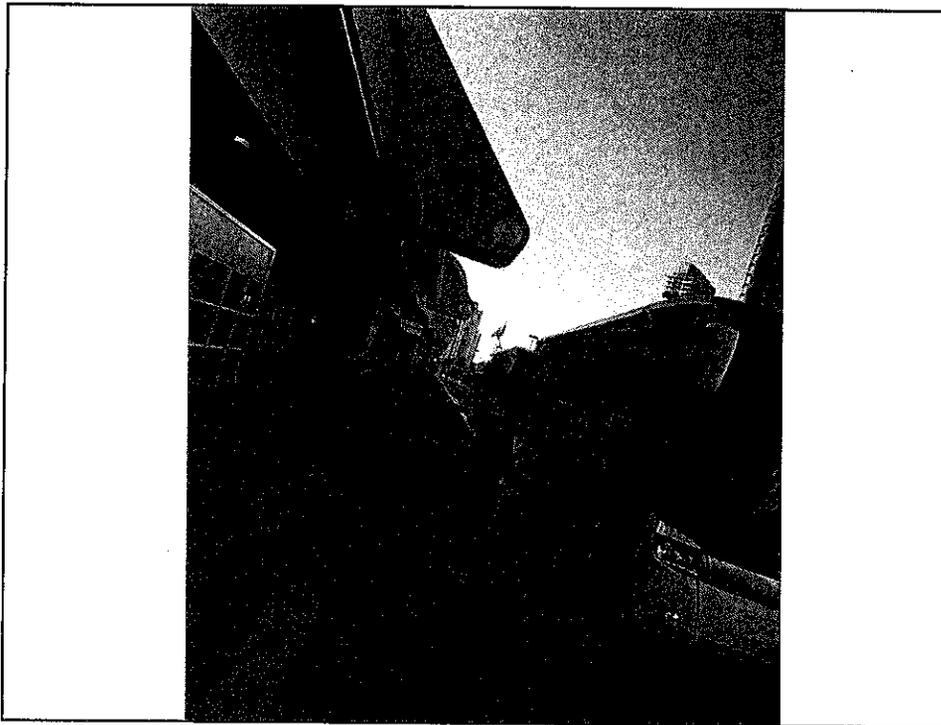
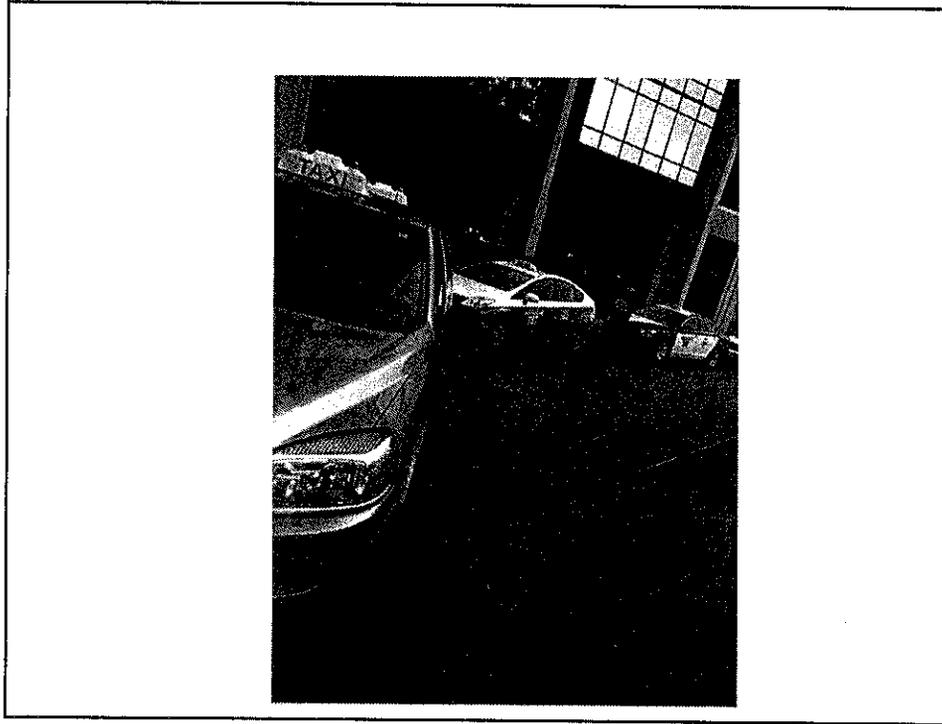
- Please review our proposal by my name  
GULAB MUHAMMADI
  - City cab owners are asking for approval to do our business at airport ground transportation
  - We need equal opportunity for our taxi business at the airport
  - Nothing more and nothing less
  - Keep your promise of approval for city cab
- Thank you for your attention in this regard

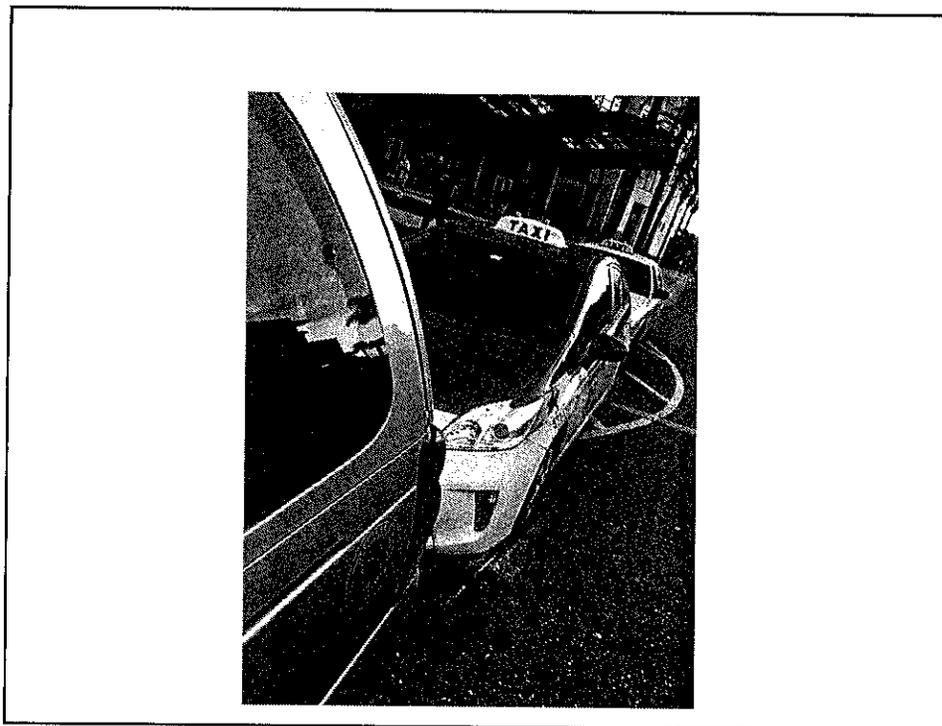
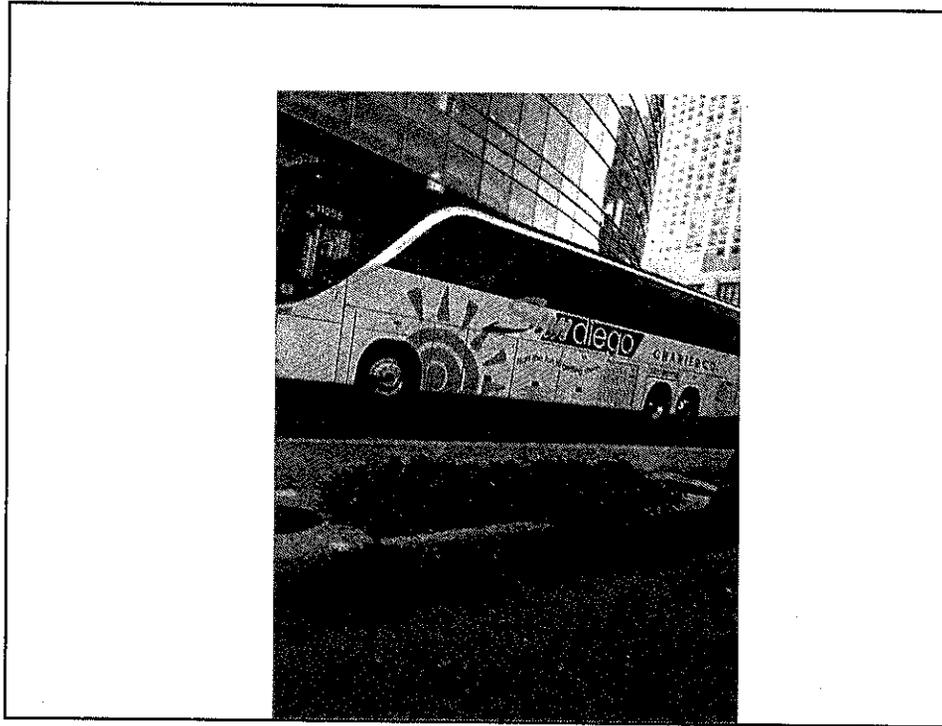
Gulab Muammadi  
SD.T.D.Council Representative  
Gulabshah\_\_mohammai@hotmail.com  
858-663-4466

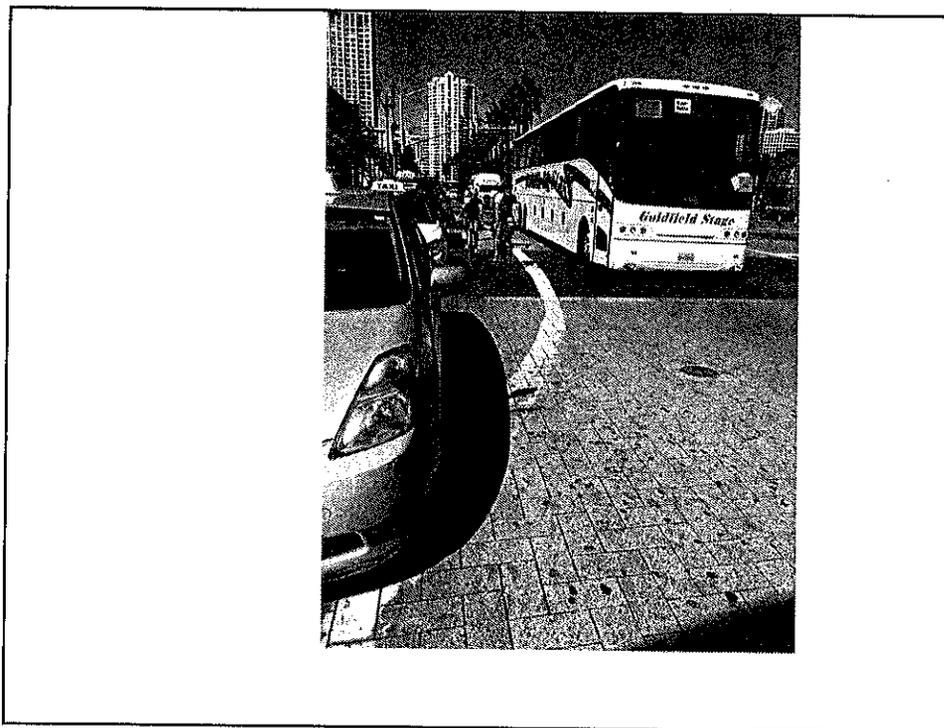
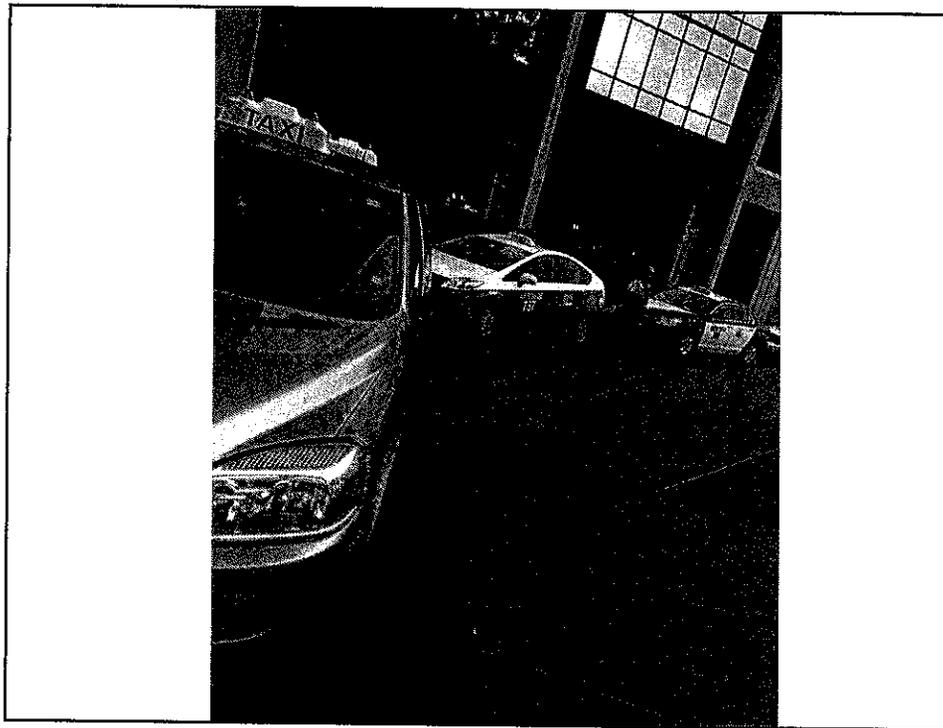




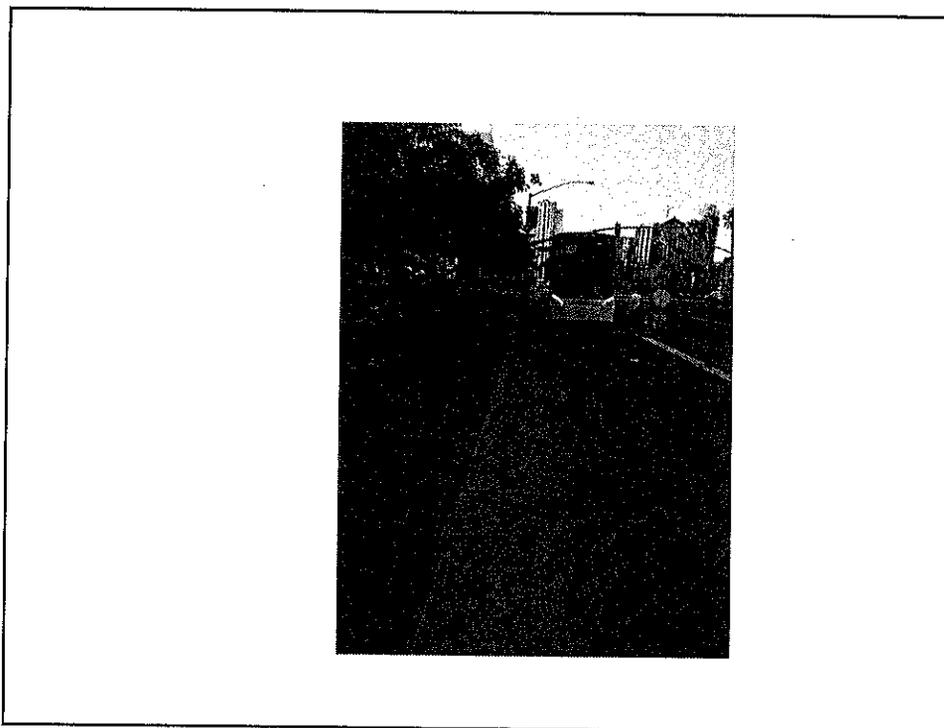
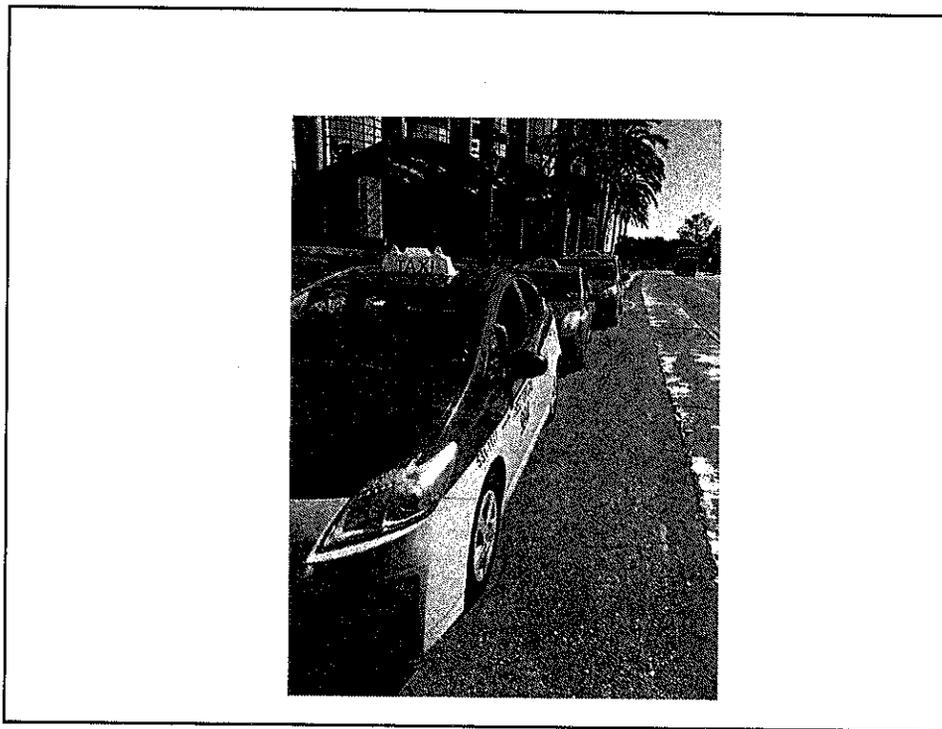












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**From:** Gulab Shah Mohammadi <gulabshah\_mohammadi@hotmail.com>  
**Sent:** Tuesday, February 19, 2019 10:49 PM  
**To:** Todt lovanka; Nichols Marc  
**Subject:** Black Market Solution  
**Attachments:** AD HOC committee solution.pptx

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Attached is a presentation I have put together to offer a solution to the black market issue of taxi airport permits.

Gulab Muhammadi  
- Ad Hoc committee member

Prepared by

**Gulab Muhammadi**

Ground Transportation Ad Hoc Committee  
Member

San Diego International Airport

### Budget need for development plan

- It is true that airport Authority need budget for expenses of some planning project in physical year 2019 as following
- 3billion dollar budget is required for redevelopment of terminal 1 after 50 years for 11 gates.
- Connection of airport direct to public transit .
- Transit improvement project around the airport.
- Also airport authority must coordinate funding with FAA which regulate the spending .
- To build world class airport

## Budget income calculation

Vehicle	price	
700	\$2,000	<b>Total:\$1,400,000</b>

vehicle	pick up fee	time	year
700	\$3	8	360
			<b>Total:\$6,048,000</b>

Grand total		<b>\$7,448,000</b>
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## GTAC Solution to eliminate black market

- Issuing multiple stickers is the source of the black market issue.
- Airport Ground Transportation should achieve this goal by regulating the issuance of airport stickers to individual taxi owners.
- The privatization of stickers should stop immediately.
- There are 350 taxi owners in the city of San Diego. Selling one sticker per medallion will generate millions of dollars. It will increase the budget of airport authority.

**INDEPENDENT CAB OWNERS ASSOCIATION INC.  
3485 Kurtz Street  
San Diego, CA 92110**

May 13, 2019

To the Honorable Members of the Ad Hoc Transportation Committee:

This letter is respectfully submitted to you in my capacity as president of the (Independent Cab Owners Association at the Airport (ICOA) its board of directors and its general membership. Your service on the ad hoc committee is greatly appreciated. My association submits these final thoughts and recommendation relating to taxi issues at the San Diego County Regional Airport Authority.

#### DIGITAL TRANSPORTATION DIVIDE

As a preface to our recommendations, it is important to keep in mind that there are important regulatory distinctions within the transportation industry. Our industry consists of legacy taxi-cab owner operators, with airport permits. We are all small business owners whom have invested over the years in our own businesses. Our businesses have raised our families. As our underlying permits were issued by municipalities, and currently regulated by the San Diego Metropolitan Transit System. (MTS), our industry's municipal regulatory model is of a public utility.

What this means is that under San Diego Metropolitan Transit System's Ordinance 11, taxi-cabs have statutory duties to the public, including required insurance, on-going maintenance of vehicle condition for safety and appearance. We are mandated not to refuse service. We do not have the legal right, or the technical capability, to refuse a particular customer.

Our industry, unlike shared-ride (e.g. Uber or Lyft), serves members of the public without credit cards, without smart-phones, without smart phone apps. These citizens due to income or technological inability, or other disabilities, are dependent on cash for their transportation needs. As such there is a real and persistent *digital transportation divide*. At one side of this divide is shared-ride, serving the affluent and the techno-savvy. On the other side is our industry, serving everyone else, including the working poor, middle class people living paycheck to paycheck, seniors, the under-educated and those persons amongst us that, for one reason or another, are "blackballed" by Uber/Lyft's or cannot access Ride-Share operational systems.

#### TAXI-OVER-SUPPLY

In San Diego, our challenge is not only shared-ride, which has already scooped-up the cream of the affluent crop, demonstrated by our 67% loss of market-share, at the airport. It is also the devastating impact of MTS eliminating taxi-medallion caps

in the City of San Diego. What this means is that because San Diego has no numerical limits on taxi permits San Diego has more taxi-cabs operating than a demand for them.

This has had a number of grave consequences for taxi-operators on the street in San Diego. First, drivers have to work-longer hours to get a diminishing number of fares. The obvious consequence of this is fatigue, and stress, because drivers are chasing fewer and fewer fares over longer stretches of time. These conditions are unsafe and unhealthy for drivers and the public alike.

Related to this is the current job market. With a 3.3% unemployment rate in San Diego County, it is extremely difficult to hire and retain qualified quality drivers. Market conditions at the airport will only worsen if the airport lifts, or allows the issuance of, more airport taxi-permits.

Our association implores you to consider these impacts when thinking about proposals to either open up the airport to an unlimited number of taxi-permits or a greater, limited, number. Our members feelings are mixed on the subject; whether to allow all, or to allow a more limited number of future taxi-permits at the airport. We are united, however, behind this one compelling fact. There are too many taxi-cabs operating now in San Diego, a contagion now poised to spread to the airport. Given that airport taxi market share has declined 67% more cabs generally, is not optimal for the health of the industry and as explained above, to the transportation consuming public.

Without a doubt there are going to be environmental and spatial impacts at the airport, not to mention omnipresent traffic on Harbor Drive. Based on our years of experience at the airport we believe that more cabs at the airport will only exacerbate these conditions.

#### WHAT TO DO?

What to do? Our association believes that at a minimum the airport should undertake a thorough study of the impacts of more taxi-permits at the airport. This necessarily includes elements such as economic supply/demand implications, environmental impacts, traffic conditions. Policy has consequences. For example, the Los Angeles Times on Saturday May 11, 2019, discussed at length, the severe impact on San Francisco street traffic that shared-ride (i.e. Under/Lyft) has had.<sup>1</sup>

#### RENEW EXISTING MEMORANDUM OA AGREEMENT(S)

We also urge the airport to renew the existing, industry specific, regulatory regime, under the

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<sup>1</sup> Los Angeles Times, May 11, 2019 California Section at page B1.

Memorandum of Agreement(s) entered into between the airport authority and transportation service providers. This has served as a "bridge" allowing maximum two-way input, participation and education between the transportation industries and the authority. We believe this system works and it works well.

#### **NEW ISSUED PERMITS BY LOTTERY**

Should the authority decide to issue more taxi permits they should be issued by lottery.

#### **COMBINED A/B PERMITS**

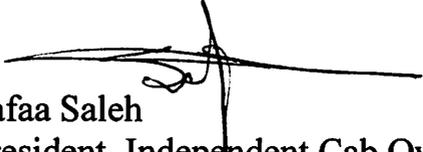
A more nuanced matter our association is concerned with is the issue of combined airport permit entitlements. What this refers to is the condition that many existing taxi-cab permit holders have two taxi-cab permit entitlements combined onto one vehicle. There are 91 combined permits operating at the airport.

At one time there were 182 separate permits owned by individuals holding more than one permit. Rather than requiring the taxi-owner to operate one taxi-cab with one permit one day and requiring the same owner to operate another permit on another car on the alternative day, the airport allowed the consolidation of these separate permits to operate on one vehicle. In effect these 91 combined permit holders are in a grandfathered state at the airport for various reasons reversed its policy allowing this.

As the authority goes forward members of our associations respectfully request that authority policymakers keep in mind that these 91 permit holders, were originally entitled to 182 permits ("entitlements"). Accordingly, these entitlement holders should be recognized as owning 182 permits not just 91, and policies adopted should not-disproportionately impact these 91 (182) permit holders.

Thank you for your consideration of our concerns as stated above.

Sincerely,

  
Safaa Saleh  
President, Independent Cab Owners Association Inc. at the Airport



## GROUND TRANSPORTATION COLLABORATIVE FRAMEWORK DOCUMENT

### PURPOSE

On October 4, 2018, the Authority Board of Directors approved the creation of the Ground Transportation Ad-Hoc Committee (GTAC) to facilitate input from community stakeholders, subject matter experts and Ground Transportation permittees regarding the future of Ground Transportation operations at San Diego Airport.

Throughout the several month process, the three voting Board Members maintained strong focus on the purpose of the GTAC and the proposed deliverables outlined at the October 4, 2018 meeting. The approach emphasized finding solutions, recommendations and initiatives that could be applied across modes, for the benefit of both the Airport and the broader transportation industry. Although there may be narrow interests for specific providers and business owners in a competitive and dynamic industry, all participants were mindful of the fact that ALL stakeholders – Board Members, employees, service providers, and others - depend on the continuing goodwill of the travelling customer and the transportation choices that they make.

The committee members worked collaboratively to successfully fulfill the purpose of the committee and deliver relevant recommendations in several key focus areas. These recommendations, along with specific actions and important considerations identified by committee members during discussions and working groups, shaped the development of a Collaborative Framework Document against which all future Ground Transportation initiatives, policies, and requirements may be evaluated.

The purpose of the Collaborative Framework is to provide clarity, ensure transparency, and set expectations around the collaborative development of SAN ground transportation initiatives, policies, requirements, and regulations. Specifically, the Collaborative Framework:

- Describes the role, responsibilities, and expectations of the Authority and providers.
- Describes limits and set expectations for participants.
- Defines conditions inherent in the GT system.
- Describes policy requirements, initiative development and evaluation criteria.
- Promotes measures of effectiveness.
- Establishes accountability.
- Ensures alignment with Authority Strategies and Ground Transportation Goals.
- Describes recommendations for policy and initiative development.

This document memorializes the commitment of the Authority and members of the Ground Transportation industry to work collaboratively on issues affecting airport customers, stakeholders, and the community.

## DELIVERABLES

The deliverables of the GTAC include the development of **parameters** for the Ground Transportation long-range operating strategy and long-range environmental program, including timeline and actions necessary to implement these parameters. This document captures these parameters which will help develop policy regarding Ground Transportation issues.

- The **principles** guide policy making for Ground Transportation operations in a manner that meets airport strategies, transportation system goals, and stakeholder needs.
- **Recommendations** capture the desired direction of the GTAC and are framed in several areas of operations.
- **Specific actions with proposed timelines** are presented in each focus area for further examination on feasibility and possible implementation; including evaluation of the resources and budget requirements, cost/benefit, and impact on operations. Due to interdependence of specific action items, timelines are approximate and may be influenced by other factors such as the Airport development construction or unanticipated changes in the regulatory, technology, or operating environments of ground transportation providers.
- **Important considerations** for policy development in each of focus area reflect the priorities of both stakeholders and the Authority.

All of the identified parameters are in alignment with, and contribute to the fulfillment of the Authority's strategies and goals below:

### SAN Strategies

- *Community*: Be a trusted and highly responsive agency.
- *Customer*: Achieve the highest level of internal and external customer satisfaction.
- *Employee*: Achieve the highest level of employee commitment and performance.
- *Financial*: Enhance the financial position of the Airport Authority.
- *Operations*: Operate our airport in a safe, secure, environmentally sound, effective, and efficient manner.

### SAN Ground Transportation Goals

- Safety
- High quality customer service
- Efficiency
- Cost recovery for operations and infrastructure
- Economic value to the providers
- Minimal unnecessary trips & congestion
- Reduced environmental impact
- Alignment with airport strategies

## **Key Focus Areas**

In the focus areas listed below, the Committee offers the following parameters that should be incorporated when determining GT policies, plans, and operational requirements:

- A. General Operations
- B. Operating Models
- C. Congestion Management
- D. Technology
- E. Operational Compliance
- F. Environmental

## **A. GENERAL OPERATIONS**

### **I. Principles**

1. Alignment with the Airport Authority's mission, goals, and strategies is a critical priority for all policy development relating to ground transportation.
2. Alignment should also be maintained with local and state operational and regulatory requirements.
3. Every effort should be made to engage state and local agencies to address congestion, environmental, and other issues related to ground transportation.
4. Policies should maximize flexibility for all modes, promote economic and environmental sustainability, and reflect a comprehensive approach aligned with the region's transportation strategies.
5. Policies must reflect the current and most relevant passenger volumes, traffic conditions, and customer needs.
6. Ongoing reporting, transparent communication, and feedback opportunities will be established and maintained with transportation stakeholders.

**B. OPERATING MODELS**

**Recommendation 1:** In advance of any changes to the current operating strategy, develop a clearly defined and gradual transition plan that is customer focused and provides adequate time and information for operators to adapt.

**Recommendation 2:** Any changes in commercial transportation operating models must prioritize customer preference and safety. Future policy changes should reflect a level playing field across modes, and standardization across modes should be considered when possible and appropriate.

**Recommendation 3:** Convert from the current taxi operating strategy to an open system to allow all MTS permitted taxis to operate at the Airport.

OPERATING MODELS		
No.	Specific Actions:	Estimated Timeline
1	Explore the feasibility, pros and cons of implementing limits on the number of TNC vehicles that can access the airport	FY 2020-2021
2	Explore the feasibility of standards for visible vehicle identification and automated recognition for all modes (placards, permits, QR codes, etc.)	FY 2020-2021
3	Pursue opportunities for grant funding or incentive programs for conversion to lower carbon footprint vehicles	Ongoing
4	Plan for and implement an open taxi system to accommodate all MTS permitted taxis.	As Specified
a	The current taxi operating strategy should remain in place until the expiration date of the existing MOAs on December 31, 2020.	
b	Between now and July 1, 2020, staff will collaborate with the transportation stakeholders to evaluate, develop, and publish the following:	
i	a transition plan	
ii	a selection and participation procedure	
iii	an open taxi system operating plan	
c	Between July 1, 2020 and November 30, 2020, taxi permits shall be processed and issued to those requestors from the qualified, available, and selected pool of taxi MTS permit holders who are in good standing with MTS as of November 30, 2020	
d	The new open taxi system operating plan will begin operations on January 1, 2021, at 4:00 AM	
<b>Important Considerations:</b>		

- > Economic impact and sustainability for all modes.
- > Strong accountability, transparency, and communication with all modes.

**C. CONGESTION MANAGEMENT**

**Recommendation 4:** Evaluate the allocation of curb and parking facility space to develop a more flexible system that reduces congestion, deadheading, dwell time, and emissions; while considering equity for stakeholders.

<b>CONGESTION MANAGEMENT</b>		
<b>No.</b>	<b>Specific Actions:</b>	<b>Estimated Timeline</b>
<b>1</b>	Evaluate “priority” pick-up and drop off zones that prioritize low emission vehicles	FY2020-2021
<b>2</b>	Co-locate pick-up and drop off in order to reduce deadheading and reduce emissions	TBD
<b>3</b>	Evaluate premium price structure for “priority” curb access	FY2020-2021
<b>4</b>	Evaluate use of space in parking facilities for passenger pick-up, while maintaining separation of TNC’s from other modes	FY2020-2021
<b>5</b>	Review and improve standards for dwell time, active loading and unloading time for high passenger volume vehicles	Ongoing
<b>6</b>	Evaluate the feasibility of dedicated commercial vehicle roadways	Part of ADP Analysis
<b>Important Considerations:</b>		

- > An integrated approach across all transportation modes – commercial, public, and private.
- > The important role of off-airport and regional transportation partners.
- > An appropriate balance between customer choice and a more level playing field among modes.
- > Significance of trip volume and passenger volume in space allocation and dwell time management strategies.
- > The potential for flexible use of parking and transportation facilities, particularly in Terminal 1 redesign, to best adapt to evolving transportation needs.
- > Benchmarking against other airports, when possible.

**D. TECHNOLOGY**

**Recommendation 5:** Invest in and utilize technology and software solutions across modes that use real time data and effective metrics to increase environmental efficiency and compliance with Airport Authority policies, reduce congestion, and equalize opportunity for all operators.

<b>TECHNOLOGY</b>		
<b>No.</b>	<b>Specific Actions:</b>	<b>Estimated Timeline</b>
<b>1</b>	Conduct an assessment of the technology necessary to operate a virtual hold lot that would allow drivers to check-in, and then leave airport property until they are at the front of the queue.	FY2020-2021
<b>2</b>	Through the Airport’s Innovation Lab, evaluate the feasibility of an airport app for commercial modes that would allow the Authority to track movement and enforce traffic policies by Airport Traffic Officers (ATOs)	FY2020-2021
<b>3</b>	Incentivize and encourage utilization of software by all modes to reduce deadheading	TBD
<b>4</b>	Evaluate the feasibility of shared hold lots	TBD
<b>5</b>	Evaluate the benefits and requirements of a data analytics program using real-time reporting for all modes	TBD
<b>6</b>	Collaborate with the Airport Authority’s Innovation lab and data analytics team to develop tools for real-time traffic monitoring and analysis	FY2021-2022

**Important Considerations:**

- > Evaluation of the cost/benefit to users and the Authority.
- > Implementation timeline, technology lifecycle, and feasibility of industry adoption.

**E. OPERATIONAL COMPLIANCE**

**Recommendation 6:** Increase and improve training and better leverage technology for all Airport Traffic Officers (ATOs) and Customer Service Representatives (CSRs) with the goal of increasing efficiency and consistency of enforcement, improving the customer experience, and reducing confrontation.

<b>OPERATIONAL COMPLIANCE</b>		
<b>No.</b>	<b>Specific Actions:</b>	<b>Estimated Timeline</b>
<b>1</b>	Explore funding and staffing resources for increased ATO involvement, collaboration, understanding of industry and operational knowledge, and consistency in enforcement	Ongoing
<b>2</b>	Enhance customer service training for CSRs and ATOs	Ongoing
<b>3</b>	Review and adjust CSR responsibilities to improve practices and eliminate the need for CSRs to step into the role of ATOs	Ongoing
<b>4</b>	Evaluate the use of cameras and Automated License Plate Recognition (ALPR) technology to assist ATOs in responding to traffic enforcement issues	FY2021-2022
<b>Important Considerations:</b>		

- > The importance of consistency in enforcement of Authority policies across all modes
- > Availability of technology to improve consistency and accuracy in enforcing Authority policies relating to ground transportation

**E. ENVIRONMENTAL**

**Recommendation 7:** Align environmental targets in the Clean Transportation Plan with the City of San Diego Climate Action Plan and the Authority’s transportation program goals, and explore flexible options for all modes to meet these targets.

**Recommendation 8:** Evaluate the development of commercial transportation environmental strategies weighted towards fiscal incentives, rather than requirements, to upgrade vehicles and reduce Greenhouse Gas Emissions (GHG) for all modes.

<b>ENVIRONMENTAL</b>		
<b>No.</b>	<b>Specific Actions:</b>	<b>Estimated Timeline</b>
<b>1</b>	Evaluate the use of environmental incentives, measures, metrics, and requirements that may be applied consistently across all modes, where applicable. Move toward replacing, enhancing, or modifying GHG requirements for all modes with a system of incentives that are in alignment with the Authority’s clean transportation plan	FY 2020-2021
<b>2</b>	Evaluate the use of minimum standards in GHG emissions for TNCs, similar to taxis	FY 2020-2021
<b>3</b>	Evaluate the creation incentives for TNCs to use alternative fuels	FY 2020-2021
<b>4</b>	Evaluate incentives for multi-passenger vehicles and ADA vehicles	FY 2020-2021
<b>5</b>	Evaluate the creation of economic incentives for electrification, develop infrastructure to support increased use of Electric Vehicles (EV), and explore the use of portable solar EV Charging Stations.	FY 2020-2021
<b>6</b>	Evaluate a reduction in the overall number of commercial vehicles as an environmental and congestion reduction measure	See Recommendations for Operating Models
<b>7</b>	Evaluate the use of priority curbing as incentive to increase conversion to electric vehicles and to reduce deadhead trips	See Recommendations for Congestion Management

**Important Considerations:**

- > The physical infrastructure must support environmental objectives and requirements (virtual hold lot, electric charging stations, etc.)
- > Potential external sources of funding and regulatory mandates
- > The relative contribution to total GHG emissions by each mode, balanced with individual vehicle emission rating
- > The potential legality of a minimum standard

## ONGOING COLLABORATION

The creation, adoption, and implementation of this Ground Transportation Collaborative Framework Document are important first steps in reinforcing a collaborative and transparent working relationship between the Authority and Ground Transportation stakeholders. Ongoing action is required to ensure robust, accountable, consistent communication and collaboration. This document is the foundation of a new architecture to ensure engagement with stakeholders on the issues presented in this document; and on new developments as they arise.

To bolster this ongoing conversation with Authority partners, Ground Transportation will report progress on the specific actions herein, and on new issues as they arise.

The GTAC proposes the following to ensure engagement and collaboration with the industry:

1. Staff will continue regularly scheduled and ongoing meetings with current airport permitted stakeholders.
2. Adoption of the **Collaborative Framework Document** as the basis of a new communication paradigm with Ground Transportation Providers.
3. Development and distribution of a **Quarterly Ground Transportation Report** to the industry on the ongoing status of current specific actions outlined in this document, and new issues that arise.
  - a. The report will discuss progress achieved on specific action items, feasibility of implementation, actions or information requested from industry partners, and next steps planned to drive toward integration, completion, or re-examination.
  - b. This report will be shared with Ground Transportation stakeholders on the SAN.ORG website for viewing by all.
4. Two semi-annual outreach meetings in Fiscal Year 2020 with all Ground Transportation stakeholders, along with invites to all former GTAC members, to discuss status of specific action items, relate the results of feasibility assessments, disseminate information, listen to new ideas, and discuss newly proposed specific action items and opportunities.

*Ground Transportation - Collaborative Framework Document  
 Schedule of Ongoing Meetings  
 Schedule as of July 1, 2019*

<i>Fiscal Year</i>	<i>Month</i>	<i>Taxi</i>	<i>VFH</i>	<i>Off-Airport Parking</i>	<i>Courtesy - Hotel/Motel</i>	<i>Charter</i>	<i>TNC</i>	<i>All Industry Outreach Meeting (Semi-Annual)</i>	<i>Quarterly Report</i>
2020	Jul-19								
	Aug-19	■	■	■	■	■	■		
	Sep-19								■
	Oct-19	■	■				■		
	Nov-19			■	■	■		■	
	Dec-19	■	■				■		■
	Jan-20								
	Feb-20	■	■	■	■	■	■		
	Mar-20								■
	Apr-20	■	■				■		
	May-20			■	■	■		■	
	Jun-20	■	■				■		■
2021	Jul-20								
	Aug-20	■	■	■	■	■	■		
	Sep-20								■
	Oct-20	■	■				■		
	Nov-20			■	■	■		■	
	Dec-20	■	■				■		■
	Jan-21								
	Feb-21	■	■	■	■	■	■		
	Mar-21								■
	Apr-21	■	■				■		
	May-21			■	■	■		■	
	Jun-21	■	■				■		■
<b>Total Meetings</b>		<b>12</b>	<b>12</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>12</b>	<b>4</b>	<b>8</b>

RESOLUTION NO. 2019-0060

A RESOLUTION OF THE BOARD OF THE SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY ADOPTING THE GROUND TRANSPORTATION COLLABORATIVE FRAMEWORK DOCUMENT, AND INCLUDED ACTIONS, AS THE APPROVED FRAMEWORK TOOL TO EVALUATE FUTURE GROUND TRANSPORTATION POLICIES, PROCEDURES, AND REQUIREMENTS FOR ALL COMMERCIAL TRANSPORTATION MODES OPERATING AT SAN DIEGO INTERNATIONAL AIRPORT

WHEREAS, the Authority Board desires to have timely and qualitative input from a diverse stakeholder community in the oversight of ground transportation operations; and

WHEREAS, the Authority Board under Authority Policy 1.20 has the ability to form an ad hoc special purpose committee for a limited duration commencing on the date of the first scheduled meeting to address a specific problem; and

WHEREAS, the Authority Board has considered numerous ground transportation operations presentations over the last several years; and

WHEREAS, the industry changed dramatically in 2015, with the permitting of Transportation Network Company operations at San Diego International Airport; and

WHEREAS, the current taxicab Memorandums of Agreements are set to expire December 2020; and

WHEREAS, the Board desires to consider recommendations for long term ground transportation operations at San Diego International Airport; and

WHEREAS, the Board desires to consider recommendations for long term environmental program requirements for ground transportation operations at San Diego International Airport; and

WHEREAS, the Authority Board voted on October 04, 2018 to adopt Resolution 2018-0118R creating the Ground Transportation Ad Hoc Committee (GTAC) for a limited duration; and

WHEREAS, the Board directed that three Authority Board Members participate and form the voting pool on the GTAC; and

WHEREAS, the Board directed that twenty two (22) stakeholders form the non-voting pool on the GTAC and represent the following groups:

- A single representative from each of the current Taxicab Memorandum of Agreement signatories
- A single representative from each of the current Vehicle for Hire Memorandum of Agreement signatories
- A single representative from three (3) of the Transportation Network Company permittees
- Three (3) representatives from the non-airport taxicab Metropolitan Transit System (MTS) permitted stakeholder pool
- A single representative from MTS staff with responsibilities for taxicab operations
- A single representative from the California Public Utilities Commission
- A single representative from United Taxi Workers of San Diego
- Eight (8) other members from other groups and residents of San Diego County with knowledge of or experience in the commercial ground transportation industry; and

WHEREAS, other relevant stakeholders were also permitted, by invitation, to present or provide information to the GTAC; and

WHEREAS, the GTAC has held eight (8) meetings between November 29, 2018 and May 14, 2019; and

WHEREAS, the GTAC has worked collaboratively with the Ground Transportation industry, local policy professionals, industry experts, and regulatory representatives to identify relevant and pertinent recommendations and specific actions; and

WHEREAS, the GTAC and Ground Transportation staff have worked collaboratively to crystallize the recommendations, opportunities, and specific actions into a Collaborative Framework Document that will be used as the approved framework tool to evaluate future Ground Transportation policies, procedures, and requirements for all commercial transportation modes operating at San Diego International Airport; and

WHEREAS, the GTAC committee members, industry stakeholders, and community members have been provided the opportunity to provide input, feedback, and public comment on the development of the Collaborative Framework Document; and

WHEREAS, in many cases such input, feedback, and public comment has been judiciously integrated into the Collaborative Framework Document, where applicable.

NOW, THEREFORE, BE IT RESOLVED that the Board hereby approves the adoption of the Collaborative Framework Document, and included actions, as the approved framework tool to evaluate future Ground Transportation policies, procedures, and requirements for all commercial transportation modes operating at San Diego International Airport; and

BE IT FURTHER RESOLVED that the Board directs staff to meet the Ongoing Collaboration requirements outlined in the Collaborative Framework Document, namely –

1. Staff will continue regularly scheduled and ongoing meetings with current airport permitted stakeholders.
2. Adoption of the Collaborative Framework Document as the basis of a new communication paradigm with Ground Transportation Providers.
3. Development and distribution of a Quarterly Ground Transportation Report to the industry on the ongoing status of current specific actions outlined in this document, and new issues that arise.
  - a. The report will discuss progress achieved on specific action items, feasibility of implementation, actions or information requested from industry partners, and next steps planned to drive toward integration, completion, or re-examination.
  - b. This report will be shared with Ground Transportation stakeholders on the SAN.ORG website for viewing by all.
4. Two semi-annual outreach meetings in Fiscal Year 2020 with all Ground Transportation stakeholders, along with invites to all former GTAC members, to discuss status of specific action items, relate the results of feasibility assessments, disseminate information, listen to new ideas, and discuss newly proposed specific action items and opportunities;

BE IT FURTHER RESOLVED that the Board finds that this action is not a “project” as defined by the California Environmental Quality Act (“CEQA”) (California Public Resources Code §21065); and is not a “development” as defined by the California Coastal Act (California Public Resources Code §30106).

PASSED, ADOPTED, and APPROVED by the Board of the San Diego County Regional Airport Authority at a special meeting this 1st day of July, 2019, by the following vote:

AYES: Board Members:

NOES: Board Members:

ABSENT: Board Members:

ATTEST:

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TONY R. RUSSELL  
DIRECTOR, BOARD SERVICES /  
AUTHORITY CLERK

APPROVED AS TO FORM:

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AMY GONZALEZ  
GENERAL COUNSEL

# Ground Transportation Ad Hoc Committee (GTAC) - Final Report



**SAN DIEGO**  
INTERNATIONAL AIRPORT  
LET'S **GO.**

Presented by –  
Heidi Gantwerk, GTAC Facilitator

and

Marc Nichols  
Director – Ground Transportation

July 1, 2019



# Today's Objective

- Review and discuss the GTAC Committee purpose and proposed deliverables
- Review and discuss the GTAC Collaborative Framework Document
- Review recommendations
- Review specific action Items
- Review important considerations
- Review ongoing collaboration efforts
- Propose action by GTAC to Authority Board
  - Recommend adoption of Collaborative Framework Document
  - Move to an open taxi system.

# Committee Purpose

## *(October 2018)*

1. Facilitate input from community stakeholders, subject matter experts, and current GT permittees regarding the future of Ground Transportation at SAN.
2. Where possible, promote equity and fairness in vehicle, environmental standards, permitting, and operating requirements across commercial modes operating at San Diego International Airport.
3. Establish parameters for long-term ground transportation environmental (i.e. Alternative Fuel Vehicles) and operations strategy (including potential changes to taxi, VFH, TNC or charter operations).



# Committee Members

- Three voting members
  - Board Member Mark West – Chair
  - Board Member Johanna Schiavoni
  - Board Member Robert Lloyd
- Twenty-two non-voting Members
  - A single representative from each of the current **Taxicab MoA** signatories
  - A single representative from each of the current **Vehicle for Hire MOA** signatories
  - A single representative from three (3) of the **Transportation Network Company (TNC)** permittees
  - Three (3) representatives from the **non-airport taxicab** Metropolitan Transit System (MTS) permitted stakeholder pool
  - A single representative from **MTS staff** with responsibilities for taxicab operations
  - A single representative from the California Public Utilities Commission **CA PUC**
  - A single representative from United Taxi Workers of San Diego (**UTWSD**)
  - Eight (8) other members from other groups and residents of San Diego County with knowledge of or experience in the commercial ground transportation industry



# Introductory Remarks

Committee Chair-

Mark West



# Proposed Committee Deliverables

A report with the following:

1. Outlining differences in mode vehicle, environmental standards, permitting, and operating requirements

## → Staff Report

2. Recommendations and specific actions to be considered in developing the GT long-term operating strategy, and
3. Recommendations and specific actions to be considered in developing the GT environmental program.

## → Collaborative Framework Document

# Meeting Timeline

Meeting No.	Date	Topics Covered
1	November 29, 2018	Committee introduction, GT environment/background/operations, discussion of standardization issues.
2	December 20, 2018	Environmental presentation, regulations, other airport programs, state/national trends, environmental program goals.
3	January 17, 2019	Current operating strategy for modes, long-range planning, industry trends, key components of long range strategy.
4 *	February 14, 2019	Special meeting: panel Presentations and industry update.
5 *	February 21, 2019	Round robin table sessions - initial recommendations and determining key topics.
6 *	March 21, 2019	Table sessions - Refine recommendations and deliverables
7	April 29, 2019	Report review and refine deliverables
8	May 14, 2019	Report review, refine deliverables and final recommendations to Authority Board

\* No Public Comment period at these meetings



# Ground Transportation Goals

- Safety
- High quality customer service
- Efficiency
- Cost recovery for operations and infrastructure
- Economic value to the providers
- Minimal unnecessary trips & congestion
- Reduced environmental impact
- Alignment with airport strategies

# Collaborative Framework Document

- Describes the role, responsibilities, and expectations of the Authority and providers.
- Describes limits and set expectations for participants.
- Defines conditions inherent in the GT system.
- Describes policy requirements, initiative development and evaluation criteria.
- Promotes measures of effectiveness.
- Establishes accountability.
- Ensures alignment with Authority Strategies and Ground Transportation Goals.
- Describes recommendations for policy and initiative development.

# Collaborative Framework Document

- **General Principles** guide policy making for Ground Transportation
- **Recommendations** capture the desired direction of the GTAC
- **Specific actions** with proposed timelines are presented in each focus area for further examination on feasibility and possible implementation including evaluation of the resources and budget requirements, cost/benefit, and impact on operations.
- **Important considerations** for policy development in reflect the priorities of both stakeholders and the Authority.

# Key Focus Areas

- A. General Operations
- B. Operating Models
- C. Congestion Management
- D. Technology
- E. Operational Compliance
- F. Environmental





## A. GENERAL OPERATIONS - Principles

1. Alignment with the Airport Authority's mission, goals and strategies is a critical priority for all policy relating to ground transportation.
2. Alignment must also be maintained with local and state operational and regulatory requirements.
3. Every effort should be made to engage state and local agencies to address congestion, environmental, and other issues related to ground transportation.



# A. GENERAL OPERATIONS - Principles

4. Policies should maximize flexibility for all modes, promote economic and environmental sustainability, and reflect a comprehensive approach aligned with the region's transportation strategies.
5. Policies must reflect the current and most relevant passenger volumes, traffic conditions, and customer needs.
6. Ongoing reporting, transparent communication, and feedback opportunities will be established and maintained with transportation stakeholders.

# Operating Model - Recommendations

## **Recommendation 1:**

In advance of any changes to the current operating strategy, develop a clearly defined and gradual transition plan that is customer focused and provides adequate time and information for operators to adapt.

## **Recommendation 2:**

Any changes in commercial transportation operating models must prioritize customer preference and safety. Future policy changes should reflect a level playing field across modes, and standardization across modes should be considered when possible and appropriate.

## **Recommendation 3:**

Convert from the current taxi operating strategy to allow all MTS permitted taxis to operate at the Airport.

# Congestion Management - Recommendation

## **Recommendation 4:**

Evaluate the allocation of curb and parking facility space to develop a more flexible system that reduces congestion, deadheading, dwell time, and emissions; while considering equity for stakeholders.

# Technology - Recommendations

## **Recommendation 5:**

Invest in and utilize technology and software solutions across modes that use real time data and effective metrics to increase environmental efficiency and compliance with Airport Authority policies, reduce congestion, and equalize opportunity for all operators.

# Operational Compliance - Recommendations

## **Recommendation 6:**

Increase and improve training and better leverage technology for all Airport Traffic Officers (ATOs) and Customer Service Representatives (CSRs) with the goal of increasing efficiency and consistency of enforcement, improving the customer experience, and reducing confrontation.

# Environmental - Recommendations

## **Recommendation 7:**

Align environmental targets in the Clean Transportation Plan with the City of San Diego Climate Action Plan and the Authority's transportation program goals, and explore flexible options for all modes to meet these targets.

## **Recommendation 8:**

Evaluate the development of commercial transportation environmental strategies weighted towards fiscal incentives, rather than requirements, to upgrade vehicles and reduce Greenhouse Gas Emissions (GHG) for all modes.

# OPERATING MODELS - Specific Actions

OPERATING MODELS		
No.	Specific Actions:	Estimated Timeline
1	Explore the feasibility, pros and cons of implementing limits on the number of TNC vehicles that can access the airport	FY 2020-2021
2	Explore the feasibility of standards for visible vehicle identification and automated recognition for all modes (placards, permits, QR codes, etc.)	FY 2020-2021
3	Pursue opportunities for grant funding or incentive programs for conversion to lower carbon footprint vehicles	Ongoing

**Important Considerations:**

- > Economic impact and sustainability for all modes.
- > Strong accountability, transparency, and communication with all modes.

# OPERATING MODELS - Specific Actions

OPERATING MODELS		
No.	Specific Actions:	Estimated Timeline
4	Plan for and implement and an open taxi system to accommodate all MTS permitted taxis.	As Specified
a	The current taxi operating strategy should remain in place until the expiration date of the existing MOAs on December 31, 2020.	
b	Between now and July 1, 2020, staff will collaborate with the transportation stakeholders to evaluate, develop, and publish the following:	
i	a transition plan	
ii	a selection and participation procedure	
iii	an open taxi system operating plan	
c	Between July 1, 2020 and November 30, 2020, taxi permits shall be processed and issued to those requestors from the qualified, available, and selected pool of taxi MTS permit holders who are in good standing with MTS as of November 30, 2020	
d	The new open taxi system operating plan will begin operations on January 1, 2021, at 4:00 AM	

# CONGESTION MANAGEMENT - Specific Actions

CONGESTION MANAGEMENT		
No.	Specific Actions:	Estimated Timeline
1	Evaluate “priority” pick-up and drop off zones that prioritize low emission vehicles	FY2020-2021
2	Co-locate pick-up and drop off in order to reduce deadheading and reduce emissions	TBD
3	Evaluate premium price structure for “priority” curb access	FY2020-2021
4	Evaluate use of space in parking facilities for passenger pick-up, while maintaining separation of TNC’s from other modes	FY2020-2021
5	Review and improve standards for dwell time, active loading and unloading time for high passenger volume vehicles	Ongoing
6	Evaluate the feasibility of dedicated commercial vehicle roadways	Part of ADP Analysis

**Important Considerations:**

- > An integrated approach across all transportation modes – commercial, public, and private.
- > The important role of off-airport and regional transportation partners.
- > An appropriate balance between customer choice and a more level playing field among modes.
- > Significance of trip volume and passenger volume in space allocation and dwell time management strategies.
- > The potential for flexible use of parking and transportation facilities, particularly in Terminal 1 redesign, to best adapt to evolving transportation needs.
- > Benchmarking against other airports, when possible.

# TECHNOLOGY - Specific Actions

TECHNOLOGY		
No.	Specific Actions:	Estimated Timeline
1	Conduct an assessment of the technology necessary to operate a virtual hold lot that would allow drivers to check-in, and then leave airport property until they are at the front of the queue.	FY2020-2021
2	Through the Airport's Innovation Lab, evaluate the feasibility of an airport app for commercial modes that would allow the Authority to track movement and enforce traffic policies by Airport Traffic Officers (ATOs)	FY2020-2021
3	Incentivize and encourage utilization of software by all modes to reduce deadheading	TBD
4	Evaluate the feasibility of shared hold lots	TBD
5	Evaluate the benefits and requirements of a data analytics program using real-time reporting for all modes	TBD
6	Collaborate with the Airport Authority's Innovation lab and data analytics team to develop tools for real-time traffic monitoring and analysis	FY2021-2022

### Important Considerations:

- > Evaluation of the cost/benefit to users and the Authority.
- > Implementation timeline, technology lifecycle, and feasibility of industry adoption.

# OPERATIONAL COMPLIANCE - Specific Actions

OPERATIONAL COMPLIANCE		
No.	Specific Actions:	Estimated Timeline
1	Explore funding and staffing resources for increased ATO involvement, collaboration, understanding of industry and operational knowledge, and consistency in enforcement	Ongoing
2	Enhance customer service training for CSRs and ATOs	Ongoing
3	Review and adjust CSR responsibilities to improve practices and eliminate the need for CSRs to step into the role of ATOs	Ongoing
4	Evaluate the use of cameras and Automated License Plate Recognition (ALPR) technology to assist ATOs in responding to traffic enforcement issues	FY2021-2022

**Important Considerations:**

- > The importance of consistency in enforcement of Authority policies across all modes
- > Availability of technology to improve consistency and accuracy in enforcing Authority policies relating to ground transportation

# ENVIRONMENTAL - Specific Actions

ENVIRONMENTAL		
No.	Specific Actions:	Estimated Timeline
1	Evaluate the use of environmental incentives, measures, metrics, and requirements that may be applied consistently across all modes, where applicable. Move toward replacing, enhancing, or modifying GHG requirements for all modes with a system of incentives that are in alignment with the Authority's clean transportation plan	FY 2020-2021
2	Evaluate the use of minimum standards in GHG emissions for TNCs, similar to taxis	FY 2020-2021
3	Evaluate the creation incentives for TNCs to use alternative fuels	FY 2020-2021
4	Evaluate incentives for multi-passenger vehicles and ADA vehicles	FY 2020-2021
5	Evaluate the creation of economic incentives for electrification, develop infrastructure to support increased use of Electric Vehicles (EV), and explore the use of portable solar EV Charging Stations.	FY 2020-2021
6	Evaluate a reduction in the overall number of commercial vehicles as an environmental and congestion reduction measure	See Recommendations for Operating Models
7	Evaluate the use of priority curbing as incentive to increase conversion to electric vehicles and to reduce deadhead trips	See Recommendations for Congestion Management

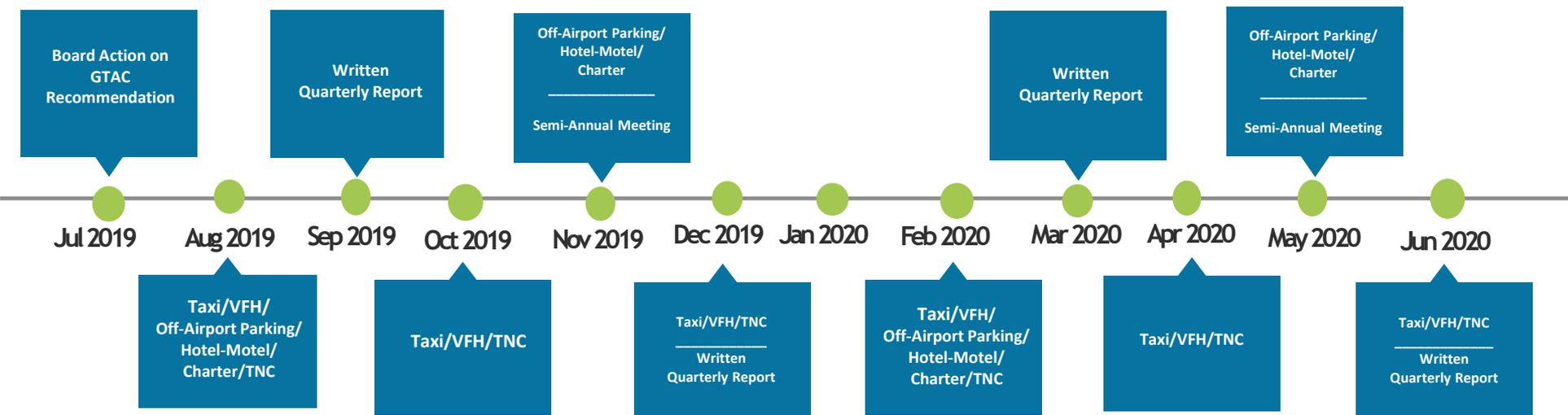
### Important Considerations:

- > The physical infrastructure must support environmental objectives and requirements (virtual hold lot, electric charging stations, etc.)
- > Potential external sources of funding and regulatory mandates
- > The relative contribution to total GHG emissions by each mode, balanced with individual vehicle emission rating
- > The potential legality of a minimum standard

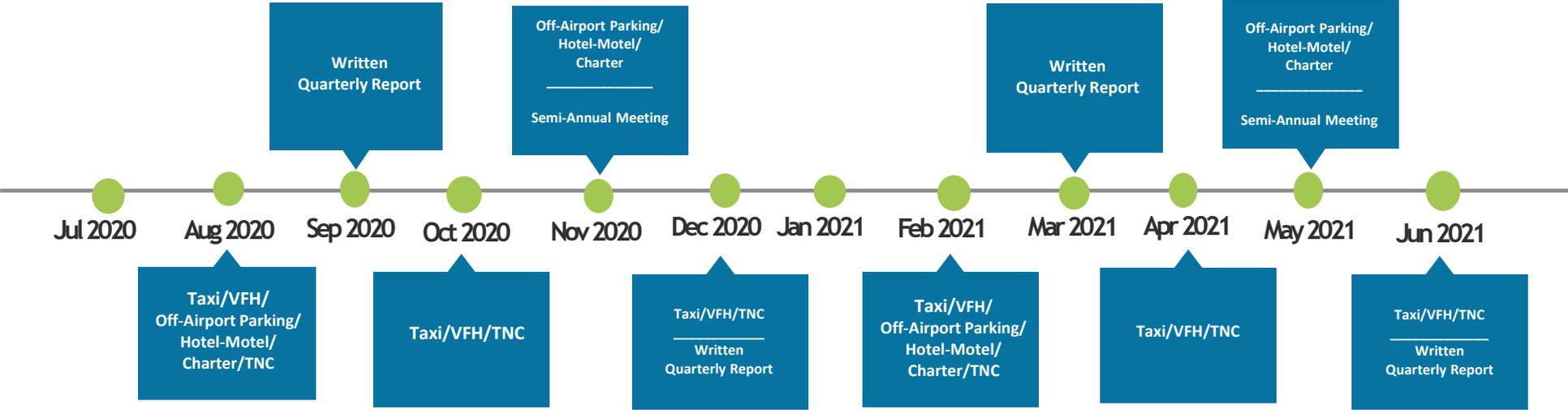
# Ongoing Collaboration

- Adoption of the Collaborative Framework Document .
- Ongoing and regularly scheduled meetings with industry partners.
- Development and distribution of a Quarterly Ground Transportation Report
  - Report progress on Specific Action items.
- Two Semi-annual outreach meetings in FY 20 & FY 21 with all Ground Transportation stakeholders, along with invites to all former GTAC members.

# Schedule of Upcoming Ground Transportation Meetings - FY 2020



# Schedule of Upcoming Ground Transportation Meetings - FY 2021



# Comments

## from Voting Board Members



QUESTIONS?



# Recommendation

Adopt Resolution 2019-xxx, to approve the Ground Transportation Collaborative Framework Document, and included actions, as the approved framework tool to evaluate future Ground Transportation policies, procedures, and requirements for all commercial transportation modes operating at San Diego International Airport.

# **ITEM 1**

## **GROUND TRANSPORTATION AD HOC COMMITTEE REPORT TO THE AUTHORITY BOARD:**

**Information received from  
the public.**

Prepared by

**Gulab Muhammadi**

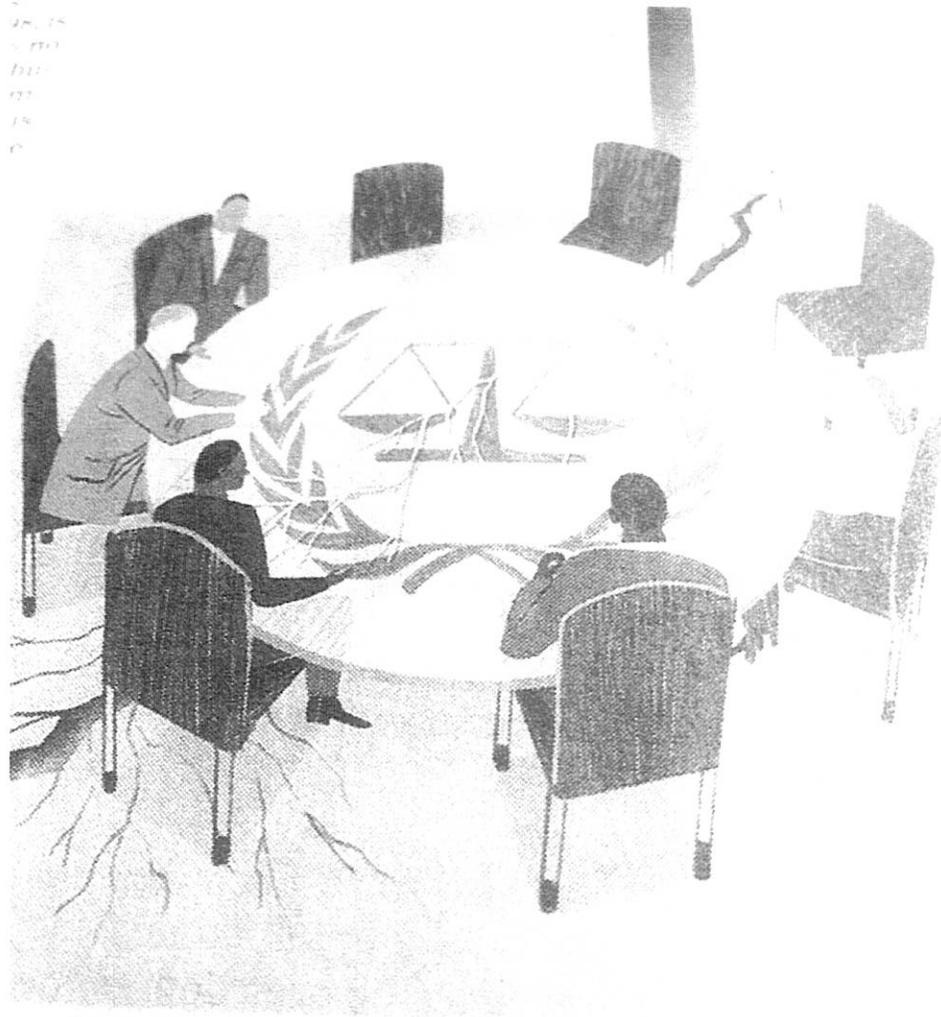
Ground Transportation Ad Hoc Committee  
Member

*Asking For Equal Rights*

Open Airport

For All City Cab

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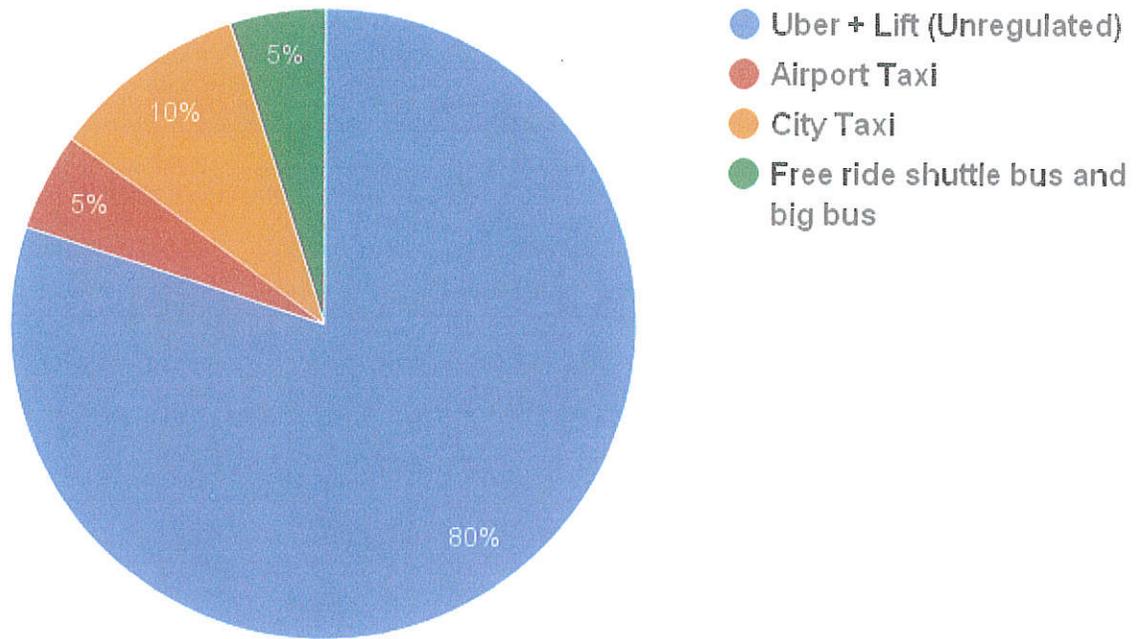


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# CITY TAXI

- All taxis operating in the city of San Diego are regulated and permitted by MTS code of ordinance # 11
  - There is no differences between city taxi and airport taxi as we have completed all requirements to get a taxi permit.
  - It was the best decision by MTS when they granted new 273 medallions in 2015 for qualified drivers for example:  
( one taxi permit per driver, no lease to driver and no transfer).  
And all taxi drivers became the owner of small business of taxi
  - City cab drivers provide complete taxi services to customers and use modern technology such as GPS to provide accurate ETA
  - Like every driver, city taxi drivers also want a better life and better opportunity for our families and dependents.
  - We should not let hopeless people to tell us that our permit policy cannot be improved
-

# City of San Diego Taxi Services



# AIRPORT TAXI

- Per authority code section 9.12, the authority has issued 450 stickers. The airport taxis are controlled by the authority rules and regulation. And are authorized to pick up passengers at airport and city of san Diego.
  - Number of taxi authorized each day and number of taxis authorized alternative like A,B Group .
  - 20 % are individual taxi owners and 80% some owners have multiple stickers that they lease to driver for \$400-\$600 weekly .
  - Also, privatizing sticker permits enables black market sales from \$30,000 -\$100,0000
-

# Negative effect of current strategy on taxi business

- City taxis have not been authorized to pick up customers at the airport for over 50 years and at the rental car center
  - Airport authority has given this opportunity of business for unlimited and unregulated uber and lyft drivers
  - Airport authority issued multiple stickers for some specific airport taxi owners and these owners then leased them to other drivers
  - Airport stickers sell in the black market from \$30,000 - \$100,000 .
  - Selling of airport sticker is like a private airport system it is against the law of commercialized airport
-

# GTA SOLUTION (change current operating strategy )

- Time is running out and 2019 approaches it is now time to start a new chapter to bring democratic change in the old policy after 50 years .
  - Some changes are required at Airport ground Transportation in order to promote new skills
  - It is time to make a historical and positive change by opening the airport for city cabs to be able to pick up customers
  - Without this new change business will loose this opportunity for improvement
  - Your courage and goodness and love will for ever guide city cab along the way.
  - Increase customer services and the ability to service different order sizes.
  - Improve asset utilization and provide better services.
  - Being able to accept change is critical for success in business.
  - San Diego airport is commercial airport not private and is controlled by FAA. So all activities of business should be according to the policy of commercialized airport.
-

# GTA PROPOSALS

- Open airport for all city taxi to have business at airport and rental car center.
- Issue one sticker per medallion for city taxi owners.
- No lease to driver and no transfer
- We support a system of issuing stickers on a daily basis for city cab owners.
- Increase high quality services to passengers.
- Strong wi-fi system now expected from customers 80% passengers are using smart phone .
- Add smart phone app which offers direction to airport and airline.
- I am urging the board members to reject any arguments against this proposal, and remove all barriers for city cab approval to have business at airport. .
- City taxi is seeking equal access and opportunity, nothing more and nothing less
- The airport sticker should not be privatized

Attention to the Airport authority

Marc Nichols

Director -ground transportation

- Please review our proposal by my name

GULAB MUHAMMADI

- City cab owners are asking for approval to do our business at airport ground transportation
  - We need equal opportunity for our taxi business at the airport
  - Nothing more and nothing less
  - Keep your promise of approval for city cab
- Thank you for your attention in this regard

Gulab Muammadi

SD.T.D.Council Representative

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United Taxi Workers of San Diego, OPEIU Local 1218, AFL-CIO  
4265 Fairmount Ave. Ste. 180, San Diego, CA 92105

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Kimberly J. Becker, President/CEO

San Diego County Regional Airport Authority

06/20/2019

RE: The Need for Transition of MTS taxis to Open Airport Now

Dear Ms. Becker;

On July 1, 2019, you and the Airport Board will receive the recommendations of your three Board members who served on the Ad Hoc Ground Transportation Committee. Their report will include a recommendation to open the Airport to all MTS taxis as of December 2020. We appreciate this big step forward in equity for taxis at the Airport.

However, there is no need and no obligation to take that long to make this kind of transition. Some say that this date should correspond to the end of the current MOAs with taxi groups already operating at the Airport. However, those MOAs do not address the Airport's cap on taxis, cede that issue to Airport management, and allow for Airport changes from month to month. That change can start now.

Furthermore, the rationale for restricting MTS taxi access is mute now that the Airport is open to an unlimited number of TNC vehicles. As a matter of equity, delaying the full transition until December 2020 only prolongs that inequity and punishes taxi drivers who desire to serve the Airport and are qualified to do so. At the last meeting of the Ad Hoc Committee, Mr. Nelson, MTS Taxi Manager, suggested a phased-in transition of taxis before December 2020. It makes sense for the taxi industry.

Therefore, we propose that the Airport vote to approve a recommendation to open the Airport but not with the December 2020 timeline. We also propose that you create a transition team this summer from the Ad Hoc Committee members to help plan a phased-in transition starting sometime this fall 2019. That transition period could phase in additional Airport permits month by month using a lottery system for selecting new taxi drivers each time. It should be completed by spring 2020.

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4265 Fairmount Ave. Ste. 180, San Diego, CA 92105

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This timing would be much more equitable and allow all eligible taxi drivers time to consider whether they will invest in renewed or new Airport permits in June 2020. Some current Airport taxi drivers may want to leave the industry then when their current permits expire. Some new drivers may try the Airport and decide to leave.

Of course, the current A-B system of allotting taxis days at the Airport should be adjusted and we have been speaking with TAG representatives about making a joint proposal for that. We hope to be able to do that soon after your July Board meeting. We are discussing other issues with them, also, that we hope to present together around the same time.

We are always available to discuss this proposal with you.

Thank you for taking the time to read our UTWSD proposal.

Mikaiil Hussein  
President/CEO

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