



**SAN DIEGO COUNTY
REGIONAL AIRPORT AUTHORITY
STAFF REPORT**

**Item No.
12**

Meeting Date: **JANUARY 5, 2012**

Subject:

Update on Ground Transportation

Recommendation:

Receive the report and provide possible direction related to next steps.

Background/Justification:

This report serves to provide the Board with an overview of certain issues related to ground transportation at San Diego International Airport (SDIA). Included is a review of the multiple guiding documents that serve the Authority's Ground Transportation Program. These include: 1) relevant sections of the Memorandum of Understanding with the California Attorney General (AG-MOU); 2) the Authority's Air Quality Management Plan; 3) the Authority's Comprehensive Ground Transportation Management Plan; 4) Vehicle Conversion Incentive-Based Program; and, 5) Memoranda of Agreement with Taxicab and Shuttle Associations/Operators.

1. Memorandum of Understanding with Attorney General

The Authority entered into a Memorandum of Understanding (AG-MOU) with the California Attorney General in 2008 to address the reduction of greenhouse gas (GHG) emissions at SDIA. The AG-MOU outlines specific measures that the Authority committed to implementing in order to limit and reduce GHG emissions. The AG-MOU included one element related to ground transportation: the establishment of a program/policy to replace shuttles with electric or alternative fuel vehicles. After executing the AG-MOU, the Board decided to include all ground transportation modes in the Authority's Vehicle Conversion Incentive-Based Program (outlined below).

2. Air Quality Management Plan

The Authority developed an Air Quality Management Plan to guide its decisions, aid airport tenants and other stakeholders in effectively managing and reducing their air emissions and overall carbon footprint. The objectives of the plan: 1) quantify baseline criteria pollutant and GHG emissions; 2) identify emissions reduction opportunities and funding; and 3) address AG-MOU specific measures.

3. Comprehensive Ground Transportation Management Plan

In January 2010, the Board approved the implementation of the Comprehensive Ground Transportation Management Plan to guide operational and management decisions for ground transportation components at SDIA. The Comprehensive Ground Transportation Management Plan envisions continuous evaluation of the management, operation,

000080.1

control and fare structures for each component of the ground transportation system; taxicabs, vehicles for hire, shuttle buses and public parking facilities.

4. Vehicle Conversion Incentive-Based Program

Pursuant to the Authority's commitments in the AG-MOU, in March 2010, the Board adopted a Vehicle Conversion Incentive-Based Program to encourage the conversion of the ground transportation fleet to alternative-fuel vehicles.

5. Memoranda of Agreement with Taxicab and Shuttle Associations/Operators

In September 2010, the Board approved an approach to improving taxicab and shuttle operations at SDIA by "partnering" with locally-formed taxicab/shuttle van associations (and Super Shuttle, San Diego) using formal Memorandums of Agreement (MOAs). The goals of the Authority in addressing improvements to its ground transportation program center on measures to:

- Optimize Taxicab Fleet / Taxicab Availability
- Improve Management Structure / Oversight
- Strengthen Vehicle and Driver Standards
- Enhance Environmental Compliance
- Provide a Uniform Customer Service Experience

In March 2011, the Board approved execution of separate Memorandums of Agreement with 1) San Diego County Airport Shuttle Association; 2) San Diego Taxi Association; 3) San Diego Transportation Association; and, 4) Supershuttle, San Diego.

Other Issues

At the December 21, 2011, Executive Committee meeting, Board members requested that staff provide an update on two additional items related to ground transportation:

- Front-of-the-Line Privileges for Alternative Fuel Taxicabs
In order to encourage conversion of taxicabs to alternative fuel vehicles, the Authority offered front-of-line privileges through June 30, 2012, for all alternative fuel taxicabs. The program began on October 25, 2011, and was temporarily suspended on December 8, 2011. Discussions with industry partners are ongoing. A meeting is scheduled on January 6, 2012, to discuss possible solutions to the issue.
- Vehicle Age Policy
Authority Code 9.12 states that permits shall not be issued for taxicabs of vehicles-for-hire (door-to-door shuttles) that are more than seven years old. Vehicle age limits for taxicabs and door-to-door shuttles have been in place since prior to the Authority's creation in 2003. The policy was originally instituted to ensure compliance with vehicle appearance standards. As part of the Vehicle Conversion Incentive-Based Program, additional mode types (limos/charter, hotel/motel and parking shuttles) were included in the vehicle age policy.

Fiscal Impact:

Funding for expenses related to ground transportation programs are included in the FY 2012 adopted budget. Increased costs and investments in additional formal training programs, and inspection visits by regulatory agencies were identified in the FY 2012 adopted budget.

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. This Board action, as an administrative 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. Pub. Res. Code §21065.
- B. California Coastal Act Review: This Board action is not a "development" as defined by the California Coast Act Res. Code Section 30106.

Equal Opportunity Program:

Not applicable.

Prepared by:

VERNON EVANS
VICE PRESIDENT, FINANCE/TREASURER

000080.3

Revised 01/04/12

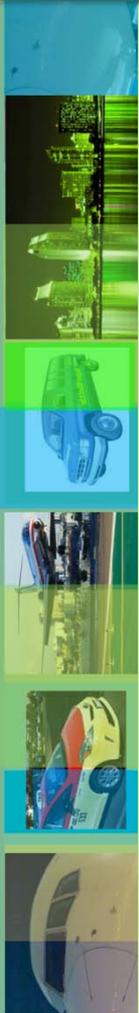
Update on Ground Transportation

January 5, 2012

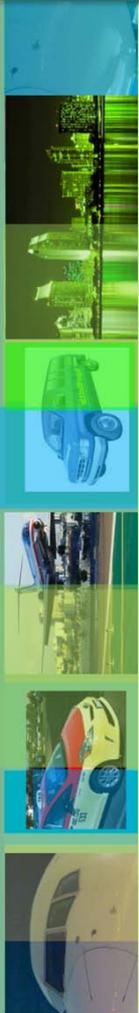


Presentation Outline

- Guiding Documents
- Status of CA Attorney General MOU
- Vehicle Conversion Incentive-Based Program
- Front-of-Line Privileges for Taxicabs
- Status of MOAs with Taxicabs/Shuttles
- Standardization of Vehicle Age Policy
- Taxi/Shuttle Wait Times
- Taxicab Trip Fee Update
- Next Steps

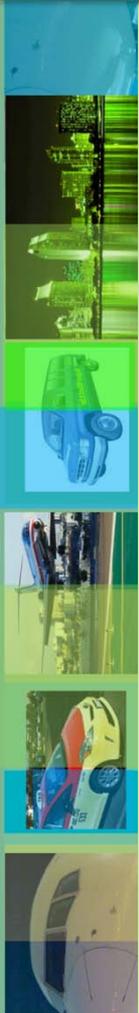


Guiding Documents



Guiding Document/Program	Date Adopted
■ California Attorney General MOU	May 2008
■ Air Quality Management Plan (AQMP)	Dec 2009
■ Ground Transportation Management Plan	Jan 2010
■ Vehicle Conversion Incentive-Based Program	Mar 2010
■ Taxi/Shuttle Performance Improvement Program	Sep 2010
■ Taxicab Associations' MOAs	May 2011
■ Airport Shuttle Operators' MOAs	May 2011

MOU with CA Attorney General



The Airport Authority agreed to a Memorandum of Understanding (MOU) with the Attorney General of the State of California to address the reduction of greenhouse gas emissions at the San Diego International Airport. The MOU outlines specific measures that the Authority has committed to implementing in order to limit and reduce greenhouse gas (GHG) emissions.

Air Quality Management Plan (AQMP)

Purpose

Aid Airport Authority, airport tenants and other stakeholders in effectively managing and reducing their air emissions and overall carbon footprint.

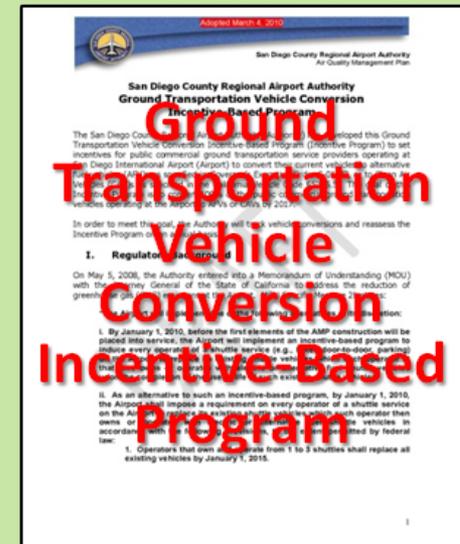
Objectives

- Quantify Baseline Criteria Pollutant & GHG Emissions
- Identify Emissions Reduction Opportunities & Funding
- Address Attorney General MOU Specific Measures

Vehicle Conversion Incentive-Based Program

An incentive program that meets requirements of the MOU with the CA Attorney General, which provides a path to conversion of the ground transportation fleet to alternative fuel vehicles.

Goal: 100% Conversion by 2017



Fiscal Year 2012 Incentives for Alternative Fuel Conversion

Alternative Fuel Vehicles are 100% exempt from all permit/trip fees except a \$200 annual administrative fee in Fiscal Year 2012. The percentage exemption gradually reduces annually until 2017.



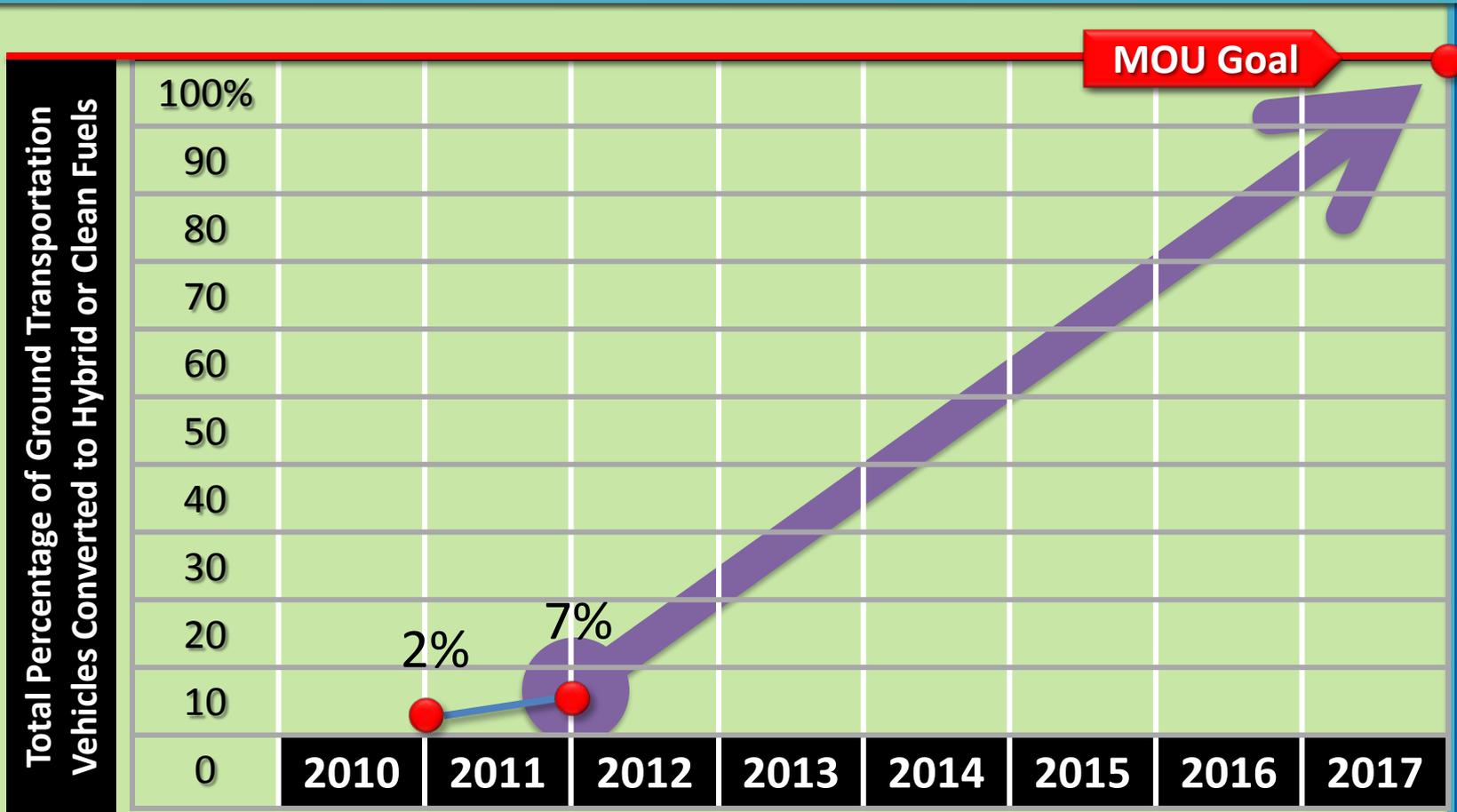
Status of Vehicle Conversion Incentive-Based Program

Number of Ground Transportation Vehicles Converted to Alternative Fuels or Hybrids as of December 2011

Vehicle Type	Alternative or Hybrid	Conventional	Total
Taxicabs	42	307	349
Door to Door Shuttles	11	147	158
Airport Parking Shuttles	33	38	71
Hotel Courtesy Vans	0	95	95
Limousines	11	689	700**
Total	97*	1276	1373

*7% of total fleets converted; **Best estimate

Status of Attorney General MOU Clean Air Vehicle* Conversion Goal



*Meets State's "low-carbon fuel standard," such as certain hybrids (i.e., Prius) or vehicles that run on compressed natural gas or biodiesel (B20)

CCSE* Airport Vehicle Rebate Program (AVRP)



Attention Owners of Taxis Registered at San Diego Airport



Drive green and save green!

Airport Authority

Upgrade to a new hybrid or alternative fuel taxi and receive a \$7,500 rebate and Front of the line privileges at the San Diego Airport hold lot.

Owners of taxis operating at the San Diego Airport are eligible to receive a rebate if they purchase eligible clean/alternative fuel taxis. The first 10 taxis that upgrade their vehicles will receive a rebate of \$7,500. All taxis that receive a rebate will receive front of the line privileges at the hold lot. Don't miss out on a chance to upgrade your vehicle, save gas and generate more fares!

It's easy to apply. Just fill out an easy 1-page application on-line at www.energycenter.org/avrp and receive your rebate check once you permit your eligible vehicle at the airport. Questions? Call us and we can help. Contact Kyle Goedert at 858-244-4877 for more information.

Get information about eligible vehicles, rebate amounts and more at www.energycenter.org/avrp.

Switching to Hybrid Cabs will save \$6,000 - \$11,000 a year on gas

	Owner/Driver	Leased Driver
Miles Driven/yr	45,000	80,000
Fuel Crown Vic	\$10,547	\$11,750
Fuel Hybrid Cab	\$4,219	\$7,000
SAVINGS	\$6,328	\$4,750

Estimates based on Crown Vic 16 mpg, Hybrid 40 mpg and \$3.75 gallon/gas.

Switching to Clean or Alternative Fuel Taxis Will Save You Money



Assumptions: 1 new taxi or 2 used vehicles purchased over a 7-year period; taxi owner/driver costs; gas prices \$4.00/gallon. Sources: California Center for Sustainable Energy, SCMTS, San Diego Airport ground transportation providers, vehicle dealers.

Examples of Eligible Vehicles	Rebate Amounts	
	New 2011	Used Vehicles 2009-2010
Hybrid		
Ford Escape Hybrid	\$5,000	\$2,500
Nissan Altima Hybrid		
Toyota Camry Hybrid		
Toyota Prius		
CNG/Propane		
Ford Transit Connect (CNG & Propane)	\$5,000	\$2,500
Hyundai Tucson GLE		
Hyundai Economy Gas		
Ford Focus	\$2,500	\$1,000
Hyundai Sonata		
Honda Accord		
Honda Civic		



For a full listing of eligible vehicles, visit www.energycenter.org/avrp or contact Kyle Goedert at 858-244-4877.

Public & Private Sector Collaborative Effort

Airport Vehicle Rebate Program (AVRP) Eligibility Guidelines

Helping ground transportation providers at the San Diego Airport make the switch to clean and alternative fuel vehicles.

- Taxis licensed to operate at the San Diego Airport are eligible to participate in the program.
- You can apply for a rebate after you purchase an eligible vehicle. Funds will be held in reserve until the taxi is permitted by the San Diego Airport.
- Applications will be available on-line beginning in June 2011 and will be processed on a first-come, first-served basis until the funds run out. \$200,000 has been set aside for taxis.
- Rebates will be limited to five vehicle rebates.
- Applicants receiving a rebate must certify that they plan to operate an eligible vehicle at the airport for a minimum of three years.
- Purchased or financed taxi vehicles are allowed.

Airport Vehicle Rebate Program

8690 Balboa Ave., Suite 100
San Diego, CA 92123
(866) SDENERGY
www.energycenter.org

Mossy Toyota

For Further Information
Airport Vehicle Rebate Project | California Center for Sustainable Energy
www.energycenter.org | (858) 244-1177

8690 Balboa Ave., Suite 100
San Diego, CA 92123
(866) SDENERGY
www.energycenter.org

*CCSE: California Center for Sustainable Energy



Center for Sustainable Energy CALIFORNIA

Status of AVRP

- **June 23, 2011** - Over \$750,000 in State grant funds were made available for vehicle conversions.
- **August 31, 2012** - All funds must be expended prior to this date.



Rebates By Category as of Dec. 14		Rebated disbursed
Charter	11	\$60,000 (\$40,000 remaining)
Shuttles	11	\$80,000 (\$320,000 remaining)
Taxis*	42	\$222,500 (\$27,500 remaining)
Total	64	\$362,500

***Taxicabs did not begin converting until front-of-line privileges offered**

Airports with Front-of-the-Line Privileges for Clean Air Taxicabs

- Boston - Logan Airport (BOS)
- Los Angeles (LAX)
- San Francisco (SFO)
- Dallas (DFW)
- Seattle-Tacoma (SEA-TAC)
- Chicago – O’Hare (ORD)



Front-of-Line Incentives

Airport Authority offered front of line privileges through June 30, 2012 for all alternative fuel taxis



Front of line privileges started on October 25, 2011 and were temporarily suspended on December 8, 2011

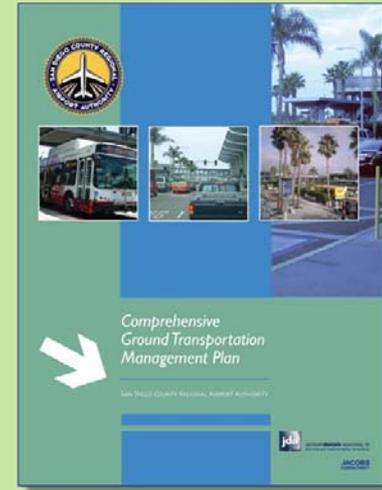


Authority has scheduled a meeting with taxicab operators on January 6, 2011 to discuss possible solutions to the issue

Ground Transportation Management Plan (GTMP)

The Comprehensive GTMP guides operational and management decisions for ground transportation components at the airport.

This dynamic document includes continually evaluating the management, operation, control and fare structures for each component of the ground transportation system; taxis, vehicles for hire, shuttle buses and public parking facilities.

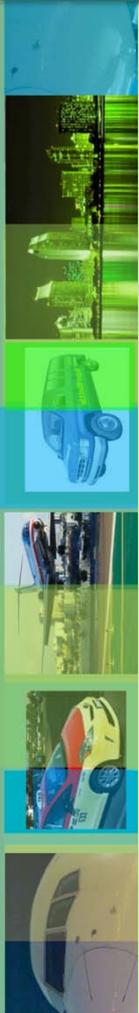


GTMP & Organizational Strategies

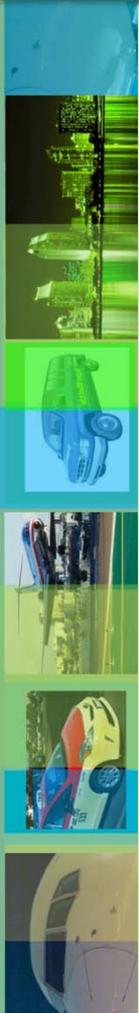


Taxicab/Shuttle Performance Improvement Program

The Board approved an approach to improving taxicab and shuttle operations through creation of MOAs with industry associations. While the MOAs were under development, the Performance Improvement Program began immediately, which led to decreases in wait times, improved customer service, and other enhancements.



Ground Transportation MOAs

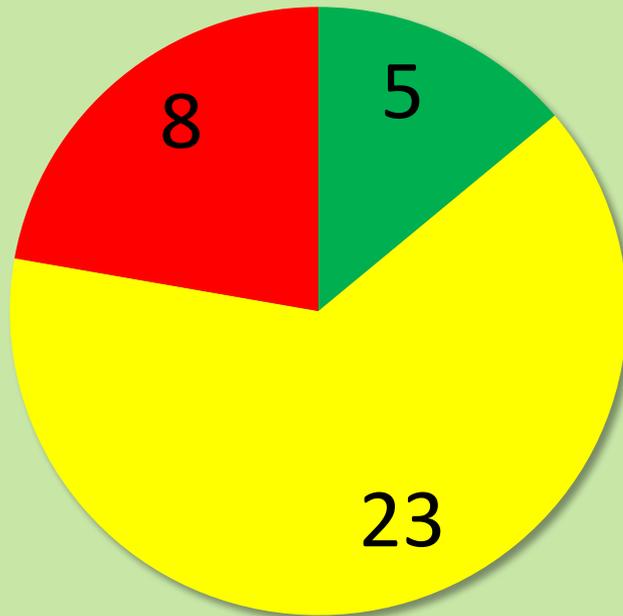


■ Taxicabs. San Diego Taxi Association and San Diego Transportation Association signed the MOAs effective for a period of one (1) year ending May 2012.

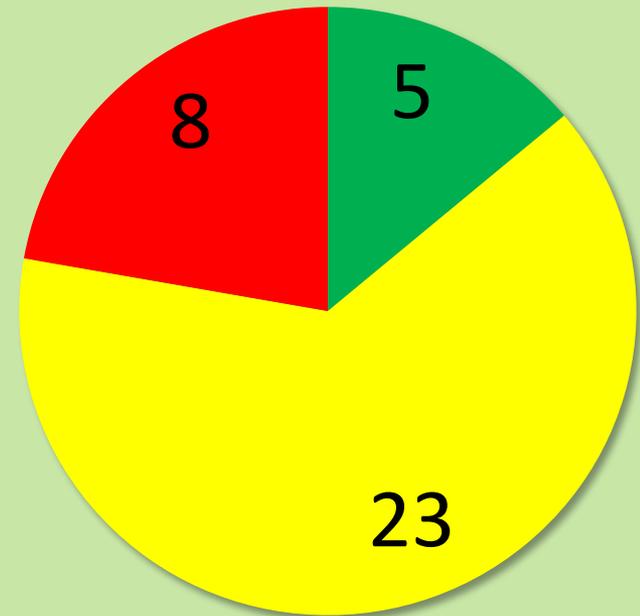
■ Shuttles. San Diego County Airport Shuttle Association and SuperShuttle signed the MOAs effective for a period of one (1) year ending May 2012

Status of Taxi MOAs

San Diego Taxi Association



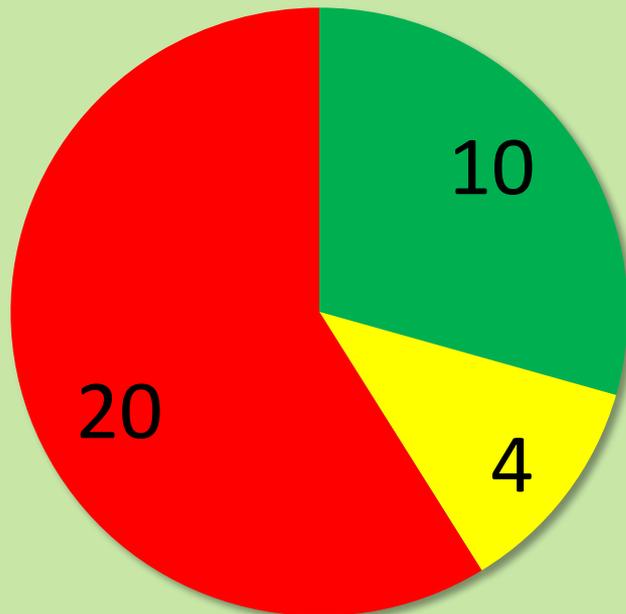
San Diego Transportation Association



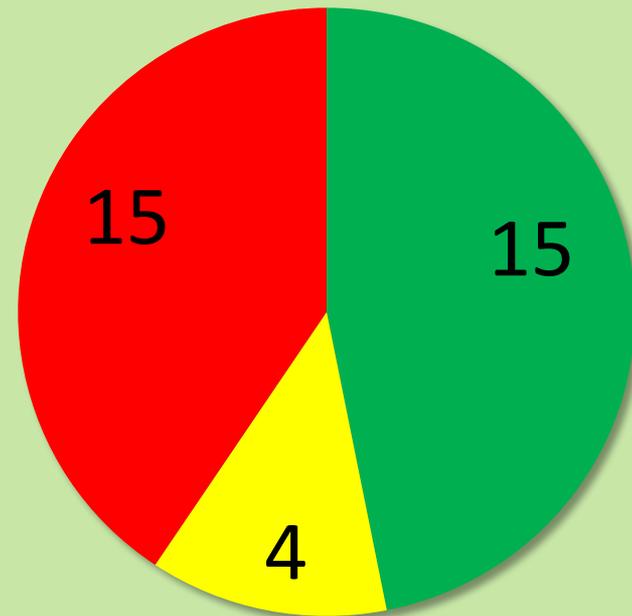
MOA Items: ■ Complete ■ Partially complete ■ Incomplete

Status of Shuttle MOAs

San Diego Co. Airport Shuttle Association



SuperShuttle

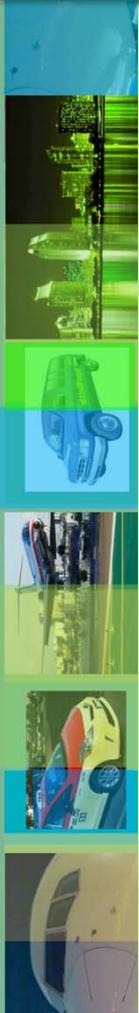


MOA Items: ■ Complete ■ Partially complete ■ Incomplete

Vehicle Age Policy

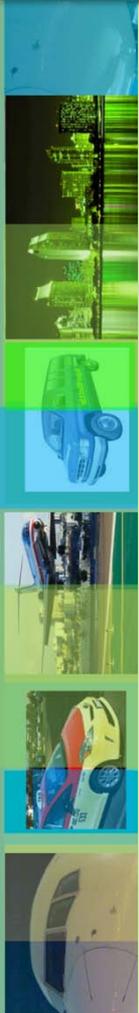
Seven (7) year age limit for taxicabs and door-to-door shuttles has been in place since before the Authority's creation in 2003. The policy was originally instituted to ensure compliance with vehicle appearance standards.

As part of the vehicle conversion incentive program, additional mode types (limos/charter, hotel/motel and parking shuttles) were included in the age limit policy.



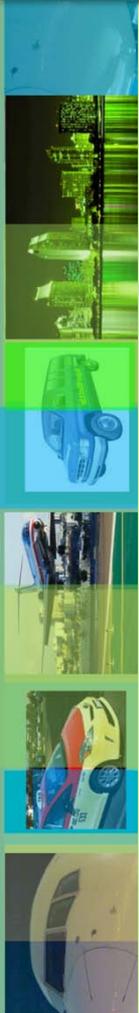
Taxi/Shuttle Wait Times

Since January 2011, staff has monitored and recorded passenger wait times. The airport averages two days per month during which there are periods of more than five minutes delay. During certain peak periods, there are brief periods of slightly longer delays.



Taxicab Trip Fee Update

- Staff has worked diligently with the City of San Diego and Metropolitan Transit System (MTS) to add the taxicab trip fee to the meter
- MTS requested that it be indemnified by the Authority prior to any action placing the fee on the meter



Next Steps

- Meeting on January 6th with taxicabs regarding front-of-line privileges
- Meetings in January with Taxicab and Shuttle Associations regarding MOA implementation
- Staff and California Center for Sustainable Energy continue to reach out to GT providers to expend remaining AVRP grant funds
- Update to Board at May 3rd meeting regarding MOA implementation

