



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

**Item No.
14**

Meeting Date: JULY 12, 2012

Subject:

Update and Potential Action Regarding Ground Transportation

Recommendation:

Receive the update and potentially take action.

Background/Justification:

This report serves to provide the Board with an overview and update on certain issues related to commercial ground transportation at San Diego International Airport (SDIA). These are: 1) the Vehicle Conversion Incentive-Based Program; 2) the Airport Vehicle Rebate Program (AVRP); 3) the Authority's Taxicab Trip Fee; 4) the Taxicab Front-of-Line Privileges; 5) Taxicab Wait Times; 6) the Memoranda of Agreement with Taxicab and Shuttle Associations/Operators; and, 7) the Authority's Vehicle Age Policy.

1. Vehicle Conversion Incentive-Based Program

The Authority entered into a Memorandum of Understanding with the California Attorney General (AG-MOU) in May of 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 at the end of their useful life. After executing the AG-MOU, the Board expanded this program/policy to include all ground transportation modes, including charter/limousines, hotel/motel courtesy shuttles and off-airport parking courtesy shuttles in the Authority's Public Commercial Ground Transportation Vehicle Conversion Incentive-Based Program (Incentive Program).

The Board adopted the Incentive Program in March 2010. The Incentive Program expanded the seven-year age limit requirement to all classifications of public commercial transport vehicles, including charter/limousines, hotel/motel courtesy shuttles and off-airport parking courtesy shuttles. The goal of the Incentive Program is to convert 100% of the public commercial ground transportation vehicles (Commercial Vehicles) operating at the Airport to alternative fuel vehicles (AFVs) or to clean air vehicles (CAVs) by 2017. The Incentive Program includes financial incentives and disincentives that act together with the age restriction to encourage operators to convert to AFVs as a vehicle's seven-year service life approaches.

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The incentives consist of a reduction in fees per year based on a percentage of the Ground Transportation Schedule of Annual Permit/Trip Fees, set by the Authority. The reduction in annual user fees and trip charges decreases over time as the availability of alternative fuel vehicles and infrastructure become more available. The following illustrates the percent reduction in fees and charges for the following fiscal years:

Fiscal Year 2011	100% reduction in ground transportation permit/trip fees
Fiscal Year 2012	100% reduction in ground transportation permit/trip fees
Fiscal Year 2013	75% reduction in ground transportation permit/trip fees
Fiscal Year 2014	50% reduction in ground transportation permit/trip fees
Fiscal Year 2015	25% reduction in ground transportation permit/trip fees
Fiscal Year 2016	10% reduction in ground transportation permit/trip fees
Fiscal Year 2017	0% reduction in ground transportation permit/trip fees
Fiscal Year 2018	0% reduction in ground transportation permit/trip fees

In addition to the incentives, the program includes fee increases for non-AFVs operating at the Airport. As detailed below, penalties increase in the future and by charging monetary penalties rather than mandating conversion, taxicab, shuttle and charter/limousine operators may still opt to use petroleum based vehicles, but at a higher rate.

Fiscal Year 2011	0% increase in ground transportation permit/trip fees
Fiscal Year 2012	0% increase in ground transportation permit/trip fees
Fiscal Year 2013	25% increase in ground transportation permit/trip fees
Fiscal Year 2014	50% increase in ground transportation permit/trip fees
Fiscal Year 2015	75% increase in ground transportation permit/trip fees
Fiscal Year 2016	100% increase in ground transportation permit/trip fees
Fiscal Year 2017	150% increase in ground transportation permit/trip fees
Fiscal Year 2018	200% increase in ground transportation permit/trip fees

Staff reviews the Incentive Program annually to determine if the program requirements are effective in helping the Authority achieve its goal of 100% conversion of Commercial Vehicles to AFVs by 2017.

The table below shows the total number of Commercial Vehicles operating and those which have been converted as part of the Incentive Program.

Vehicle Type	Alternative or Hybrid	Conventional	Total
Taxicabs	74	247	321
Door to Door Shuttles (VFH)	12	149	161
Airport Parking Shuttles	30	33	63
Hotel Courtesy Shuttles	5	94	99
Limousines	36	850	886
Total	157*	1373	1530

* 10% of total fleets converted

The table below shows the total number of commercial/public fuel stations within San Diego County that offer alternative fuels. These figures are provided by the U.S. Department of Energy's Alternative Fuels and Advanced Vehicles Data Center.

Fuel Type	# of Public Stations
Propane	10
Compressed Natural Gas (CNG)	9
Biodiesel (B20)	1
Hydrogen	0

2. Taxicab Trip Fee Update

The operating, regulatory and capital costs incurred by the Authority related to the operations of commercial ground transportation on airport property are recovered through ground transportation user fees (i.e., permit fees and/or trip fees), phased in over four years, beginning in FY 2011.

Taxicab owners at SDIA elected to pay allocated costs through both trip fees and permit fees. For FY2013, taxicab permit fees will be either \$740 for an every-day permit or \$370 for an every-other-day permit.

As shown below, taxicab trip fees were imposed on an incremental basis to achieve 100% cost recovery by FY 2014.

FY 2011	\$0.50	(25% of full cost recovery)
FY 2012	\$1.00	(50% of full cost recovery)
FY 2013	\$1.50	(75% of full cost recovery)
FY 2014	\$2.00	(100% of full cost recovery)

Pursuant to recent action of the Board of the Metropolitan Transit System (MTS), effective May 18, 2012, taxicab owners/operators are permitted to add the airport trip fee to taxi meters and collect the fee directly from passengers. All trip fees collected from taxicab passengers must be remitted to the Authority. This development required that the Authority modify the trip fee program as it applies to AFV taxicabs. The solution adopted by the Board at its May 3, 2012, meeting (Resolution 2012-0057), replaced the reduced taxicab trip fee element of the Incentive Program with a cash-based incentive for AFV taxicab vehicles and a reduction of AFV taxicab vehicle permit fees for FY 2013 through FY 2016.

Beginning July 1, 2012, all permitted taxicabs providing service to passengers leaving the airport will have an additional \$1.50 trip charge on the taxi meter. A non-AFV taxicab will be penalized an additional twenty-five percent (25%) of the trip fee for a total of \$1.88 per trip. A non-AFV taxicab driver will remit to the Authority \$1.50 (which will be collected from the passenger) as well as the additional \$0.38 each time his or her taxicab is dispatched from the taxicab hold lot to the terminal transportation islands.

Staff expects an automated system to collect trip fees from taxicab drivers to be installed by winter of 2012.

3. Taxicab Front-of-Line Privileges

In the fall of 2011, staff learned of a potential incentive utilized successfully at certain other airports to incentivize taxicab operators to convert to AFVs – front-of-line privileges. Staff established this incentive in October 2011. Despite the positive results (44 cabs converted during the time that front-of-line privileges were offered), staff suspended the program in December 2011 due to unforeseen challenges associated with this incentive. A consensus between staff and taxicab owners who purchased an AFV by December 31, 2011, was reached whereby each AFV taxicab owner would receive \$3,600 per converted taxicab. This would result in a total payment of \$158,400, to be paid in FY 2012. Execution of a release of liability by all of the 44 eligible AFV owners would be a condition precedent to making any payments. The Board adopted this approach at its May 3, 2012, meeting (Resolution 2012-0056). Since that time, all eligible AFV owners have signed the release of liability.

4. Memorandums of Agreement with Taxicab and Shuttle Associations/Operators

In September 2010, the Board approved an approach for improving taxicab and shuttle operations at San Diego International Airport (SDIA) by "partnering" with locally-formed taxicab/shuttle van associations (and SuperShuttle, San Diego) using formal Memorandums of Agreement (MOAs). The goals of the MOAs address more than 30 improvements to the ground transportation program, including:

- Optimizing taxicab fleet / taxicab availability
- Reducing taxicab wait times
- Improving management structure / oversight
- Strengthening vehicle and driver standards
- Enhancing environmental compliance
- Provide a uniform customer service experience
- Improving customer satisfaction
- Conducting vehicle inspections
- Increasing driver professionalism
- Conduct driver training

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. Since that time, an additional Memorandum of Agreement has been signed with another taxicab association, Independent Cab Owners Association, Inc. (ICOA).

Staff has participated in 71 meetings with ground transportation providers since January 2011. The meetings have covered a variety of topics including: the MOAs, operational issues and construction updates. Through these monthly coordination meetings with staff, the Associations and the Authority have been successful in eliminating all incomplete items. Over half of all remaining items are complete and of those in process, many will remain in process as they relate to the monitoring of standards that have been developed.

As a component of the MOAs, Authority staff has applied a more rigorous inspection program to the taxicabs and shuttles over the last year. This program has resulted in an increased awareness and compliance from the industry. Staff reinforces this positive behavior and outstanding customer service through Certificates of Appreciation that are presented to the driver.

5. Taxicab Wait Times

In June 2011, the Board amended Authority Code 9.12 to improve taxicab service levels by authorizing an increase in the number of taxicabs serving the Airport each day from 180 to 225, with an evening augment of up to 75 additional taxicabs from 6:00 p.m. until midnight. The updated Code has resulted in increased taxicab availability and reduced passenger wait times. Passenger wait times between January 1, 2012, and March 4, 2012, reflect the success of the change, with very few days per month where passenger wait times exceeded five (5) minutes. The days with longer wait times are mainly due to lack of sufficient supply to meet extraordinary demands caused by large conventions and cruise ship arrivals.

6. Vehicle Age Policy

Authority Code 9.12 states that annual permits shall not be issued for taxicab and Vehicle For Hire shuttles (VFH) that are more than seven (7) years old. Vehicle age limits for taxicabs and VFH 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. The Incentive Program expanded the seven year age limit requirement to all classifications of public commercial transport vehicles serving the Airport, including charter/limousines, hotel/motel courtesy shuttles and off-airport parking courtesy shuttles.

Recently, certain taxicab, courtesy shuttle, charter/limousine and VFH shuttle operators serving the Airport have requested an extension of the age limit for vehicles approaching the seven year age limit. They have proposed a ten (10) year age limit for AFV vehicles to extend the vehicles' useful service life at SDIA and to amortize the vehicle costs over a longer period of time.

Further, as a part of the required annual assessment, staff determined that there is a lack of commercially available AFVs for purchase by the charter/limousine industry. Currently, only two (2) models are suitable for limousine use and both provide significant challenges for commercial use. One model is cost-prohibitive while the other is not operationally feasible to support the limousine owners who need a vehicle with the ability to drive long distances between fueling.

Attachments

The Authority has received the following five (5) proposals from the Ground Transportation Service Providers:

- San Diego Transportation Association (SDTA) Transferability memo
- San Diego County Airport Shuttle Association (SDCASA) Proposal & Authority Response
- Greater California Livery Association (GCLA) Proposal
- SuperShuttle Proposal
- San Diego Airport Parking Co (SDAPC) Age Limit Proposal

The proposals are provided as Attachment A to this staff report.

Staff Recommendation

Staff recommends increasing the vehicle age limit to ten (10) years for all charter/limousine vehicles operating at SDIA to offset the lack of AFVs currently available to this mode type. Second, staff recommends that all AFV taxicabs, AFV VFH shuttles, AFV hotel/motel courtesy shuttles and AFV off-airport parking courtesy shuttles operating at San Diego International Airport be given a ten (10) year vehicle age limit.

To ensure passenger safety and vehicle condition standards are maintained, every permitted charter/limousine, AFV taxicab, AFV hotel/motel courtesy shuttle, AFV off-airport parking courtesy shuttle or AFV VFH shuttle would be required to undergo an annual inspection each year after the vehicle reaches seven (7) years of age until it reaches ten (10) years of age. These inspections would be done at permit holders' cost prior to receiving an Authority permit.

Taxicabs will be inspected by MTS using certified MTS staff mechanics. These inspections are already done annually for all permitted taxicabs by MTS as part of the Taxicab Administration's responsibility to ensure passengers have a comfortable trip in a safe and clean vehicle. A passing MTS inspection report will allow an AFV taxicab to be permitted and operate at the airport after it reaches seven (7) years of age until it reaches ten (10) years old.

All other permitted vehicles would be inspected at a commercial facility utilizing the California Highway Patrol's (CHP) maintenance and safety inspection forms and procedures. A passing CHP inspection report, on an annual basis, will allow a charter/limousine or AFV to be permitted and operate at the airport after it reaches seven (7) years of age until it reaches ten (10) years of age.

Failure to meet any of the critical safety requirements identified by MTS or the CHP will be cause for issuing an Out-of-Service Notice of Violation (NOV) and a permit will not be issued to any charter/limousine or AFV that has not passed an annual inspection after it reaches seven (7) years of age until it reaches ten (10) years of age. An Out-of-Service Notice can be remedied by fixing or replacing the item(s) which caused the original NOV and once the vehicle passes a re-inspection. A passing re-inspection would then allow the vehicle to be permitted and operate at the Airport.

Moving Forward

Staff will continue to work with the taxicab and VFH associations to develop and finish the uncompleted items contained in the MOAs and will continue with its efforts to identify grants and other opportunities for ground transportation providers to purchase alternative fuel and clean air vehicles. Staff will also continue to monitor and receive feedback on taxicab wait times as well as identifying proactive solutions for improvements. Staff will provide the Board with periodic updates and comprehensive annual reports regarding the status of ground transportation initiatives and improvements. Staff will increase the number of code compliance officers and increase the frequency of ground transportation vehicle inspections.

Fiscal Impact:

The projected expenses for the ground transportation programs will not entail greater cost than provided for in the FY 2012 adopted budget and the proposed FY2013 and FY2014 budgets. Increased costs and investments in additional formal training programs, and inspection visits by regulatory agencies were identified in the FY 2012 adopted budget and the proposed FY2013 and FY2014 budgets.

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:

ANGELA SHAFER-PAYNE
VICE PRESIDENT, PLANNING & OPERATIONS



To: Ground Transportation Staff

RE: Proposed change in item 15 of MOA

Background: In a letter drafted by Mr. Mike Mcdade dated August 19, 2011 the SDTA stated its preferred position on the transfer issue. The Airport Board voted on the matter and chose to go with one of the two options presented by Staff. We were never in favor of staff's recommendations yet the item went forward with opposition from our association. We now have an opportunity to make a change and we make the following recommendation.

Proposal: The MOA should allow Transfers under the following guidelines; Currently MTS allows permit holders to transfer their Taxi permits. To apply for a transfer of a Ground Transportation Permit an application must be filled out to qualify the applicant. The applicant must be a current Permit Holder of a City of San Diego Taxi Cab permit and be in good standing with the City of San Diego, MTS, DMV and Sheriff's Licensing Department. A permit transfer fee of \$ 3,000.00 will be paid by applicant and if approved the permit holder will not be able to transfer it for a period of one year. The new permit holder must agree to the terms of the MOA.

SDCRAA still controls who gets the GTP and if the MOA is not followed the Airport Authority still exercises its right to go to an alternate system of issuing permits. To date the Taxi Industry and Ground Transportation Staff have been working for the common goal of complying with the requirements of the MOA. The Board has stated in some of the prior meetings that sacrifices would have to be rendered in lieu of the coming changes. Out of the nine requirements placed on the Taxi Industry the non-transfer issue has been the greatest challenge to overcome mainly due to investment demands with no sense of equity and value on the investment being made. Other Airport Transportation providers are not limited to transferring their permits why should we be singled out. If the Taxi Industry has agreed to almost all the requirements of the MOA at least item 15 of the MOA can be negotiated in favor of the Taxi Industry. The Airport still gets full control.

**San Diego County Airport Shuttle Association
Service Proposal**

Presented To: San Diego County Regional Airport Authority

March 23, 2012

Vehicle Year Rule

Proposal: Substitute year rule with safety and quality assurance program

Safety and Quality Assurance Program:

- SDCASA will submit biannual state licensed mechanical inspections to SDCRAA by April 30 and October 31 of each calendar year.
- SDCASA will continuously inspect vehicles on an on-going, rotating basis each month to measure not only vehicle safety and quality, but to also monitor driver presentation and vehicle availability. Quality control will provide deficiency reports to driver/company representatives who will in turn provide a resolution report to SDCASA quality control.

Response: The Airport Authority has a 7-year vehicle age rule for ground transportation vehicles. At the July 2012 SDCRAA Board Meeting, staff will submit a recommendation to extend the age year rule to 10 years for alternative fuel (ATF) and clean air vehicles (CAV). Staff recommends maintaining the 7-year age rule for non alternative fuel vehicles.

Fees

Proposal: Fixed Fee Program

SDCASA proposes a fixed fee program commencing with the fiscal year 2012-2013 through 2016 - 2017 to align with the alternative fuel conversion deadline. Acceptance of the proposal supersedes the current permit fee of \$2375.00, and thereby eliminates all arrears for CSR services charged to SDCASA.

- By June 15, 2012, SDCASA proposes to pay a final FIXED payment of \$593.75 for each NON-ALTERNATIVE FUEL VEHICLE for FY 2011-2012.
- Vehicles *converted* by this date will not pay any additional fee and will *not* receive any further refund of previously paid fees. However, they will receive a \$500.00 credit for the following fiscal year and each subsequent fiscal year through FY 2017.
- Alternative Fuel Vehicles *added* (*newly issued permits not replacing existing equipment*) to a fleet by June 30, 2012 will pay only \$200 for the current FY.

Fees (continued)

- Non-Alternative Fuel Vehicles *added* (newly issued permits not replacing existing equipment) to a fleet prior to June 30, 2012 will pay \$1187.50 at the time of permitting and will not be eligible for any future credits for the *current fiscal year*.

A fixed payment of \$700 per non-alternative fuel vehicle will be due at the beginning of each fiscal year through FY 2016-2017. Additionally, penalties will be assessed by year.

Credits will be given for permitted alternative fuel vehicles based on the schedule provided. Please note that an alternative fuel vehicle permitted in a given year will receive that credit in the following fiscal year and all subsequent fiscal years through FY 2017 per the table below. This will provide incentive for early conversion.

CREDITS:

FY 2012 - \$500.00
FY 2013 - \$500.00
FY 2014 - \$400.00
FY 2015 - \$300.00
FY 2016 - \$200.00
FY2017 - \$000.00

PENALTIES:

\$000.00
\$000.00
\$000.00
\$200.00
\$300.00
\$400.00

Response: Vehicle-for-hire permit fees at San Diego International Airport are based on a cost recovery method that was developed in 2009. The cost recovery plan was adopted by the Airport Authority Board and is part of the SDCRAA Comprehensive Ground Transportation Plan. The SDCASA fee proposal was reviewed by staff and found to be unacceptable as it did not provide for the cost recovery targets that have been established. Authority CFO Vernon Evans explained the current cost recovery methodology and provided the FY2013 vehicle-for-hire permit fees at a meeting with SDCASA on May 24, 2012.

CSR Services

SDCASA will interface with ACE Parking to refine the current CSR program to improve efficiency and thereby reduce airport costs.

Response: ACE parking provides CSRs through the contract with the Airport Authority. As such, SDCASA suggestions for improving CSR efficiency should be submitted directly to the Authority for consideration and further review with ACE.

CSR Services (continued)

SDCASA submits that the current CSR models can be substituted with a different model. SDCASA has appointed an ad hoc committee to explore and develop a customer service and efficiency strategy. It is anticipated that models will evolve with technological advances and with the opening of in-terminal kiosks.

Response: The Authority is willing to review for consideration any new ideas or strategies that SDCASA has for improving the CSR services. The current scheduled monthly MOA meetings would be an opportunity to hear and discuss ideas.

Preliminary Concepts for CSR Cost Reduction Program:

- Self-serve numbered vehicle rotation program monitored by roving quality control managers, field supervisors and reinforced by ATOs

Response: Authority staff needs more specific information to better understand this suggestion.

- Designated curb space for particular companies

Response: This is currently being done at both T1 and T2 (temporary) ground transportation islands.

- Coordination with senior volunteers to better direct passenger migration to the islands

Response: This is being considered by Authority staff and a response will be provided at the June 2012 monthly MOA meeting.

- Painted line designation to direct passengers to courtesy/taxi/vehicles for hire

Response: Authority Staff will work with Ground Transportation providers to develop a proposed concept for this suggestion.

- Improved customer reservation system

Response: Authority staff needs more detailed information regarding the improvement.

In Terminal Kiosk:

SDCASA is interested in pursuing a manned kiosk in terminals 1 and 2 pending cost review and providing expenses can be shared with other component sectors of ground transportation.

Response: Authority staff and the ground transportation providers walked through T1 and T2 to look at locations that could reasonably accommodate ground transportation kiosks. After the visit, the ground transportation providers decided not to pursue placing kiosks in the terminals at this time. However, SDCASA and Super Shuttle requested that the Authority provide a cost review for adding the kiosks in the future. The Authority will provide the estimate. Depending on costs, the vehicle-for-hire operators might request the kiosks in the future. Subsequently, Alaska Airlines has submitted a request to place airline kiosks at the T1 location at the bottom of the escalator. The Authority will give priority to the airline request for this space.

Alternative Fuel Conversion

Proposal: It is the expectation of SDCASA that SDCRAA will partner to resolve infrastructure delays and to make conversion viable. SDCASA deems the resolution of the fee issue to be of paramount importance as it will facilitate a manageable budget and healthy conversion program.

Response: *The Authority has a staff member on the Board of the Clean Cities Coalition. The Authority will continue to work with the Clean Cities Coalition, SANDAG Energy Working Group and other stakeholders to ensure availability of alternative fuel vehicles and fuel sources.*

If the proposal reference to the "fee issue" refers to the Authority cost recovery fees, Staff does not agree that the cost recovery fees in any way drive the availability(or lack of) alternative fuel vehicles and/or alternative fuel sources.

Alternative Fuel Conversion (continued)

Alternative Fuel Incentives and Partnerships:

- Allow more money per vehicle for future grants

Response: *The Authority does not control the allocation of grant dollars for AFV or CAV vehicles. The following link to the California Center for Sustainable Energy (CSSE) provides information regarding grants and incentive programs for alternative fuel vehicle purchases.*

- <http://energycenter.org/index.php/incentive-programs/airport-vehicle-rebate-program>

- Assist in resolving ADA impediment for purchasing new vans

Response: *The staff needs clarification from SDCASA regarding the issue as well as specific information as to how the Authority would provide assistance.*

- SDCRAA open airport fueling stations to ground transportation vendors

Response: *Staff is willing to consider this request if and when Authority-controlled fueling stations become available.*

- SDCRAA explore shared fueling sources with other governmental and regional partners on behalf of ground transportation – SDG&E, Cal Trans, SANDAG, MTS, Convention Center, City School District, etc.

Response: *Staff is working through the Clean Cities Coalition to enhance shared alternative fuel facility availability in the San Diego Region. The link to the web site below contains information about current available alternative fuel sources. This web site is updated periodically. <http://www.afdc.energy.gov/afdc/>*



GCLA

Greater California Livery Association

June 15, 2012

VIA E-Mail: gcondon@san.org

Mr. George P. Condon
Director – Aviation Operations & Public Safety
San Diego County Regional Airport Authority
P.O. Box 82776
San Diego, CA 82776

Dear George:

I am following up on our meeting of June 8, 2012 to restate the GCLA's position regarding your airport's Ground transportation Vehicle Conversion Incentive-Based Program.

To recap the main points we discussed:

- We are regulated on a statewide basis by the California PUC.
- We account for less than 1 percent of airport trips.
- We only access SAN when we have pre-arranged clients to pick up or drop off.
- Manufacturers of vehicles for our industry currently do not offer for sale vehicles that meet your definition of an AFV or CAV.
- The fueling infrastructure is not sufficiently developed in Southern California to meet the operational requirements in our vast service areas.
- The MOU between SAN and the California Attorney General that led to your program does not pertain to our industry.

We strongly believe that livery operators should be excluded from the program at this time. The MOU between the Authority and the California Attorney General that set the stage of your program does not even mention charter party carriers nor does it exempt your actions from federal and state law.

It is not reasonable nor do we believe legal to subject livery operators to higher, punitive user fees for failure to operate vehicles that are not commercially available. By the same token, we should not be subjected to increased user fees for failure to operate vehicles for which there is not a sufficient fueling infrastructure available in our service areas.

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Mr. George P. Condon

June 15, 2012

Mr. George P. Condon

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There is ample precedent in your program to exclude us. Rental car shuttle vehicles – which account for more than 10 times the number of total trips on the airport as our industry (8.4 percent vs. 0.82 percent) – are excluded from your program's fee structure unless and until the CONRAC facility is built. The same logic could apply to our industry. You could simply exclude our vehicles from the program until such time as vehicles for our industry are commercially available and the necessary fueling infrastructure is in place. (It should be pointed out that the rental car shuttle vehicles do not have an issue with the region's lack of a sufficient fueling infrastructure because they do not leave the airport!)

The proposed age limit on vehicles – whether it be seven or 10 years – does not belong in this particular program because there is no nexus to environmental benefits. From our numerous meetings with the SAN staff and members of the Authority Board, we have learned that SAN wishes to impose age limits to address the exterior and interior appearance of the vehicles serving the airport. If this is a legitimate issue – which we are not convinced it is as it pertains to livery vehicles operating legally at SAN – it can and should be addressed in other ways.

As noted in previous meetings and correspondence, the overwhelming majority of limousine owners and operators at SAN are small, family-owned businesses operating on very thin margins. The larger livery companies serving SAN typically replace their vehicles within five years as they purchase new vehicles. As these larger companies retire their vehicles, they offer them for sale to the smaller operators whose business models do not permit them to buy vehicles that can cost \$50,000 or more.

Even placing a 10-year age limit on vehicles serving SAN could impact several hundred charter vehicles at your airport. The result would be the loss of hundreds of jobs and a number of small companies could be forced out of business. Moreover, placing any age limit on vehicles serving SAN would prevent livery companies from fulfilling client requests to be transported in one of the many antique limousines that members operate.

Vehicles operated by permitted livery companies at SAN are meticulously maintained and serviced to the highest safety standards. They are mechanically sound, free of body damage, and offer inviting passenger compartments. A limousine or towncar 10 years old or older is viewed by our demanding clientele as like-new and appropriate for transportation of executives of Fortune 500 companies to and from the airport. Please keep in mind that our clients typically are flying first or business class which provides your air carrier tenants with the revenue they need to offer SAN travelers the wide range of destinations and flight frequencies that are so important to the Greater San Diego economy.

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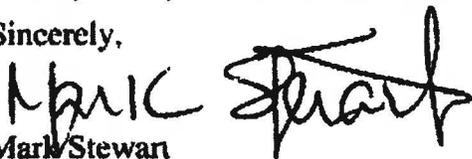
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Mr. George P. Condon
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In summary, we feel your program as currently drafted, is misguided, discriminatory and conflicts with federal and state law. In your revisions of the program, we urge you to address our issues and concerns so both of us can devote our time and resources to more useful and productive endeavors. I would suggest a good place to start would be to jointly encourage automobile manufacturers to build and offer for sale in California large, heavy duty AFVs and CAVs that meet the demands of the livery marketplace in a cost-effective manner. We can also work together to encourage the development of a network of fueling stations that will support these types of vehicles.

Thank you for your attention and consideration.

Sincerely,



Mark Stewart

President

Greater California Livery Association GCLA

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Jim Panknin, SDCRAA Board Vice Chair
Laurie Bernman, SDCRAA Board Member
Bruce R. Boland, SDCRAA Board Member
Greg Cox, SDCRAA Board Member
Jim Desmond, SDCRAA Board Member
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Col. Frank A. Richie, SDCRAA Board Member
Paul Robinson, SDCRAA Board Member
Tom Smisek, SDCRAA Board Member
Anthony Young, SDCRAA Board Member
Vern D. Evans, SDCRAA Vice President/Treasurer
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Brigadier General Jack Hagan, Director of California PUC Consumer Protection and Safety Division
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SuperShuttle.

May 25, 2012

Thella Bowen

President/CEO

San Diego County Regional Airport Authority

P.O. Box 82776

San Diego, CA 92138-2776

HAND DELIVERED MAY 29, 2012

Dear Ms. Bowens:

I am writing in regards to the Authority's proposal to move the Shuttle Island at Terminal 2 on May 30, 2012. Super Shuttle is opposed to the current proposal to site the Shuttles for H&B either by dividing the curbside on a monthly basis with each consortium being placed in the front of the line or to place them alternatively at the curb. In addition, Super Shuttle believes that placing the two blocks side by side is unworkable and creates an untenable situation where disruption of business would occur due to infighting among the businesses involved.

Super Shuttle understands that the Authority is seeking to improve the ground transportation program at SDIA and committed to working with the Authority to make the necessary improvements to our fleet to resolve issues important to both the Authority and Super Shuttle.

Since entering into the MOA with the Authority in April of 2011, and even prior to that, Super Shuttle has consistently met all requirements set forth in the document. We have done that as outlined in the MOA, meeting all deadlines imposed by the MOA and offering concrete evidence that all procedures, training, equipment and customer service requirements have been met. Since meeting with Authority staff over the past several months, we were made aware that the SDCASA consortium has yet to perform according to the MOA that they signed with the Authority. We understand that in the last few weeks SDCASA has submitted paperwork to show that they are making progress in meeting their responsibilities to the Authority. Super Shuttle believes that their effort is lacking the commitment that Super Shuttle has, time and again, shown for insuring the ground transportation improvements are done in a timely fashion.

Our fulfillment of the MOA and the capital investment that our franchisees have made to achieve this clearly demonstrates our commitment to the Airport Authority's resolve to improve its ground transportation system to the highest industry standards. Super Shuttle believes that our documented record of achievement in this area should reasonably grant us the awarding of the placement and operation of our vehicles for hire at the front of the relocated Shuttle Island at Terminal 2.

Since time is of the essence, I would greatly appreciate your prompt decision on this issue. I am available to discuss this matter with you at your earliest convenience.

Shoorely,

James Gieski

Vice President

cc: SDCRRA Board of Directors

SuperShuttle San Diego

123 Camino De La Reina, Suite 200 East, San Diego, CA 92108 (619) 594-7900 Fax (619) 574-8050

VEOLIA
TRANSPORTATION

000093.18

Subject: RE: Upcoming Board meeting

From: Lisa McGhee [<mailto:lismcghee@aol.com>]
Sent: Thursday, May 31, 2012 8:24 PM
To: Myhers Jim
Cc: Condon George
Subject: Re: Upcoming Board meeting

Hi Jim and Condon:

Thank you for taking the time to meet with me previously regarding the Age Limit and thank-you for the follow up and advance notice regarding the change in the update of the GT meeting with the board. I am looking forward to the recommendations that your team and executive staff has finalized.

I am confident that the best course of action for the **Age Limit** element should include a benefit such as a non-financial Incentive to change to AFV's. Any operator purchasing a newer vehicle in it's fleet will more than likely be encouraged to change to AFV's if the age limit is increased plus a new vehicle automatically eliminates the issue of the vehicle appearance.

At the moment the Age Limit does not generate revenue for the Airport; it does not create an incentive to change to an AFV; so why not make it useful to both parties and directly link it to support the Airports goal of the AVI/Incentive plan --- making it beneficial for the Airports Incentive Plan by encouraging changing to AFV's and also make it beneficial for the stakeholders by reducing the financial hardship for purchasing an AFV?

- Keeping the petroleum vehicles at the age limit of 7 years and increasing the AFV age limit to 10 years, creates a non-financial incentive to encourage change to AFV's.
- This allows all fleets to keep the AFV longer plus the ADA / AFV longer.
- Any operator who purchases an AFV will be purchasing a newer vehicle which more than likely meets the criteria for a satisfactory "Vehicle Appearance" and thereby it eliminates or greatly reduces the concerns of the vehicle appearance.
- This reduces the financial hardship for the small operator when making the purchase of a more expensive AFV. It will safe harbor all of us from loosing other permitted operators from any other mode as each permitted vehicle helps to share in the total recovery cost calculation which is affected by the overall total number of permitted GT vehicles and as such it plays a part in assisting all of us from increased permit fees due to the concern of such costs resulting in a lower number of overall permits to share in the recovery cost calculation.
- This does not effect the airport financially as no waivers or discounts are being requested.
- This will assist the airport to meet it's 2017 goal for 100% of all GT operators to have AFV's.

I am hopeful that all of the points above have been considered regarding an increase to the AFV age limit to 10 years and thereby it is a positive change for all parties. I look forward to what you have recommended regarding the Age Limit.

Jim regarding the requested meeting for the new 2013 permit fees with the OAP mode that is pending, yes, I want to participate and thank-you for the invite! Can we please meet before the budget meeting with the Board since you have all information already completed --- is that set for next week on Thursday? I would like to be able to have this information shared in advance. I will await your response and look forward to it. By the way, I can be very flexible on either of the days Monday thru Wed next week.

Sincerely,

Lisa McGhee
San Diego Airport Parking Company
714-881-4856



Item 14

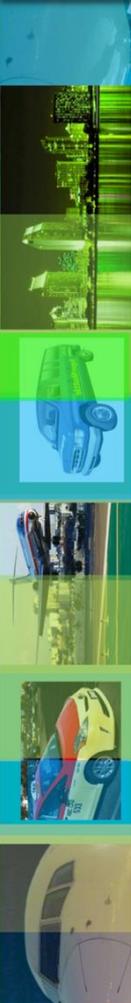
Update on Ground Transportation

July 12, 2012



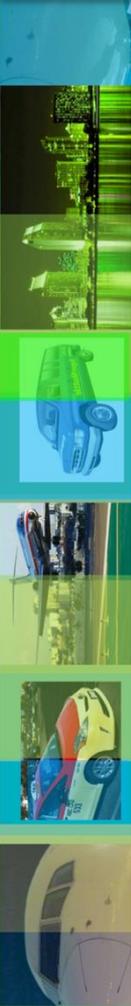
Presentation Outline

- Guiding Documents
- Vehicle Conversion Incentive-Based Program
- Airport Vehicle Rebate Program (AVRP)
- Taxicab Trip Fee Update
- Taxicab Front-of-Line Privileges
- Taxicab Wait Times
- Status of MOAs with Taxicabs/Shuttles
- Vehicle Age Policy



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
Airport Rules & Regulations	July 2011



Incentives for Alternative Fuel Conversion

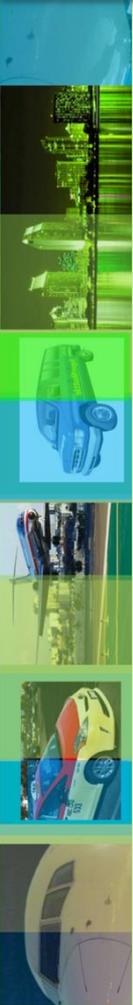
Since July 2010, there have been incentives for converting to Alternative Fuel Vehicles (AFV).

Effective July 2012, the incentives will remain and disincentives will be implemented for operating conventional fuel vehicles.



Incentives for Alternative Fuel Conversion

- Incentive program calls for annual review of requirements and schedule to determine if adjustments are warranted
- Program designed with the flexibility to shape requirements in response to changing conditions such as vehicle and alternative fuel availability
- Ultimate goal is to accelerate conversion rates and achieve 100% AFV conversion by 2017



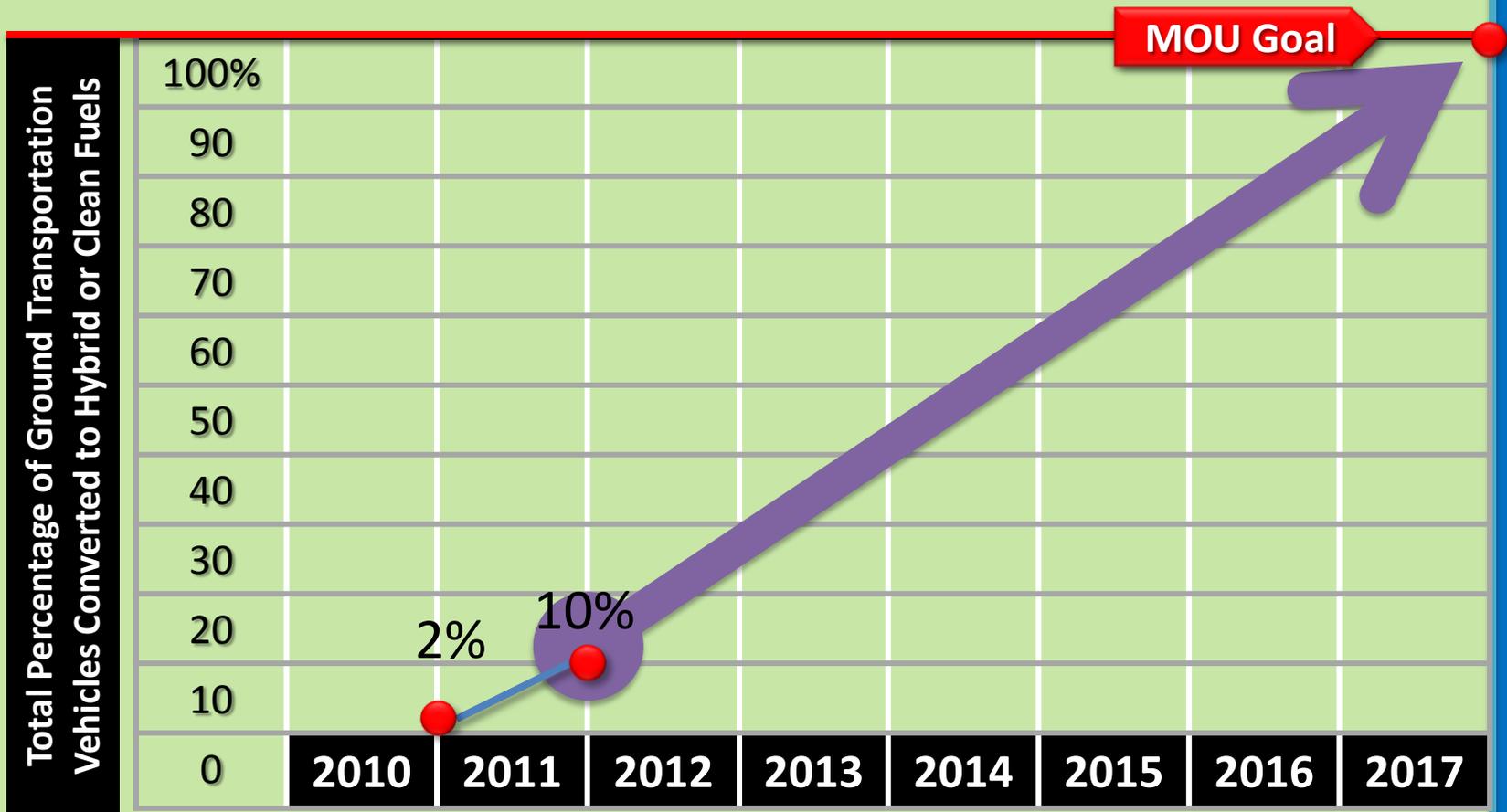
Status of Vehicle Conversion Incentive-Based Program

Number of Ground Transportation Vehicles Converted to Alternative Fuels or Hybrids as of June 2012

Vehicle Type	Alternative or Hybrid	Conventional	Total
Taxicabs	74	247	321
Door to Door Shuttles	12	149	161
Airport Parking Shuttles	30	33	63
Hotel Courtesy Shuttles	5	94	99
Limousines	36	850	886
Total	157*	1373	1530

*10% of total fleets converted

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)

Fee-Based Conversion Incentives

Fee-Based Incentives for Alternative Fuel Vehicles except Taxicabs

Fiscal Year 2011	100%* reduction in ground transportation permit fees
Fiscal Year 2012	100%* reduction in ground transportation permit fees
Fiscal Year 2013	75% reduction in ground transportation permit fees
Fiscal Year 2014	50% reduction in ground transportation permit fees
Fiscal Year 2015	25% reduction in ground transportation permit fees
Fiscal Year 2016	10% reduction in ground transportation permit fees
Fiscal Year 2017	0% reduction in ground transportation permit fees
Fiscal Year 2018	0% reduction in ground transportation permit fees

Fee-Based Disincentives for Conventional Vehicles except Taxicabs

Fiscal Year 2011	0% increase in ground transportation permit fees
Fiscal Year 2012	0% increase in ground transportation permit fees
Fiscal Year 2013	25% increase in ground transportation permit fees
Fiscal Year 2014	50% increase in ground transportation permit fees
Fiscal Year 2015	75% increase in ground transportation permit fees
Fiscal Year 2016	100% increase in ground transportation permit fees
Fiscal Year 2017	150% increase in ground transportation permit fees
Fiscal Year 2018	200% increase in ground transportation permit fees

*100% reduction does not include \$200 administrative processing fee.

Schedule of Annual Permit Fees

Type of Vehicle	FY 2012 Non-converted Fee	FY 2012 Converted Fee
Limousine	\$50	\$0
Hotel/Motel Courtesy Vans	\$675	\$200
Off-Airport Parking Shuttles	\$2,200	\$200
Rental Car Shuttles	\$200	\$200
Vehicle-for-Hire – All Other Shuttles	\$2,375	\$200
Vehicle-for-Hire – Super Shuttle	\$525	\$200
Taxicab “A-B” Permit	\$210*	\$200*
Taxicab “All” Permit	\$420*	\$200*

* Does not include \$1.00 trip fee.

Schedule of Annual Permit Fees

Type of Vehicle	FY 2013 Non-converted Fee	FY 2013 Converted Fee
Limousine	\$95	\$20
Hotel/Motel Courtesy Vans	\$1,540	\$310
Off-Airport Parking Shuttles	\$4,020	\$800
Rental Car Shuttles	\$200	\$200
Vehicle-for-Hire – All Other Shuttles	\$4,800	\$960
Vehicle-for-Hire – Super Shuttle	\$975	\$195
Taxicab “A-B” Permit	\$370*	\$0* #
Taxicab “All” Permit	\$740*	\$0* #

Taxicab permits also pay trip fees for FY 2013;
 \$1.88 for non-converted & \$0.38 for converted taxicabs

* Trip fee on meter for FY2013 is \$1.50.

Permit fees are fully offset as part of conversion incentive program.

CCSE* Airport Vehicle Rebate Program (AVRP)

Center for Sustainable Energy CALIFORNIA Attention Owners of Taxis Registered at San Diego Airport

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? We can help you. 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 to Driver
Miles Driven/yr	45,000	80,000
Fuel Crown Vic	\$10,547	\$18,250
Fuel Hybrid Cab	\$4,219	\$7,500
SAVINGS	\$6,328	\$11,250

Estimates based on Crown Vic: 16 mpg, Hybrid 40 mpg and 53.75 gallon/gas

Switching to a Clean or Alternative Fuel Taxi Will Save You Money

CCSE

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

Airport Vehicle Rebate Program

8699 Billboa Ave., Suite 100
San Diego, CA 92123
(866) SDENERGY
www.energycenter.org

Center for Sustainable Energy CALIFORNIA Drive green and save green!

Examples of Eligible Vehicles

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

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

Airport Vehicle Rebate Program (AVRP) Eligibility Guidelines

- Only taxis operating at the San Diego Airport make the switch to clean and alternative fuel vehicles.
- Taxis owners/leasers at the San Diego Airport are eligible to participate in the program.
- You can apply for a rebate after you purchase or order an eligible vehicle. Funds will be held in reserve until the taxi is permitted by the San Diego Airport.
- Rebate amounts will be available online beginning in June 2011 and will be processed on a first-come, first-served basis until funds run out. \$200,000 has been set aside for taxis.
- Each owner/fleet will be limited to five vehicle rebates.
- All vehicle owners receiving a rebate must certify that they plan to operate eligible vehicle at the airport for a minimum of 12 months.
- Leased taxis are allowed.

MTS

For Further Information
Airport Vehicle Rebate Project | California Center for Sustainable Energy
www.energycenter.org | (858) 244-1177
LAST UPDATED SEPT. 2011

8699 Billboa Ave., Suite 100
San Diego, CA 92123
(866) SDENERGY
www.energycenter.org

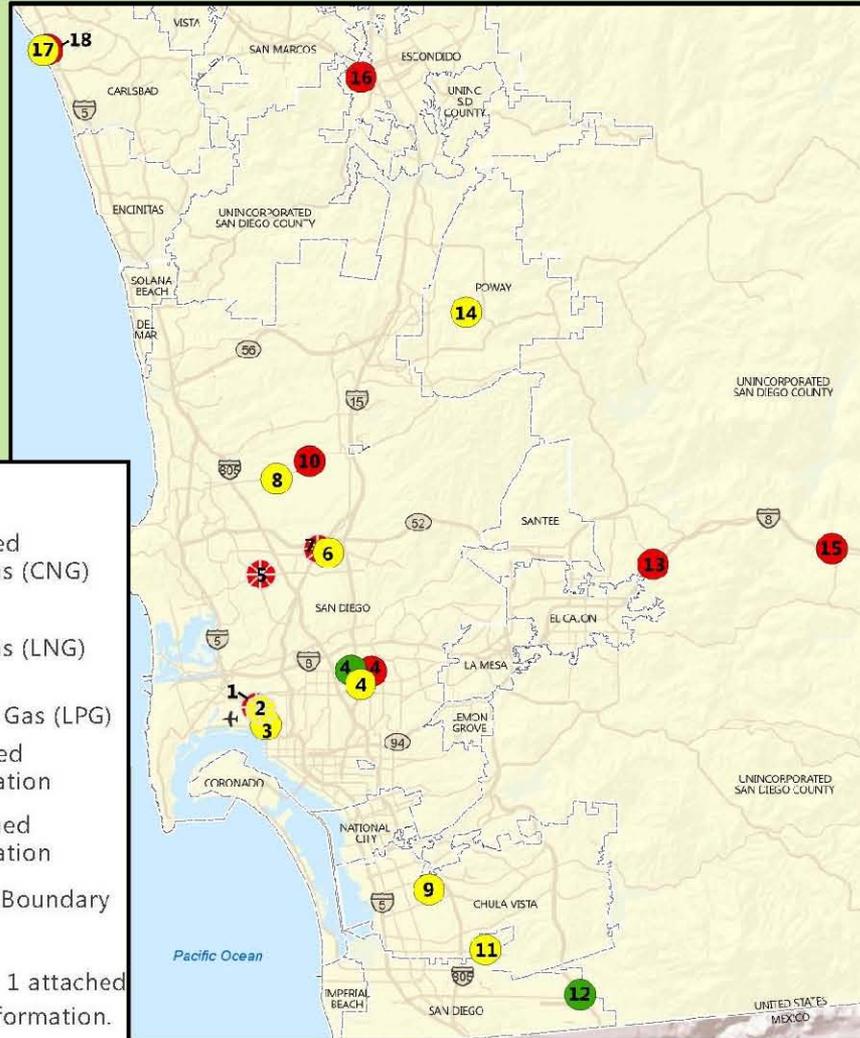


*CCSE: California Center for Sustainable Energy



<http://energycenter.org/index.php/incentive-programs/airport-vehicle-rebate-program>

Infrastructure Availability



LEGEND

- Compressed Natural Gas (CNG)
- Liquefied Natural Gas (LNG)
- Liquefied Petroleum Gas (LPG)
- ★ LPG Planned Fueling Station
- ★ CNG Planned Fueling Station
- Municipal Boundary

NOTES

1/ Refer to Table 1 attached for additional information.



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.

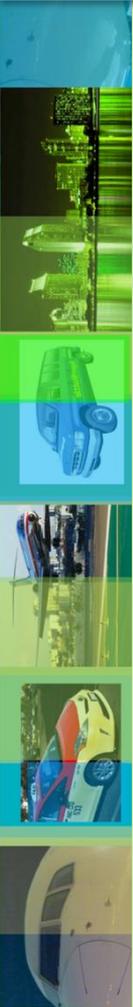


Rebates By Category as of June 30		Rebated disbursed
Charter	32	\$135,000
Shuttles	28	\$192,500
Taxis*	76	\$327,000
Total	136	\$654,500 (\$95.5k remaining)

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

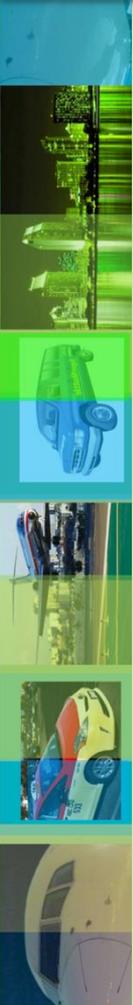
Front of Line Privileges for Taxicabs

- At the May 3, 2012 meeting, the Board Adopted Resolution 2012-0056 which offers a one-time \$3,600 cash payment to forty-four (44) eligible Alternative Fuel Taxicab owners in lieu of front-of-the-line privileges



Taxi Wait Times

- Staff began gathering hourly taxicab wait times on January 19, 2011. The data presented is for the time period January 1, 2012 thru June 23, 2012.



Taxi Wait Times

January 2012

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1 >5	2 <5	3 <5	4 NW	5 NW	6 <5	7 <5
8 <5	9 NW	10 NW	11 NW	12 NW	13 <5	14 NW
15 <5	16 NW	17 NW	18 <5	19 <5	20 NW	21 <5
22 <5	23 NW	24 NW	25 NW	26 <5	27 NW	28 <5
29 <5	30 NW	31 NW				

February 2012

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1 <5	2 NW	3 <5	4 >5
5 NW	6 >5	7 <5	8 <5	9 NW	10 <5	11 NW
12 NW	13 NW	14 <5	15 NW	16 <5	17 <5	18 NW
19 <5	20 <5	21 <5	22 NW	23 <5	24 <5	25 >5
26 <5	27 NW	28 <5	29 NW			

March 2012

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
				1 <5	2 <5	3 NW
4 NW	5	6	7	8	9	10

Terminal One Service Legend

-  No Waiting
[NW]
-  Less than 5 mins
[<5]
-  More than 5 mins
[>5]
-  Greater than 10 mins
[>10]

Taxi Wait Times

May 2012

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21 NW	22 NW	23 NW	24 <5	25 NW	26 NW
27 NW	28 <5	29 NW	30 NW	31 NW		

June 2012

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					1 <5	2 NW
3 <5	4 NW	5 NW	6 NW	7 NW	8 NW	9 <5
10 >5	11 <5	12 NW	13 NW	14 NW	15 >5	16 NW
17 <5	18 >5	19 NW	20 NW	21 NW	22 <5	23 <5
24	25	26	27	28	29	30

Terminal One Service Legend

-  No Waiting [NW]
-  Less than 5 mins [<5]
-  More than 5 mins [>5]
-  Greater than 10 mins [>10]

Taxi Wait Times

January 2012

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1 <5	2 >10	3 <5	4 NW	5 <5	6 NW	7 NW
8 <5	9 <5	10 NW	11 NW	12 NW	13 NW	14 <5
15 <5	16 NW	17 NW	18 NW	19 NW	20 NW	21 NW
22 <5	23 <5	24 NW	25 NW	26 <5	27 NW	28 <5
29 <5	30 <5	31 NW				

February 2012

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1 NW	2 <5	3 <5	4 NW
5 <5	6 <5	7 NW	8 NW	9 NW	10 NW	11 >5
12 NW	13 NW	14 <5	15 <5	16 <5	17 NW	18 NW
19 NW	20 <5	21 NW	22 NW	23 NW	24 <5	25 NW
26 <5	27 NW	28 NW	29 NW			

March 2012

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
				1 NW	2 NW	3 NW
4 <5	5	6	7	8	9	10

Terminal Two Service Legend

-  No Waiting [NW]
-  Less than 5 mins [<5]
-  More than 5 mins [>5]
-  Greater than 10 mins [>10]

Taxi Wait Times

May 2012

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21 NW	22 NW	23 NW	24 <5	25 NW	26 NW
27 NW	28 NW	29 NW	30 NW	31 NW		

June 2012

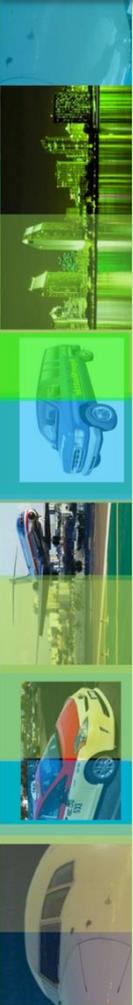
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					1 <5	2 NW
3 >5	4 <5	5 NW	6 <5	7 >5	8 NW	9 <5
10 <5	11 >5	12 NW	13 NW	14 NW	15 >5	16 NW
17 >5	18 <5	19 <5	20 NW	21 NW	22 >5	23 >5
24	25	26	27	28	29	30

Terminal Two Service Legend

-  No Waiting
[NW]
-  Less than 5 mins
[<5]
-  More than 5 mins
[>5]
-  Greater than 10 mins
[>10]

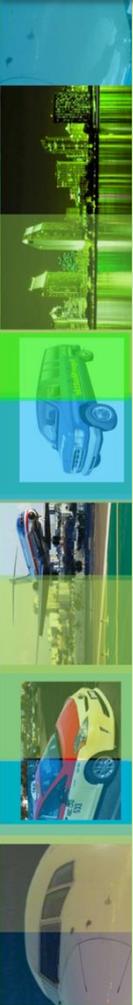
Taxi Wait Times

- Introduced new taxi/shuttle survey in March 2012
 - Provided to customers by Customer Service Representative (CSR) at the transportation islands
 - Survey provides an opportunity for customers to provide feedback on overall service including vehicle wait times
- Future wait time observing and reporting will be done on a semi-annual basis
- Transportation islands will be monitored with cameras starting August 2012



Ground Transportation MOAs

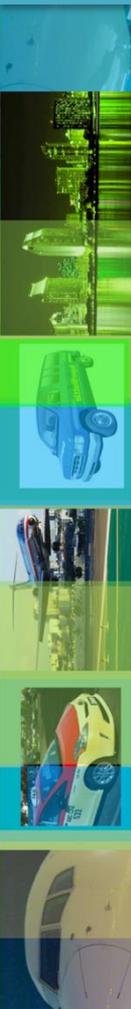
- Taxicabs. San Diego Taxi Association and San Diego Transportation Association signed the MOAs effective for a period of three (3) year ending May 2014. A third entity, the Independent Cab Owners Association, Inc. (ICOA), recently signed an MOA.
- Shuttles. San Diego County Airport Shuttle Association and SuperShuttle signed the MOAs effective for a period of three (3) year ending May 2014.



Ground Transportation MOAs

MOAs constructed to enhance ground transportation services by working with the Industry to implement performance improvements in areas such as:

- Optimizing taxicab fleet / taxicab availability
- Reducing taxicab wait times
- Improving management structure / oversight
- Strengthening vehicle and driver standards
- Enhancing environmental compliance
- Providing a uniform customer service experience
- Improving customer satisfaction
- Conducting vehicle inspections
- Increasing driver professionalism
- Conduct driver training

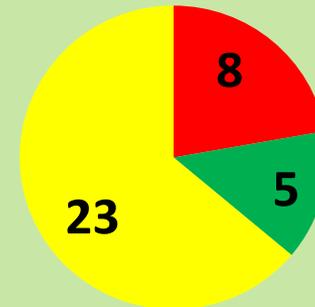
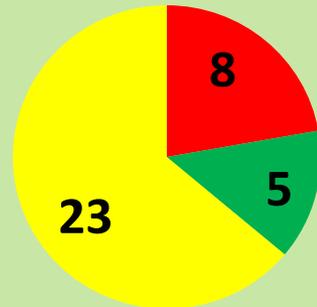


Status of Taxi MOAs – January 2012

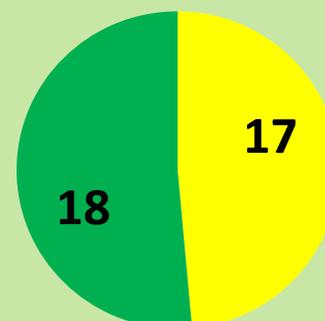
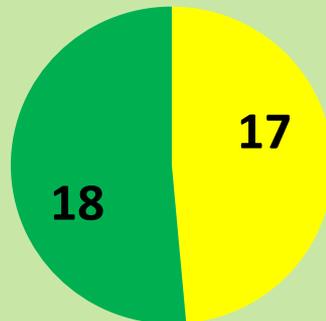
SD Taxi Association

SD Transportation Association

Jan
2012



June
2012

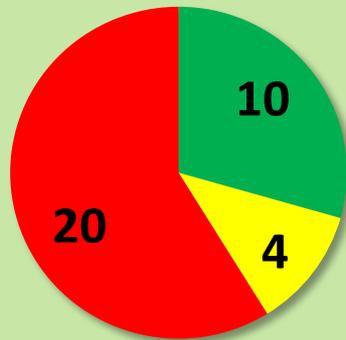


MOA Items: Complete Partially complete Incomplete and ongoing

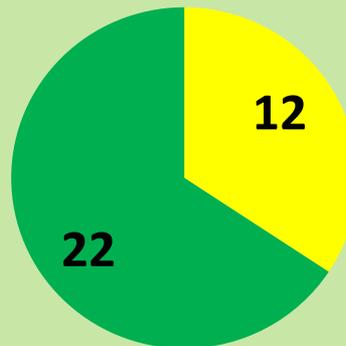
Status of Shuttle MOAs

San Diego Co. Airport Shuttle Association

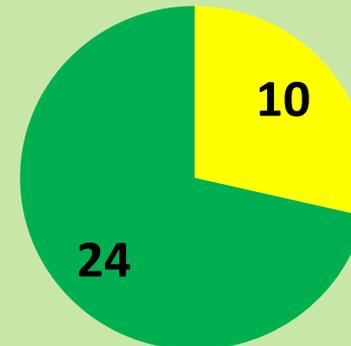
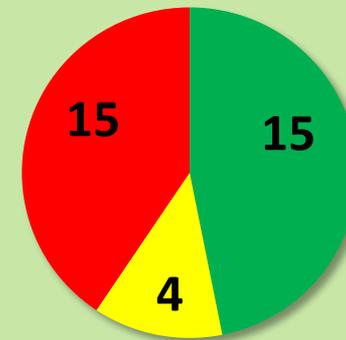
January
2012



June
2012

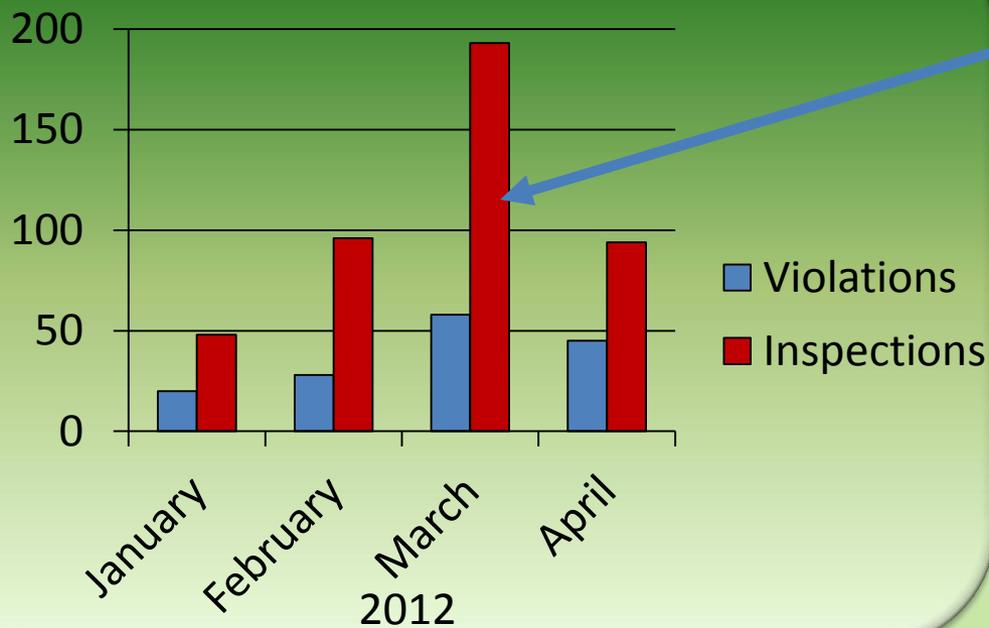


SuperShuttle



MOA Items: Complete Partially complete Incomplete and ongoing

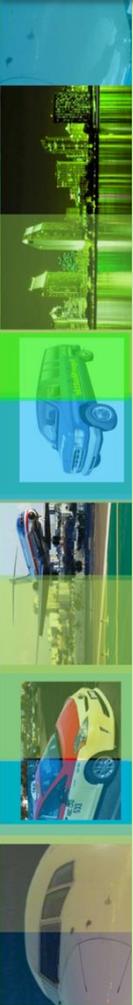
Authority Vehicle Inspections



Note: New inspection procedures and reporting were instituted in March. Numbers reflect total inspections.

Taxicab Trip Fee Update

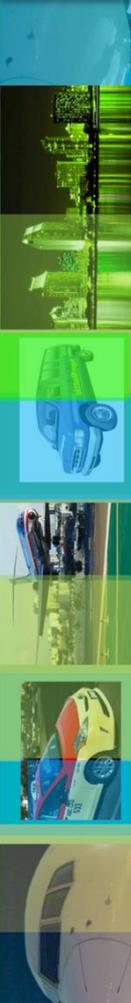
- Staff has worked diligently with the City of San Diego and Metropolitan Transit System (MTS) to add the taxicab trip fee to the meter.
- MTS approval for placing Airport trip fees on taxi meters became effective May 18, 2012.



Airport Ground Transportation Vehicles Age Policy

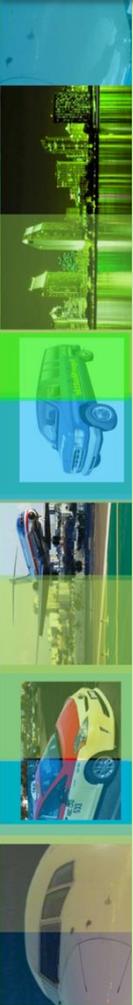
Seven (7) year age limit for taxicabs and door-to-door shuttles has been in place since before the Authority's creation in 2003. The policy was originally instituted to ensure compliance with vehicle appearance standards.

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.



Age Policy Background

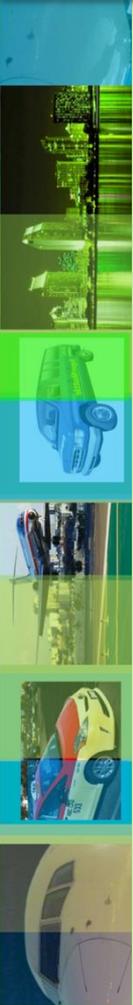
- Authority Code 9.12 sets seven year age limit on taxicabs and shuttles serving SDIA
 - Maintain appearance and condition standards
 - High levels of public confidence and customer service
- March 2010 Authority Initiated
 - Public commercial Ground Transportation vehicle conversion incentive–based program—
"Incentive Program"



Age Policy Extension Rationale

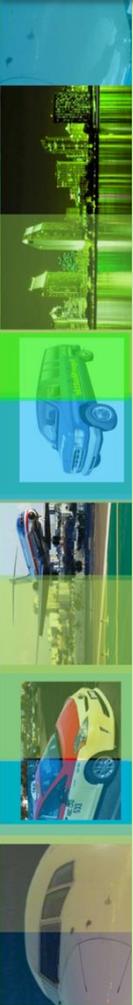
■ Ground Transportation providers have requested an extension of age limits based on:

- Ability to amortize new alternative fuel vehicle costs over a longer period
- Extend the useful life as an Airport permitted vehicle
- Lack of new vehicle availability for some mode types



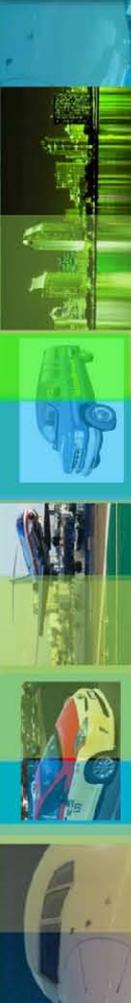
Age Policy Proposal

- Propose extending age limits to maximum of ten years for AFV for taxicabs, vehicle for hire, hotel/motel courtesy vehicles, limousines and off-airport parking shuttles
- Propose extending age limits to maximum of ten years for all charter/limousine vehicles
- Propose mandatory annual vehicle inspections for ALL vehicles each year after vehicle reaches seven (7) years of age.



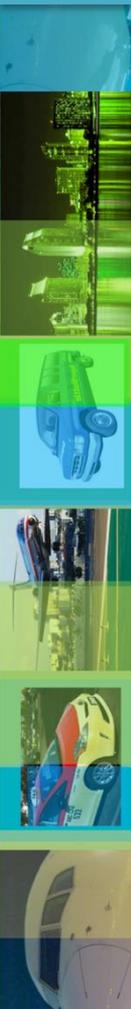
Age Policy Proposal

	Current State	Proposed Future State
	7-yr Age Limit	7 –yr Age Limit
Taxis	Yes	7-CFV 10-AFV
Limos	Yes	10-CFV
Hotel / Motel Off Airport Planning	Yes	7-CFV 10-AFV
Vehicle for Hire/Shuttle	Yes	7-CFV 10-AFV
CFV = Conventional Fuel Vehicle; AFV = Alternative Fuel Vehicle		



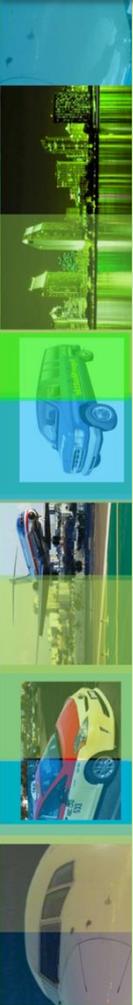
Attachments

- San Diego Transportation Association (SDTA) Transferability memo
- San Diego County Airport Shuttle Association (SDCASA) Proposal & Authority Response
- Greater California Livery Association (GCLA) Proposal
- SuperShuttle Proposal
- San Diego Airport Parking Co (SDAPC) Age Limit Proposal



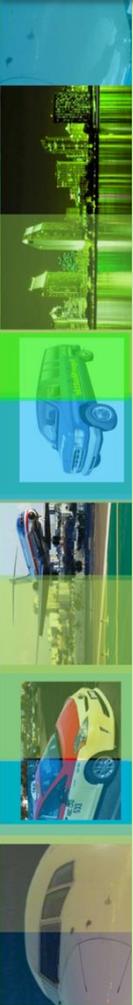
Board Direction

- Staff requests Board provide direction regarding altering the vehicle age limit to ten (10) years for all converted alternative fuel vehicles and ten (10) years for all charter/limousine vehicles by amending Code 9.12.

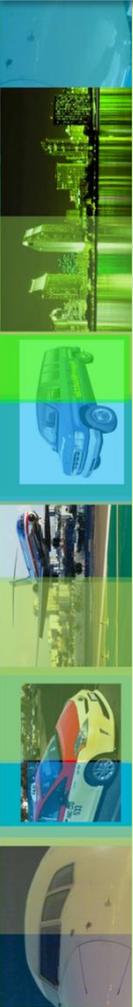


Moving Forward

- Complete the MOAs
- Continue to meet regularly with Ground Transportation Providers
- Provide the Board with periodic updates and comprehensive annual reports



Questions ?

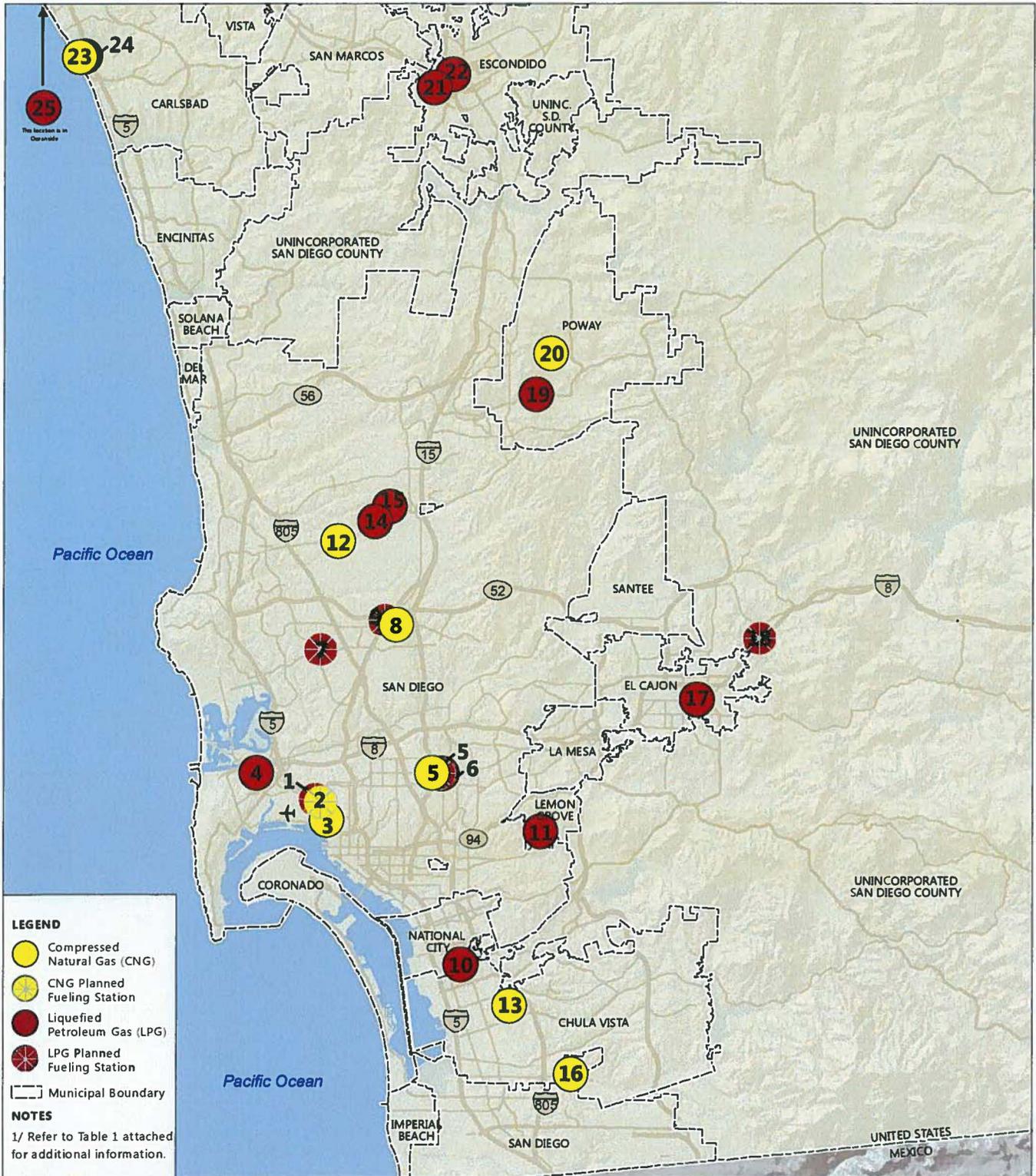


ITEM 14

ADDITIONAL INFORMATION RECEIVED:

Public Alternative Fuel Stations – Exhibit 1

[Preliminary Draft for Discussion Purposes Only]



SOURCE: Ricondo & Associates, Inc., July 2012, based on various sources (see Table 1 attached).
PREPARED BY: Ricondo & Associates, Inc., July 2012.

EXHIBIT 1



0 30,000 ft.

Public Alternative Fuel Stations in San Diego County

COMMUNICATION RECEIVED FROM THE PUBLIC

Real Sara

Subject: FW: CORRESPONDENCE FROM THE PUBLIC - FW: 7-12-2012 item #14 Recommendation for Board Review

Importance: High

-----Original Message-----

From: lisamcghee <lisamcghee@aol.com>

To: Trussell <Trussell@san.org>

Sent: Mon, Jul 9, 2012 9:39 am

Subject: 7-12-2012 item #14 Recommendation for Board Review

Dear SDIA Airport Authority:

Attached is a recommendation on the Vehicle Age Limit for your review and approval.

Age Limit Overview, Agenda item #14 July 12, 2012

- **Review the Vehicle Age Limit to determine its usefulness while accessing annually any feasibility challenges.**

- ***Define the Goal***

- **Create an Age Limit that will be beneficial to the goal of the Conversion Incentive Plan and to positively impact all parties involved:**
 - **The Attorney General**
 - **The SDIA – SAN Airport**
 - **The GT operators - stakeholders**
 - **The Air Quality Management Division**

- ***Define the Positive Key Elements***

- **To demonstrate that the Age Limit can easily be altered to create a non financial benefit that will directly support the conversion incentive program while immediately reducing the financial hardship on the stakeholders who convert to an AFV.**

Sincerely,

San Diego Airport Parking Company

PRESENTATION OVERVIEW

SAN DIEGO



1

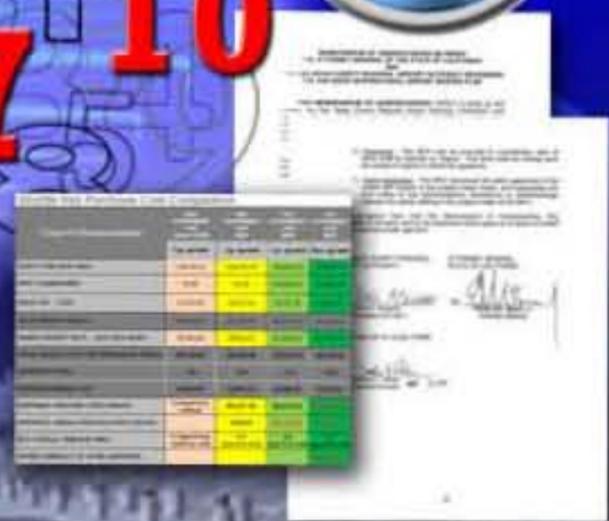
A snap-shot of present vehicle standards across all ground transport shuttle providers, and where we are in terms of the MOU targets...

International Airport

Understanding the the MOU parameters, benefits of 7yr and 10yr vehicle age targets, the cost implications and benefits for business operators in terms of a workable solution going forward...

7 1 10

2



3



2017

The key metrics around a target 2017 time-line, the business costs, Authority non-financial incentives, and realities in achieving the "ACCESS GREEN" initiative ...

4

A flow chart overview summary of the key areas and how they will effectively combine to realize the MOU targets and conversion, on time, and on target ...



5



Managing ACCESS GREEN through new permit requirements, vehicle management, and further incentives into the future ...



ACCESS GREEN

GT SHUTTLE
VEHICLE FOLIO

A tall, blue, 3D-rendered sign for San Diego International Airport. The sign is rectangular and stands on a white base. It features the airport's logo at the top, which consists of a stylized globe with a sunburst. Below the logo, the words "SAN DIEGO" are written vertically in white, bold, sans-serif capital letters. A horizontal blue sign is attached to the side of the main sign, containing the words "International Airport" in white, sans-serif font. The background is a bright blue sky with a sunburst effect and some white clouds. The overall image has a blue color cast.

SAN DIEGO

**International
Airport**

A perspective view of a road leading towards an airport terminal. The road is paved and has white dashed lines. On the right side, there is a long, modern airport terminal building with a white facade and a series of repeating, angular roof sections. The sky is bright blue with a sunburst effect and some white clouds. The overall image has a blue color cast.

OFF-SITE

Airport Parking Shuttles



ALADDIN 4 2008 BACK



ALADDIN 1 2006 BACK



ALADDIN 4 2008 FRONT



ALADDIN 1 2006 FRONT



ALADDIN 6 2006 BACK



ALADDIN 6 2006 FRONT



ALADDIN 7 2008 BACK



ALADDIN 7 2008 FRONT



ALADDIN 8 2012 FRONT



ALADDIN 8 2012 SIDE



ALADDIN 9 2008 BACK



ALADDIN 9 2008 FRONT



LANDMARK 27E1 BACK



LANDMARK 27E FRONT



LAUREL PARKING 60 2011 DRIVER



LAUREL PARKING 60 2011 PASSENGER



LAUREL PARKING A1 2011 DRIVER



LAUREL PARKING A1 2011 PASSENGER



LAUREL PARKING C1 2011 DRIVER



LAUREL PARKING C1 2011 PASSENGER



PARK N FLY 2235 2008 BACK



PARK N FLY 2235 2008 FRONT



PARK N FLY 2236 2008 BACK



PARK N FLY 2236 2008 FRONT



PARK N FLY 2237 2008 BACK



PARK N FLY 2237 2008 FRONT



PARK N FLY 2238 2008 BACK



PARK N FLY 2238 2008 FRONT



PARK N FLY 2239 2009 FRONT



PARK N FLY 2239 2009 SIDE



PARK N FLY 2240 2009 FRONT



PARK N FLY 2240 2009 SIDE



PARK N FLY 2241 2009 BACK



PARK N FLY 2241 2009 FRONT



PARK N FLY 2242 2011 BACK



PARK N FLY 2242 2011 FRONT



PARK N FLY 2243 2011 BACK



PARK N FLY 2243 2011 FRONT



PARK N FLY 2244 2011 BACK



PARK N FLY 2244 2011 FRONT



PARK N FLY 2245 2011 BACK



PARK N FLY 2245 2011 FRONT



PARK N FLY 2246 2011 DRIVER FRONT



PARK N FLY 2246 2011 PASSENGER FRONT



PARK N FLY 2246 2011 SIDE



PARK SHUTTLE N FLY 63D1 2008 BACK



PARK SHUTTLE N FLY 63D1 2008 FRONT



PARK SHUTTLE N FLY 662D1 2008 BACK



PARK SHUTTLE N FLY 662D1 2010 FRONT



PARK SHUTTLE N FLY 533D1 2006 BACK



PARK SHUTTLE N FLY 533D1 2006 FRONT



SDAP 398 2008 BACK



SDAP 398 2008 FRONT



SDAP C1 2010 BACK



SDAP C1 2010 FRONT



SDAP F1 2010 SPRINTER FRONT



SDAP F1 2010 SPRINTER SIDE



SDAP F1 2010 SPRINTER BACK



SDAP HONDA CIVIC 2009 FRONT



SDAP HONDA CIVIC 2009 BACK



SDAP 297 2007 BACK



SDAP 297 2007 FRONT



WALLY PARK 92 2010 FRONT



WALLY PARK 92 2010 BACK



WALLY PARK 93 2010 FRONT



WALLY PARK 93 2010 BACK



WALLY PARK 94 2010 BACK



WALLY PARK 94 2010 FRONT



WALLY PARK 95 2010 FRONT



WALLY PARK 95 2010 BACK



WALLY PARK 96 2010 FRONT



WALLY PARK 96 2010 BACK



WALLY PARK 91 2010 BACK



WALLY PARK 91 FRONT



PARK N GO 3 BACK



PARK N GO 3 FRONT



PARK N GO 4 FRONT



PARK N GO 4 BACK

A tall, blue, 3D sign for San Diego International Airport. The sign is tilted and features the airport's logo at the top, which consists of a stylized globe with a sunburst. Below the logo, the words "SAN DIEGO" are written vertically in white, bold, sans-serif capital letters. A horizontal blue sign is attached to the side of the main sign, containing the words "International Airport" in white, sans-serif font.

SAN DIEGO

International
Airport

A wide-angle photograph of the San Diego International Airport terminal building. The building is a long, modern structure with a white facade and a series of dark, angular roof sections that create a rhythmic pattern. The sky is bright blue with a large, bright sun in the upper right corner, creating a lens flare effect. The foreground shows a paved road with white dashed lines, leading towards the terminal. There are some palm trees and other vegetation on the left side of the road.

GT SHUTTLE

Ground Transportation Shuttles
June 2012 - Transportation Islands.



ADVANCED SHUTTLE 708 BACK



ADVANCE SHUTTLE 708 FRONT



ADVANCED SHUTTLE 708 SIDE



ADVANCED SHUTTLE 717 BACK



ADVANCED SHUTTLE 717 FRONT



ADVANCED SHUTTLE 717 SIDE



AIRPORT SHUTTLE 906 BACK



AIRPORT SHUTTLE 906 FRONT



AIRPORT SHUTTLE 906 SIDE



AIRPORT SHUTTLE 915 BACK



AIRPORT SHUTTLE 915 FRONT



AIRPORT SHUTTLE 915 SIDE



AIRPORT SHUTTLE 919 BACK



AIRPORT SHUTTLE 919 FRONT



AIRPORT SHUTTLE 919 SIDE



AIRPORT SHUTTLE 919 BACK



AIRPORT SHUTTLE 919 FRONT



AIRPORT SHUTTLE 919 SIDE



AIRPORT SHUTTLE 920 BACK



AIRPORT SHUTTLE 920 FRONT



AIRPORT SHUTTLE 920 SIDE



EZ RIDE 907 FRONT



EZ RIDE 907 SIDE



WESTIN BACK



WESTIN SIDE



SAN PARK 25 FRONT



SAN PARK 25 SIDE



SAN PARK 25 BACK



SAN PARK 26 SIDE



SAN PARK 97 BACK



SAN PARK 97 FRONT



SAN PARK 97 SIDE



SAN PARK 99 BACK



SHERATON BACK



SHERATON FRONT



SHERATON SIDE



SUPER SHUTTLE 719 FRONT



SUPER SHUTTLE 719 SIDE



SUPER SHUTTLE 722 BACK



SUPER SHUTTLE 722 FRONT



SUPER SHUTTLE 741 FRONT



SUPER SHUTTLE 741 SIDE



SUPER SHUTTLE 765 BACK



SUPER SHUTTLE 765 FRONT



SUPER SHUTTLE 765 SIDE

A tall, blue, 3D-style sign for San Diego International Airport. The sign is tilted and features the text 'SAN DIEGO' in white, bold, sans-serif capital letters. Above the text is a black silhouette of the San Diego globe logo. A horizontal blue sign is attached to the side of the main sign, containing the text 'International Airport' in white, sans-serif font. The background is a bright blue sky with a sunburst effect and some clouds. In the foreground, there is a road with white dashed lines and a modern airport building with a white facade and a series of blue, angular roof panels.

SAN DIEGO

**International
Airport**

CORONADO LIVERY

Vehicle for Hire

Coronado Livery Shuttles



104 2004 FORD FREESTAR BACK



104 2004 FORD FREESTAR FRONT



105 2005 FORD FREESTAR BACK



105 2005 FORD FREESTAR FRONT



403 2003 GMC SAFARI BACK



403 2003 GMC SAFARI FRONT



500 2003 CHEVY ASTRO BACK



500 2003 CHEVY ASTRO FRONT



501 2003 CHEVY ASTRO BACK



501 2003 CHEVY ASTRO FRONT



503 2003 GMC SAFARI BACK



503 2003 GMC SAFARI FRONT



514 2003 CHEVY ASTRO BACK



514 2003 CHEVY ASTRO FRONT



601 2005 CHEVY ASTRO BACK



601 2005 CHEVY ASTRO FRONT



603 2003 CHEVY EXPRESS BACK



603 2003 CHEVY EXPRESS FRONT



FORD SUV1 FRONT

ITEM 14

COMMUNICATION RECEIVED FROM THE PUBLIC

Myhers Jim

From: mikaiil.hussein@utwsd.com
Sent: Saturday, July 07, 2012 6:56 AM
To: Myhers Jim
Cc: Peter Zschiesche; Jesse MILLS; monikehinde@utwsd.com
Subject: Airport Exit Feel

Dear Jim Myhers,

The United Taxi Workers is very concerned about the recent rate increases for non-hybrid taxis. As you know, a non-hybrid taxi is required to pay an additional 38 cents per trip into the airport. This is not a small sum of money and will quickly aggregate into a very large sum. The main problem with this policy is that it punishes drivers who lease the car without any impact on the permit holders. If this policy is being justified by the clean air act in an effort to reduce emissions, it should be targeting those who have the power to change the types of cars driven. This new policy unfairly targets lease drivers who do not have the ability to upgrade to a hybrid vehicle. We request that the rate for entering the airport be the same between the hybrid and non-hybrid vehicles.

Thank you for your time we look forward to your response before July 12th Board meeting.

Mikaiil Hussein
President/CEO, United Taxi Workers of San Diego
7364 El Cajon Blvd. Suite 108
San Diego, CA 92115
619-713-5404 (office)
619-721-4565 (cell)
619-713-5374 (fax)

Dear Mr. Myers!

[REDACTED]

Dear Mr. Myers!

There are several minivans serving the San Diego Airport. As of 1st of July the have to pay \$1.88 fee. Since fuel efficient minivans are impossible or very hard to find in San Diego, and. Minivans are needed at the airport all the time we ask that our Airport fees should remain at \$1.50 until Hybrid minivans are widely available in San Diego.

Sincerely

Airport minivan
Drivers

Sent from my iPhone

ITEM 14

COMMUNICATION RECEIVED FROM PUBLIC
BRIEFING PAPER FROM SDCASA

Alternative Fuel Vehicles Infrastructure

Our Situation

In 2008, the Authority entered into an MOU with the California Attorney General to reduce greenhouse gas emissions. A part of that was adoption of a policy of replacing vehicles, including shuttles, with electric or alternative fuel vehicles at the end of their useful life—with the goal being 100% replacement by 2017.

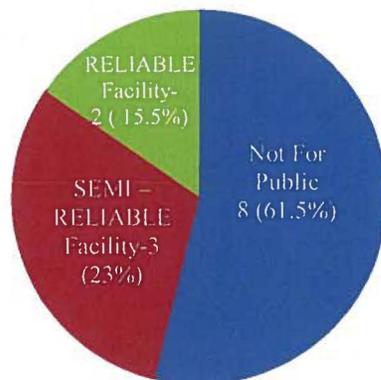
As an incentive to shuttle owners, a program was adopted whereby in fiscal years 2011 and 2012, since passed, owners would have their fees reduced 100% per replaced vehicle. In FY 2013, the reduction will be 75% and in FY 2014, the reduction will be 50%. A pretty good incentive—if it could be used!

The problem then, and now, is lack of infrastructure.

The federal and state governments have both made funding available, on a limited basis, to assist with the purchase of AFVs. Conversion for taxi cabs has been relatively smooth. Vehicles and functional models exist. That is simply not the case for shuttles. Not only are the vehicles hard to come by, the major challenge facing shuttle owners is, what fuel do I use? Where do I get it? What hours is it available? These are questions based on anticipated supply.

Numerous meetings have taken place with suppliers, all claiming that their fuel type will be in plentiful supply. Really? When? Where? What guarantees do owners have that this is the case? The challenges became so overwhelming that the shuttle owners essentially gave up their share of the incentive grant funds to the taxis so they could continue with the success they were having.

To underscore this point, we have attached an infrastructure pie chart and audit with a specific list of the thirteen fuel locations available throughout San Diego County. Of the five locations available to the public, only two are deemed reliable.



Alternative Fuel Vehicles Infrastructure

AFV INFRASTRUCTURE FACT FINDING 7-10 JULY, 2012

RATINGS: 1 = NO VALUE; 2 = SEMI-RELIABLE; 3 = RELIABLE

	LOCATIONS	CURRENT STATUS	RATINGS
1	San Diego – SDG&E Service Center 6875 Consolidated Way; San Diego, CA 92121	STAND ALONE SELF-SERVICE , OPEN 7/24, TAKES CREDIT CARDS; OCCASIONAL BREAKDOWN, NO ATTENDANT	2
2	San Diego – SDG&E Service Center; 5488 Overland Avenue San Diego, CA 92123	STAND ALONE SELF-SERVICE , OPEN 7/24, TAKES CREDIT CARDS; OCCASIONAL BREAKDOWN, NO ATTENDANT	2
3	San Diego – Clean Energy/ Pearson Ford; 4067 El Cajon Blvd 92105	STAND ALONE SELF-SERVICE , OPEN 7/24, TAKES CREDIT CARDS; OCCASIONAL BREAKDOWN, NO ATTENDANT;	3
4	San Diego – Clean Energy/Shell (S.D. Airport) ; 2521 Pacific Highway San Diego, CA 92101	STAND ALONE SELF-SERVICE , OPEN 7/24, TAKES CREDIT CARDS; OCCASIONAL BREAKDOWN, NO ATTENDANT; BUSY STATION, RUNNING WELL	3
5	Chula Vista Center; 84 East J St. Chula Vista	CLOSED WEEK ENDS & 24 HRS SERVICE; CASH ONLY, NO MECHANIC	2
6	Chula Vista Public Works 1800 Maxwell Rd Chula Vista	Not open to public	1
7	Chula Vista Pvt.3650 Main Street, Chula Vista 91911	Not open to public	1
8	San Diego Pvt. CNG Station; 1200 Imperial Av, SD – 92101	Not open to public	1
9	San Diego Pvt. CNG Station; 4630 Ruffner St SD 92111	Not open to public; OWNER SAN DIEGO TRANSIT, MTS	1
10	GAS STATION; 4067 El Cajon Blvd, SD 92105	OLD EQUIPMENT, FREQUENT BREAKDOWN,	1
11	Escondido Pvt. CNG Station; 400N Spruce Street, Escondido 92025	Not open to public	1
12	Oceanside Pvt. CNG Station 405 Via Del Norte, Oceanside, 92054	Not open to public	1
13	POWAY SCHOOL DISTRICT, 13627 TWIN PEAK RD. POWAY-92064	MONTHS OUT OF OPERATION DUE BREAKDOWN. WAITING TO RECEIVE FUNDS TO MAKE OPERATIONAL	1
		FULL SCORE: 13 X 3 = 39	20
		ALL CNG STATIONS	
RELIABLE SERVICE FACILITY		2	15.5 %
SEMI-RELIABLE FACILITY		3	23.0 %
NOT OPEN TO PUBLIC		8	61.5 %

So, essentially there is a double hit as the incentive program for shuttles, from a practical standpoint doesn't really exist, while the fees, per our comments above relative to the payment for CSRs, are astronomical. This coming fiscal year, we are being asked to pay nearly \$4,000 per vehicle for the CSRs. We'd love to put that towards AFVs, particularly in absence of the incentive program. The challenge of fuel supply also applies to the Airport itself. Last September, during the black-out, it was discovered that the closest available supply of CNG, for their CNG powered vehicles, was in Irvine! The point being, **all** of us are in this together, waiting to see which fuel will be there for our needs.

Our Understanding of the Airport Authority Point of View

While the Authority staff claims to understand our predicament, in part, because they are going through it themselves, they have responded to our suggestions by expressing strong disagreement, denial of accountability, or essentially, no real response at all.

We have cited the aforementioned fee issue as a partial impediment. If we weren't paying almost \$4,000 per vehicle to fund the CSRs we don't need or want, those resources could be set aside towards the purchase of AFVs, when it finally becomes clear as to what kind, what fuel and where we can purchase it.

Staff has opined that they do "not agree that cost recovery fees in any way drive the availability (or lack of) alternative fuel vehicles and/or alternative fuel sources." True, but they are missing our point. The fees don't drive the availability of vehicles or fuel, but they make the purchase or set aside for purchase unfeasible.

Discussion/Proposed Remedy

The above mentioned interrelationship between the fees and AF conversions is certainly one issue to be fully vetted. What we do know is that resources are unavailable/being diverted from the purpose of the investment necessary to achieve conversion goals.

A remedy we have discussed at length is a rolling back of the clock, two years, so that essentially, the shuttle industry is starting over, with a 100% fee reduction incentive. Our Board approved fees would be set at \$1,400, now, which is the full, anticipated fee that was to be phased in by FY 2014. This would allow for further examination and discussion of key issues such as CSRs, age rule and how to best work together to ensure alternative fuel infrastructure is in place.

Age Rule

Our Situation

While SDCASA has been concerned about this issue for some time, including numerous conversations with Authority staff, we have been aggressively pursuing a change in policy since last December.

In place since well before the Authority's existence, the policy requiring vehicles to be replaced after seven years in service was instituted to ensure compliance with vehicle appearance standards. The urgency in December centered around the concern that in spite of repeated requests to not only sit down and discuss, but to resolve the issue, Authority staff as of January 1 of this year, was to enforce the policy and not issue permits to older vehicles. SDCASA representatives appeared before the Board in December and January to express our concerns and ask for a delay.

A number of board members appeared to understand the situation, to the point of making comments questioning why such a policy would exist when so much has changed since its pre-Authority implementation in terms of things like vehicle quality and safety. A “stay of execution” was granted, coupled with a request of staff to return in the coming months with a specific recommendation on the age rule.

Our Understanding of the Airport Authority Point of View

To be blunt, that’s a good question. The third of three slides they showed the board on this issue during their presentation in March asked to, “Allow staff 90 days to study and define, with industry stakeholder interaction, useful limits for each individual mode type.” While staff is aware of our feelings on this issue, we’re not sure of their definition of “interaction.” SDCASA met with staff to deliver a proposal that contained a number of items, including age rule. That was the **only** discussion that took place.

An SDCASA representative met with staff in mid-May and was told the age rule recommendation would be available later that week. On May 24, we were told that the recommendation was to extend the rule for ATFs to 10 years but retain 7 years for the non-alternative fuel vehicles. When asked why, we were told that they are aware of our views, discussed them and came to this conclusion. But, we were told, the door is always open for further discussion.

Frankly, we read that as “take it up with the board.”

To be a bit more specific, the response to our proposal, restated in the “Discussion/Remedy” section below was that the Authority has a seven year age rule and that at the Board meeting in July, staff was recommending maintaining it for non-alternative fuel vehicles.

After 90 days of looking at it, that’s as specific as they got.

Discussion/Proposed Remedies

The vehicle year rule, especially during the conversion period is an added impediment to shuttle owners striving to meet the Authority’s conversion goals. It will force owners to replace otherwise safe, serviceable vehicles with conventional shuttles, only to have to replace those in a short period of time to meet the airport’s goals by making another major investment in an alternative fuel vehicle.

SDCASA proposes suspending the year rule during the conversion period and substituting it with a safety and quality assurance program. We will submit biannual state licensed mechanical inspections to the Authority by April 30 and October 31 of each calendar year.

Additionally, SDCASA will continuously inspect on an on-going, rotating basis each month to measure not only vehicle safety and quality, but to also monitor driver presentation and vehicle availability. Quality control will provide deficiency reports to driver/company representatives who will in turn provide a resolution report to SDCASA quality control.

Fees

Our Situation

In 2010, because of concerns raised by ground transportation operators that the fee increases, relative to the first year of cost recovery were too steep and to be too quickly implemented, the Board decided to phase in fee increases over a four year period. For shuttles, fees were to have increased from \$200 to \$350, then to \$700, to \$1050 and finally, in year four, to \$1,400.

In 2011, SDCASA owners met with staff to discuss the FY2012 budget and were told their fees would be \$2,375—an increase of over 500%! In a meeting with staff on May 31 of this year, the FY 2013 budget was presented and the fees have now risen to \$4,800 per vehicle. This represents an increase of 1,300% in just the past two years.

Given the Board's original sensitivity to the fee issue, reflected in their action to phase in the increase (to \$1,400) over four years, it would appear this is not the result they had in mind.

What We Have Been Told is the Airport Authority Point of View

SDCASA understands the cost recovery program and has no issues with the types of things we are being asked to share the cost of. There is, however, a major exception. According to staff, the reason for the high fees is that SDCASA, as part of cost recovery, is now responsible for customer service representatives (CSRs) on the shuttle island. This is the bottom-line difference between last year's FY fees charged to Super Shuttle (\$525) and SDCASA (\$2,375). At no time, prior to the FY2012 budget meeting with staff was there a discussion of fees rising to cover the cost of CSRs.

Furthermore, when talks turned to the possibility of SDCASA having their own CSRs, we were told while that might be possible, we would actually end up paying double as we were already two years in arrears—something never clearly explained and a major cause of our skyrocketing fees.

Discussion/Proposed Remedy

CSRs have been in place at the airport for many years, certainly pre-dating the Authority. Super Shuttle, prior to cost recovery being approved by the Board, approached the staff requesting the opportunity to conduct business curbside, choosing to provide their own CSRs, at their own cost, effectively opting out of the Airport CSR program. SDCASA members, who at the time, were individual shuttle companies not affiliated with an association as they are today, chose to decline the option of hiring their own.

As SDCASA has been expressing their strong concern over the CSR issue, especially since we are paying thousands per vehicle to support them, the response from staff has been, "well, when you had your chance to have your own, you turned it down!"

Technically that's true, but taken totally out of context!

CSRs do not fit the reservation business model for the SDCASA member companies. When staff asked the companies if they wanted to provide their own CSRs at their own expense, it was an easy decision.

No. Why pay for something that is of no benefit to our business? Staff DID NOT mention that if the offer was turned down, we would be required to continue to use airport CSRs, but now, at our own expense—as in “cost recovery.”

Hence, the total “sticker shock” when our fees were increased from \$350 to \$2,375 in one year—to cover the cost of the CSRs.

SDCASA wishes to sit at the table with Authority staff, as they themselves have said they are willing to do, and discuss what staff is looking for in the way of traffic flow, control, accountability, etc. We have had numerous conversations amongst ourselves and eagerly await the opportunity to put forward proposals that make use of the latest technology, acknowledges space constraints and otherwise replaces what we feel is an antiquated, ineffective and costly method of service to the public.

Conclusion

As we look to meet the terms of the Attorney General’s MOU, shuttle owners face walls everywhere they look.

It’s really a triple whammy as the fees they pay are nearly five times higher than Super Shuttle. Why? To pay for the CSRs we would like to replace with a more efficient method of customer service and airport flow. This year alone, they are slated to be nearly \$4,000 per vehicle to pay for the CSRs. \$4,000 having nothing to do with the airport’s cost recovery program as originally approved by this Board and defined to the shuttle owners.

That would also be \$4,000 per vehicle that could be set aside towards purchasing an alternative fuel vehicle—money that could be further set aside if the year rule is suspended during the conversion period so it can be used towards that AFV instead of having to be used to purchase a standard vehicle, only to have that investment kicked aside as the 100% AFV deadline approaches.

And, speaking of 100%, due to a lack of overall infrastructure, there has been absolutely no opportunity to take advantage of the Authority’s incentive discount program. The major part of which has now run its course.

So, what we would respectively request is a moratorium to explore these issues, in a workshop form. To sit down and have a truly meaning full interaction with staff and look at ways to accomplish all of the Authority’s goals, without, frankly, putting people out of business.

Roll back the clock two years giving shuttle owners another chance at the incentive program, starting with a 100% reduction in their fees if an AFV is purchased. Suspend the year rule and work with us to fairly address the CSR issue.

The walls referenced above are not insurmountable if we work together!

ITEM 14

COMMUNICATION RECEIVED FROM STAFF
CORRESPONDENCE TO MARK STEWART, GREATER CALIFORNIA LIVERY
ASSOCIATION

SAN DIEGO COUNTY
REGIONAL AIRPORT AUTHORITY

P.O. BOX 82776, SAN DIEGO, CA 92138-2776
619.400.2400 WWW.SAN.ORG

July 11, 2012

Mr. Mark Stewart
President
Greater California Livery Association GCLA
8726 W. Sepulveda Boulevard, Ste #2317
Los Angeles, CA 90045-0082

Dear Mark:

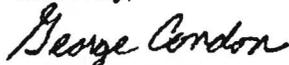
I am responding to your letter of June 15, 2012 requesting that the San Diego County Regional Airport Authority (SDCRAA) amend the Ground Transportation Vehicle Conversion Incentive-Based Program to exempt livery operators (limousine/charter) vehicles from the seven (7) year age limit, as well as the disincentive program for conventional fuel vehicles.

Your letter and specific proposals have been reviewed by Authority staff and General Counsel. In consideration of your proposal, along with similar proposals received by other ground transportation providers at San Diego International Airport (SDIA), staff will provide a recommendation and resolution to the Authority Board at the July 12, 2012 Board meeting. The recommendation requests extending the vehicle age limit from seven (7) years to ten (10) years for alternative fuel vehicles (AFV) and clean air vehicles (CAV) (as identified in the Attorney General MOU), as well as all conventional fuel livery (limousine/charter) vehicles.

I understand that this recommendation does not satisfy all aspects of your proposal. However, your proposal raises some very good points and should be given further consideration through discussion with staff.

Please contact me at 619-400-2706 or gcondon@san.org if you have any questions.

Sincerely,



George Condon
Acting Director, Ground Transportation, SDCRAA



SAN DIEGO
INTERNATIONAL
AIRPORT

Mr. Mark Stewart
July 11, 2012
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cc:

Thella F. Bowens, President/CEO, SDCRAA
Angela Shafer-Payne, VP, Planning & Operations, SDCRAA
Robert H. Gleason, Board Chair, SDCRAA
Jim Panknin, Board Vice Chair, SDCRAA
Laurie Berman, Ex Officio Board Member, SDCRAA
Bruce R. Boland, Board Member, SDCRAA
Supervisor Greg Cox, Board Member, SDCRAA
Jim Desmond, Board Member, SDCRAA
Lloyd Hubbs, Board Member, SDCRAA
Pedro Reyes, Ex Officio Board Member, SDCRAA
Col. Frank A. Richie, Ex Officio Board Member, SDCRAA
Paul Robinson, Board Member, SDCRAA
Tom Smisek, Board Member, SDCRAA
Councilman Anthony K. Young, Board Member, SDCRAA
Vernon D. Evans, VP, Finance & Budget, SDCRAA
Breton K. Lobner, General Counsel, SDCRAA
Jim Myhers, Manager, Ground Transportation, SDCRAA
Robert Kard, Director, San Diego County Air Pollution Control District
Brigadier General Jack Hagan, Director, California PUC Consumer Protection and Safety
Division
Paul Wurstel, California PUC Consumer Product and Safety Division
Mary D. Nichols, Chairman, California Air Resources Board
James N. Goldstene, Executive Officer, California Air Resources Board
John L. Barber, Lewis Brisbois Bisgaard & Smith LLP
Jonna Sabroff, GCLA
Paul Haney, Partner, Englander Knabe Allen