








Focus Area	GTAC Specific Actions	Status (Green = Complete, Blue = In Progress, Gray = Not Yet Started)	Status Summary
<b>A. General Operations</b>	1. Alignment with the Authority's mission, goals, and strategies is a critical priority for all policy development relating to Ground Transportation	✓	Implemented and ongoing.
	2. Alignment should also be maintained with local and state operational and regulatory requirements.	✓	Implemented and ongoing.
	3. Every effort should be made to engage state and local agencies to address congestion, environmental, and other issues related to Ground Transportation.	✓	Implemented and ongoing.
	4. Policies should maximize flexibility for all modes, promote economic and environmental sustainability, and reflect a comprehensive approach aligned with the region's transportation strategies.	✓	Implemented and ongoing.
	5. Policies must reflect the current and most relevant passenger volumes, traffic conditions, and customer needs.	✓	Implemented and ongoing.
	6. Ongoing reporting, transparent communication, and feedback opportunities will be established and maintained with transportation stakeholders.	✓	Implemented and ongoing.
<b>B. Operating Models</b>	1. Explore the feasibility, pros and cons of implementing limits on the number of TNC vehicles that can access the airport.	➡	GT has evaluated this action, but has not implemented a mandatory limit at this time. Due to the variable nature of the TNC driver population (Part-time vs Full-time), and the fact that TNC companies control supply and pricing on their applications, this action has is still under evaluation.
	2. Explore the feasibility of standards for visible vehicle identification and automated recognition for all modes (placards, permits, QR codes, etc.).	➡	GT staff has surveyed several CA airports on their implementation of identification placards for the TNC Mode. GT staff continues to evaluate the advantages/disadvantages of implementing a placard program at this time; particularly during the dynamic environment of the New T1 construction.
	3. Pursue opportunities for grant funding or incentive programs for conversion to lower carbon footprint vehicles	➡	GT works closely and continuously with the Authority's Environmental Affairs and Planning department to identify grant opportunities and incentive programs.
	4. Plan for and implement an open taxi system to accommodate all MTS permitted taxis.	✓	The Authority implemented an open taxi system on 01/01/2022. This system allows all MTS permitted taxis in good standing to apply for a permit to operate on airport.
<b>C. Congestion Management</b>	1. Evaluate "priority" pick-up and drop off zones that prioritize low emission vehicles	➡	GT staff has initiated several efforts that consider options for priority pick-up and drop-off zones. The Terminal 2 Transportation Master Plan, Transportation Technology Master Plan, and New T1 design effort touch on this issue.
	2. Co-locate pick-up and drop off in order to reduce deadheading and reduce emissions	✓	Courtesy, Vehicle for Hire, and Off-Airport Parking transportation mode pick-up and drop-off areas are combined as of March 2019. Taxis and TNCs are also able to pick-up and drop-off at the same location, although customers may request curbside drop-off for departures.
	3. Evaluate premium price structure for "priority" curb access	✗	The Revenue Generation department will review this option as part of the overall parking program.
	4. Evaluate use of space in parking facilities for passenger pick-up, while maintaining separation of TNC's from other modes	➡	Ground Transportation staff has initiated several efforts that consider this action. The Terminal 2 Transportation Master Plan, Transportation Technology Master Plan, and New T1 design effort touch on this issue.
	5. Review and improve standards for dwell time and active loading/unloading time for high passenger volume vehicles	➡	Ground Transportation staff has initiated several efforts that consider this action. The Terminal 2 Transportation Master Plan, Transportation Technology Master Plan, and New T1 design effort touch on this issue.
	6. Evaluate the feasibility of dedicated commercial vehicle roadways	➡	GT staff has initiated several efforts that consider this action. The Terminal 2 Transportation Master Plan, Transportation Technology Master Plan, and New T1 design effort touch on this issue.

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D. Technology	1. Conduct an assessment of the technology necessary to operate a virtual hold lot that would allow drivers to check-in, and then leave airport property until they are at the front of the queue.	✓	The taxi virtual hold lot was implemented on 01/12/22. Taxis are able to log in to the virtual hold lot with a text from their cell phones rather than coming to the airport. Taxis also have full visibility of dispatch and transportation island activity on their mobile devices. As of Nov 2018 TNCs use re-match technology to pair vehicles dropping off passengers with customers requesting pick-up at the transportation islands, greatly reducing deadhead trips and re-circulations.
	2. Through the Airport's Innovation Lab, evaluate the feasibility of an airport app for commercial modes that would allow the Authority to track movement and enforce traffic policies by Airport Traffic Officers (ATOs)	✕	
	3. Incentivize and encourage utilization of software by all modes to reduce deadheading	➡	The TNC Re-match Product enables deadhead trip reduction. The newly implemented Taxi Virtual Hold Lot also helps reduce deadhead trips and maximizes efficiency for the taxi mode.
	4. Evaluate the feasibility of shared hold lots	✓	In Nov 2021, the Cell Phone Lot and TNC Hold Lots were combined. This lot also accommodates the Charter and Vehicle for Hire (Shared Ride Van) mode. As part of the New T1 design effort, there will be a shared Taxi, TNC, Vehicle for Hire, and Charter Hold Lot at the east end of the airport in calendar year 2024.
	5. Evaluate the benefits and requirements of a data analytics program using real-time reporting for all modes	➡	Ground Transportation is working with the Authority's Data Analytics team to identify beneficial reporting capabilities for this action.
	6. Collaborate with the Airport Authority's Innovation lab and data analytics team to develop tools for real-time traffic monitoring and analysis	➡	Ground Transportation staff has initiated several efforts that consider this action. The Terminal 2 Transportation Master Plan, Transportation Technology Master Plan, and New T1 design effort touch on this issue.
E. Operational Compliance	1. Explore funding and staffing resources for increased ATO involvement, collaboration, understanding of industry and operational knowledge, and consistency in enforcement	✓	GT developed new online training resources (LMS) in Nov 2019. GT conducted new ATO training on industry issues and enforcement consistency.
	2. Enhance customer service training for CSRs and ATOs	✓	GT developed new online training resources (LMS), discussed the duties of ATOs vs. CSRs, and held meeting with Ace Parking in Nov 2021 to discuss CSR activities and expectations.
	3. Review and adjust CSR responsibilities to improve practices and eliminate the need for CSRs to step into the role of ATOs	✓	GT developed new online training resources (LMS), discussed the duties of ATOs vs. CSRs, and held meetings with Ace Parking in Nov 2021 to discuss CSR activities and expectations. GT held several online training sessions with the taxi mode, ATOs, and CSRs to inform on the new virtual hold lot capabilities, requirements, and operations.
	4. Evaluate the use of cameras and Automated License Plate Recognition (ALPR) technology to assist ATOs in responding to traffic enforcement issues	➡	GT met with Airport Security staff to discuss access to cameras. GT has added a CIP for a study to examine the feasibility of camera and ALPR use to assist ATOs. The Terminal 2 Transportation Master Plan, Transportation Technology Master Plan, and New T1 design effort also touch on this issue.

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F. Environmental	1. Evaluate the use of environmental incentives, measures, metrics, and requirements that may be applied consistently across all modes, where applicable. Move toward replacing, enhancing, or modifying GHG requirements for all modes with a system of incentives that are in alignment with the Authority's clean transportation plan		GT works closely with the Environmental Affairs and Planning department to ensure compliance with the requirements of local and state agencies and the Authority's Clean Transportation Plan. GT efforts to measure and reduce environmental impact for all modes are ongoing.
	2. Evaluate the use of minimum standards in GHG emissions for TNCs, similar to taxis		GT efforts are aligned with the Authority's Clean Transportation Plan. TNCs are already required to operate under minimum GHG performance requirements specified in the operating permit. Currently, the TNC mode is in compliance. GT continues to evaluate options to increase GHG reduction for this mode.
	3. Evaluate the creation incentives for TNCs to use alternative fuels		GT efforts are aligned with the Authority's Clean Transportation Plan. TNCs are already required to operate under minimum GHG performance requirements specified in the operating permit. Currently, the TNC mode is in compliance. GT continues to evaluate options to increase GHG reduction for this mode.
	4. Evaluate incentives for multi-passenger vehicles and ADA vehicles		
	5. Evaluate the creation of economic incentives for electrification, develop infrastructure to support increased use of Electric Vehicles (EV), and explore the use of portable solar EV Charging Stations.		
	6. Evaluate a reduction in the overall number of commercial vehicles as an environmental and congestion reduction measure		Similar to the TNC vehicle supply issue, commercial vehicle volume is driven by passenger demand. GT has implemented the San Diego Flyer route to increase transit ridership and reduce single passenger trips and Vehicle Miles Travelled (VMT). The new taxi virtual hold lot enables the reduction of taxi vehicles operating unnecessarily on airport. GT continues to evaluate opportunities for this action.
	7. Evaluate the use of priority curbing as incentive to increase conversion to electric vehicles and to reduce deadhead trips		Ground Transportation staff has initiated several efforts that consider this action. The Terminal 2 Transportation Master Plan, Transportation Technology Master Plan, and New T1 design effort have touched on this issue.