

GROUND TRANSPORTATION AD-HOC COMMITTEE MEETING #2

Thursday, December 20, 2018
San Diego International Airport
3225 N. Harbor Drive
San Diego, CA 92101

MEETING SUMMARY

I. ATTENDANCE

Voting Members (Board Members):

Robert Lloyd
Johanna Schiavoni
Mark West

Non-Voting Members:

Abebe Antalo	Kamran Hamidi	Anthony Palmeri
Richard Abdala	Tony Hueso	Carelyn Reynolds
Peter Brownell	Mikail Hussein	Safaah Saleh
Zodin Del Rosario	Adrian Kwiatkowski	Nasser Tehrani
Arica Gately	Gulab Mohammadi	Peter Zschiesche
Yonas Ghiliu	Kenneth Nelson	

A total of 35 public members attended this meeting, and a total of 14 public comments made.

II. COMMITTEE WELCOME

Mr. Mark West, Authority Board Member, welcomed everyone and expressed appreciation for those who submitted their comments electronically regarding the topics addressed by this committee. He encouraged everyone to take the opportunity to do so via email at GTAC_comments@san.org to contribute to this important effort.

Mr. West set the stage for the following discussions by highlighting examples in the use of environmental data to effect change, noting that this industry-wide trend is a significant aspect of ground transportation planning.

III. GROUND TRANSPORTATION ENVIRONMENTAL PROGRAM

Chad Reese, Environmental Affairs Manager, overviewed the Authority's Clean Transportation Plan which serves as the Authority's strategy to address environmental transportation issues. The Plan contains six focus areas:

- 1) Alternative Fuels & Vehicle Efficiency
- 2) Efficient & Sustainable Transportation Infrastructure

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- 3) Congestion & Emission Reduction
- 4) Employee Transportation
- 5) Construction
- 6) Public Transit

The Plan is currently being reviewed by the Authority's legal team and the public draft will be posted on the Authority's web site. The GTAC will be notified as soon as the document becomes available.

Marc Nichols, Ground Transportation Director, overviewed the general regulatory environment for various transportation modes, currently regulated by ten different agencies and environmental programs. The focus of GHG (greenhouse gas) emission reduction strategies are in the following areas: (a) cleaner fuels, (b) higher MPG, and (c) carpooling/ridesharing.

For TNCs, GHG emission reductions at SAN are achieved through performance-based parameters such as EPA's GGR (greenhouse gas rating), a combination of MPG and equivalent CO₂ emissions (grams/mile). TNCs receive credit for pooling, matching, pre-matching, and overall trip GHG measures. Mr. Nichols noted CA Senate Bill 1014 (Skinner) which will lead to new, passenger-mile based targets for GHG emissions for TNCs.

Mr. Nichols reviewed the airport industry environmental trends which include transportation demand management, new environmental metrics and analytics, shared mobility and other strategies.

IV. PUBLIC COMMENTS

A total of 14 public comments were received on topics such as: opening (or not) the airport to all permitted taxis, managing changes in policies to allow sufficient time for operators to make business decisions, the need to address congestion on Harbor Drive, and fair enforcement of regulations in taxi and TNC hold lots.

V. COMMITTEE DISCUSSION

The Committee identified a set of **topics** to help in the discussions on environmental program recommendations:

- EV charging infrastructure:
 - Availability of charging infrastructure for ground transportation: types of fittings, appropriate number of stations for transportation industry

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- Potential pilot program with energy company
- Technology:
 - The Airport Authority would need to define the direction: all electric, alternative fuels, etc. We all need to be on board and working together towards the same technological endpoint.
- Reducing deadheading:
 - Differential policies regarding deadheading for different modes need to be addressed in next environmental plan
- GHG targets and metrics:
 - We need to consider the possibility of extending the GHG metrics across all modes rather than requiring a specific technology, increasing vehicle options
- Shared mobility
- Concurrent regulations:
 - SB 1014 (TNC environmental program) implementation

Committee members noted the following **considerations** with respect to the Authority's environmental program:

Goals of the environmental program:

- Authority should determine the goals of their environmental plan and hold all operators to the same standards
- Authority's overall goal is to continue to be a leader in environmental planning
- There are currently two types of environmental standards: (a) GHG emissions-based standard that applies to any type of vehicle (TNCs) and (b) vehicle requirements – fuel type and age standards (all other modes). The future program should create a more consistent set of standards among modes while allowing for operational and technological flexibility to achieve its goals.

Strategies - vehicle type/size and fuel:

- Limiting type/size of vehicle: what does the market support? There needs to be flexibility in requirements – not just vehicle type but also efficiency.
- Many taxi operators have invested significantly to convert their vehicles – should there be “credit” for the associated environmental benefits moving forward?
- We are in uncharted waters with electric vehicles, Tesla, Volt, etc. with respect to range, maintenance. More information is needed from manufacturers.
- Charging station availability is a major concern if vehicle type is imposed or incentivized without sufficient charging/refueling options.
- Other fuel sources - propane, CNG, biofuels. Will these be available on airport property?
- Options should include fewer but higher capacity vehicles in a fleet to reduce trips.

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Strategies – reducing deadheading:

- All taxis should be the same vis-à-vis access to the airport and compliance with environmental requirements.
- TNCs are working toward GHG emission reduction goals by reducing deadheading – how can these strategies be also applied to taxis? Trip matching could be implemented by taxis (taxi app already has this feature).
- Matching is not always desired by the customer – flexibility is needed in this area.
- Use of soft meters by taxis to scale pricing should be an option (similar to Uber/Lyft).
- Strategies should consider future potential disruptive technologies.

Strategies – managing the number of vehicles:

- Either (a) there are limits imposed on the number of vehicles for ALL modes operating at the airport, or (b) there is no limit at all for ANY mode – i.e., airport is open to all taxis.
- There is a need to understand more about difference in modes, including other airport models.

Stakeholders:

- Involve SDGE in future meetings – biggest issue is finding charging stations and discussions with the company may be beneficial to creating incentives.

VI. FUTURE MEETINGS

The next four meetings are planned as follows:

1. Jan 17, 2019 - Current operating strategy for modes, long-range planning, industry trends, key components of long range strategy
2. Feb 21, 2019 - Guidelines for long-range operational strategy
3. Mar 21, 2019 - Guidelines for environmental program
4. Apr 04, 2019 - Final recommendations for Authority Board

Meeting location and parking information will be provided in advance.

All meeting materials are posted following each meeting on the Committee web page at:

<https://www.san.org/Airport-Authority/Meetings-Agendas/Ground-Transportation>