Welcome Remarks

Committee Chair-
Mark West
Committee Progress Overview -

Comments on Topics Covered

Facilitator - Heidi Gantwerk
Agenda

• GT System
• Current State
• New Developments
• Key Factors / Considerations for Committee Objectives
• Next Meeting Format
Current State & New Developments
GT System Goals

1) Safety
2) High quality customer service
3) Efficiency
4) Cost recovery for operations and infrastructure
5) Economic value to the providers
6) Minimal unnecessary trips & congestion
7) Reduced environmental impact
8) Alignment with airport strategies
Airport Map

- New Terminal
- Hold Lots
- Parking Lots
- Roadways
SAN Airport - Future

- New Airport Entry Roadway
- Airfield Apron & Taxiway A/B Upgrades
- Expanded Parking
- Dual-Level Roadway & Curbfront
- Terminal 1 Replacement (1a = 22-gates) (1b = 8-gates)
- New Taxiway A
- Intermodal Transit Center (ITC by SANDAG) & Processing
- New Airport Entry Roadway
- Existing On-Airport Link Road

Legend:
- Airfield
- Terminal
- Ground Transportation
- Future Transit Access & Processing
Current Operating Strategy
MOA Model
Industry Operating Strategies - Taxi & VFH Modes

1. Open access
2. Exclusive access - concession
3. Hybrid – current system
Commercial Mode Access & Management
Commercial Mode Access & Management

Ground Transportation
Proposed Trip Fee Assumptions

- **TNC**
  - Trip Fee for each pick-up and drop-off
- **Taxi Cab**
  - Trip Fee per pick up
- **Vehicle For Hire (VFH)**
  - Trip Fee per circulation (charged for exits from hold lot)
- **Hotel Courtesy Shuttle**
  - Trip Fee per circulation
- **Off-Airport Parking**
  - Trip Fee per circulation
- **Limousines**
  - Pay an Annual Permit
- **Green House Gas (GHG) incentive program for Taxis, VFH, and Shuttles remains in place through FY 2023**
Terminal 1 Transportation Island

![Diagram of Terminal 1 Transportation Island]

**Legend:**

<table>
<thead>
<tr>
<th>VEHICLE TYPE</th>
<th>MAX NO. OF VEHICLES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Taxi Curbside Loading</td>
<td>12</td>
</tr>
<tr>
<td>Taxi Queueing Area</td>
<td>3</td>
</tr>
<tr>
<td>Vehicles for Hire Loading</td>
<td>4</td>
</tr>
<tr>
<td>Employee Shuttle Loading</td>
<td>1</td>
</tr>
<tr>
<td>Rental Car Shuttle Loading</td>
<td>6</td>
</tr>
<tr>
<td>Courtesy Shuttle Loading</td>
<td>5</td>
</tr>
<tr>
<td>TNC Curbside Loading</td>
<td>12</td>
</tr>
</tbody>
</table>

**Existing Commercial Island Operations Terminal 1**
Terminal 2 Transportation Island
Technological Opportunities

1. TNCs and other app-based transportation
2. Shared mobility; shared rides; shared vehicles; carpooling
3. Online/automated services and payment
4. Last-mile technological solutions
5. Autonomous and driverless cars
6. Automated high-volume transportation
7. High volume vehicle availability
8. Vehicle ownership models
9. Data sharing, transportation analysis, and predictive analytics
Operational Challenges

1. TNC operations and vehicle volumes
2. ASF, ADP, and other construction impacts
3. Hold lot and transportation island space allocation
4. Transportation island changes and construction
5. Roadway congestion
Other Factors

- Regulatory Requirements
- Transit Initiatives
- Shared Mobility
- Clean Transportation Plan
Transportation Demand Management (TDM)
Transportation demand management (TDM) is the application of strategies and policies to reduce travel demand, or to redistribute this demand in space or in time.
more sustainable system of transport . . .

- Expanding the supply and availability of (more sustainable) alternatives;
- Controlling demand for the use unsustainable modes;
- Providing incentives and rewards for undertaking sustainable travel habits; and
- Imposing full-cost pricing on the use of the . . . private or commercial . . . automobile
Public Comment Period

1 minute per speaker
Considerations

- Type/size/fuel type of vehicle
- Vehicle capacity
- Ownership - Commercial vs. Private
- Owned vs. Leased/Rented
- Fleet characteristics
- Business model and economic impact
- Trip type – short/long haul, HOV, pooled, deadhead
- Last mile inclusion
- Existing and upcoming regulations
- Emissions output
- Carbon Offset
- Metrics/Environmental Measures
- Transportation Demand Management
Questions to consider

What choices should be on the table...
Questions?

• How do we promote fairness/equity for modes with different –
  • Operations?
  • Regulations?
  • Technology?
• How do we promote equitable access to modes?
• How do we promote TDM –
  • for commercial modes?
  • For the public?
• How does the Authority allocate limited resources/space to modes?
  • Customer preference?
  • Economic or environmental impact?
Questions?

• How does the Authority enable technology integration?
• How does the Authority ensure alignment with regional transportation initiatives?
• How does the Authority encourage/incentivize sustainable transportation options?
Action Items -
Heidi Gantwerk
Plan for Future Meetings

- **Meeting 1** – Committee introduction, GT environment/background/operations, discuss standardization issues
- **Meeting 2** – Environmental presentation, regulations, other airport programs, state/national trends, program goals
- **Meeting 3** – Current operating strategy for modes, long-range planning, industry trends, key components of long range strategy
- **Meeting 4** – Working Group – Round Robin
- **Meeting 5** – Working Group – Initial Recommendations
- **Meeting 6** – Final recommendations for Authority Board
  - Recommend standardization actions
  - Define environmental program parameters
  - Define long-range operating strategy parameters
  - Feedback/Review process effectiveness, GT stakeholder engagement strategy going forward
QUESTIONS?