



NOTICE OF REQUEST FOR INFORMATION (RFI) No. 5005667

Dear Interested Party:

SUBJECT: Request for Information for Airport Connectivity Concepts in the San Diego Region

The San Diego Association of Governments (SANDAG) is inviting interested parties to submit their firm's concepts related to airport connectivity for the San Diego International Airport (SDIA) in response to this RFI. Expressions of Interest (EOI) are sought from firms or teams for one or more of the following:

- Category 1 - Automated People Mover (APM) or Similar Service,
- Category 2 - San Diego Grand Central Station (SDGCS) Mobility Hub, and/or
- Category 3 - Transportation System and Demand Management Technologies and Pricing Strategies.

In 2008, SANDAG envisioned a plan for an Intermodal Transportation Center (ITC) between Interstate 5 and Pacific Highway, straddling the trolley and train tracks that run through the area, and accommodating shuttles to move people from the ITC to the terminals at the San Diego International Airport. These plans are currently being revisited in light of the San Diego Airport Authority's proposal for the Terminal 1 Expansion project and its draft environmental reports, which are contemplated within the Airport Development Plan (ADP). Accordingly, SANDAG is now leading the development of a comprehensive transportation infrastructure plan to connect public transit directly to the Airport. This effort is known as the Airport Connectivity and San Diego Grand Central Station Study (Project). On December 21, 2018, the SANDAG Board of Directors approved the formation of an inter-agency group for collaboration on the Project known as the Airport Connectivity Subcommittee (Subcommittee).

The airport connectivity concepts in EOIs will be considered at a "Big Ideas for Airport Connectivity Think Tank" workshop (Workshop) consisting of mobility thought leaders, Subcommittee member agency staff, and regional leaders that is planned to take place in early March 2019. Favored concepts will be shared with the entire Subcommittee at a public meeting and could potentially be selected for incorporation into future SDIA and/or SANDAG plans, however, selection of firms or teams to carry out those plans would be subject to future competitive procurement(s).

A non-mandatory pre-EOI meeting will be held at SANDAG on January 24, 2019 from 10 AM to 12 PM (Board Room located on 7th floor) for interested parties to ask questions about this RFI. At the meeting, clarifications on what SANDAG is seeking as well as the RFI procurement process will be answered by SANDAG staff. Firms who wish to dial into the meeting via WebEx may do so by clicking below <https://sandag.webex.com/sandag/j.php?MTID=m0c4f3bba0fa100d1c256849315876b62> , access code 807 838 452, and/or by phone at 1(650) 479-3208,. A copy of the PowerPoint presentation covered at the meeting will also be made available for download shortly following the meeting on SANDAG's PlanetBids webpage.

Firms may submit questions about the RFI until 5 PM (PST) on January 28, 2019 via a written question and answer process. Responses to the timely questions received will be provided by SANDAG by no later than 7 PM (PST) on February 1, 2019. All addenda and questions and answers related to this RFI will be posted on SANDAG's PlanetBids web page.

All required documents must be submitted by the EOI deadline in order to be considered at the Workshop.

Please note that each respondent shall submit only one Expression of Interest (EOI) in response to this RFI. Multiple Categories may be addressed under one EOI submission, and each Category response shall be subject to the 10-page count limitation.

Complete EOIs shall be submitted in via email in Adobe Acrobat (PDF) format to the email address below by **3 PM PST on February 13, 2019**:

Attn: Eve Angle, Senior Contracts and Procurement Analyst
Email: Eve.Angle@sandag.org
SANDAG RFI No. 5005667

**SAN DIEGO ASSOCIATION OF GOVERNMENTS
REQUEST FOR INFORMATION (RFI)**

RFI NUMBER: 5005667

RFI TITLE: AIRPORT CONNECTIVITY CONCEPTS IN THE SAN DIEGO REGION

REQUEST FOR INFORMATION SUMMARY

RFI Release Date: January 18, 2019

Service Requested: **Concept-level information only sought at this time.** This RFI is being used to learn from those involved with the airport ground access industry about potential concepts for airport connectivity that could work in the San Diego region. SANDAG may request meetings with, or pose follow up questions to, those firms or teams that submit an Expression of Interest (EOI) in response to this RFI, however, this RFI is not intended to serve as a competitive process for selecting one or more firms for a contract award. Rather, it is intended to serve as a method for SANDAG to ensure that the most promising concepts are considered for potential inclusion in infrastructure planning that will occur in the near future in and around San Diego International Airport.

Non-Mandatory Pre-EOI Meeting: January 24, 2019, 10 AM - 12 PM (PST) - 7th floor SANDAG Board Room, check in at 8th floor lobby

Deadline for Questions Regarding this RFP: January 28, 2019, 5 PM (PST)

EXPRESSIONS OF INTEREST DUE DATE AND TIME:

February 13, 2019 at 3 PM (PST)



401 B Street, Suite 800 • San Diego, CA 92101-4231 • (619) 699-1900

II. GENERAL INFORMATION

A. Background

The San Diego International Airport (SDIA) is the busiest single-runway commercial service airport in the United States and is uniquely situated in the heart of the San Diego metropolitan area. Despite serving more than 22 million passengers in 2017¹, SDIA is the only major airport in the country without a substantial connection to the region's public transportation network. Regional leaders have recognized this deficiency for decades and funded numerous studies for solutions (Exhibit 1). Unfortunately, to date financial and institutional barriers have inhibited these plans from moving towards implementation – until now. The alignment of several major regional planning initiatives, including [SDIA's Airport Development Plan \(ADP\)](#), the [Port of San Diego's Integrated Planning initiative](#), the [planned redevelopment of the Naval Base Point Loma Old Town Complex \(NBPL OTC\)](#), planned improvements to Old Town Transit Center and the [update of the region's long range transportation plan \(Regional Plan\)](#), has created a seminal moment in our region's history and the opportunity for regional leaders to come together and collaboratively review options to solve the long-standing issue of connecting the airport to effective public transportation.

The convergence of these interconnected initiatives is both rare and timely for the region. Currently, ground access to SDIA is automobile-focused, which has created mounting traffic congestion on the local roads and freeways that provide access to the airport and the surrounding urban communities that also are regional destinations. The ADP proposes tripling the size of Terminal 1, which presents significant economic development opportunities for the region by allowing for new international nonstop service and domestic routes as well as business expansion opportunities within the airport. The proposed growth, however, adds transportation system pressures with significant and unavoidable impacts to key intersections, roadways and freeway segments if a solution is not identified to make public transit a choice option for accessing the airport.

On November 20, City of San Diego Mayor Kevin Faulconer convened the leadership of the San Diego Regional Airport Authority (Airport Authority), the San Diego Association of Governments (SANDAG), the San Diego Unified Port District (Port), and the Metropolitan Transit System (MTS) to discuss the urgent need for airport ground transportation solutions in light of the ADP. As a result, SANDAG is now leading the planning effort to identify options to connect public transit and other modes of transportation to the Airport. This effort is known as the Airport Connectivity and San Diego Grand Central Station Study (Project). By summer 2019 a preferred concept will be selected. Time is of the essence for this significant regional planning effort because the Airport Authority believes delay in identifying options for the Project could add an estimated \$8 million per month to the total cost of the ADP and because there is a window of opportunity to incorporate the NBPL OTC into a significant enhancement to the Project.

On December 21, 2018, the SANDAG Board of Directors approved the formation the Airport Connectivity Subcommittee² (Subcommittee), an inter-agency group that will guide the development on the Project. The Subcommittee includes leadership from SANDAG, City of San Diego, County of San Diego, MTS, San Diego North County Transit District (NCTD), Port, the Airport Authority, California Department of Transportation (Caltrans), and the Department of Defense. The Subcommittee will lead the development of the Project and SANDAG staff, with the aid of various consultant teams, will be assisting the Subcommittee with its work.

As a key component of the Project, SANDAG will work to design a potential San Diego Grand

¹ "San Diego International Airport Economic Impact Study – June 2018" San Diego County Regional Airport Authority.

² The Subcommittee Charter, Membership list, meeting agendas and materials are hosted on the SANDAG webpage. <https://www.sandag.org/index.asp?committeeid=109&fuseaction=committees.detail>

Central Station (SDGCS) that not only connects trolleys, buses, Coaster and Amtrak trains to the Airport, but that is a robust mobility hub and a destination itself. Given the existing proximity of several transportation modes, the NBPL OTC integrated with the Old Town Transit Center has recently been referenced as a possible location for the SDGCS³.

B. Project Overview and Purpose

This Request for Information (RFI) seeks to gather information on innovative products, services or concepts that can contribute to a viable solution for increased connectivity to SDIA and that could ultimately inform the development of the Subcommittee's conceptual framework and planning initiatives.

Interested firms will have the opportunity to share their concepts with SANDAG to showcase their ideas and ensure they are considered during preliminary stages prior to any decisions being made about the Project.

C. Contextual Information

Category 1: Automated People Mover

The need for an APM connection between the region's public transportation system and the SDIA was best defined in the [SANDAG 2012 Airport Multi-Modal Accessibility Plan](#). In this study, the concept is part of a capital program that sees mobility improvements from the proposed site of an Intermodal Transportation Center (ITC) connecting to the south side of the airport. The proposed implementation of a landside APM connecting the SDIA via dedicated right-of-way, seeks to reduce the impact of roadway congestion on City of San Diego streets from SDIA's expansion of the Terminal 1 and 2 facilities. The bi-directional APM would transport customers on short headways and would include stops at the SDGCS, the SDIA's Terminal 1 and 2, and the Consolidated Rental Car Facility (CONRAC). Specific APM plans and design have not been developed.

Category 2: San Diego Grand Central Station and Transit Oriented Development

SANDAG is discussing with the Navy the possibility of a joint revitalization effort for NBPL OTC including the potential SDGCS and supporting land uses. Supporting land uses could include affordable housing, market rate housing, office, hotel, retail, and entertainment uses. SANDAG is discussing with the City of San Diego the possibility of revising the Midway-Pacific Highway Community Plan to include SDGCS and supporting land uses. This RFI asks respondents to consider the opportunity to co-locate quick-return-to-service facilities for fleets of Shared Electric Connected Autonomous (SECA) light duty vehicles with the SDGCS. Furthermore, respondents are asked to consider the SDGCS to be the first among a regional network of Mobility Hubs that are collocated with and supported by fleets of SECA-Integrated Service Centers (SECA-ISC). Initial sizing for the SECA-ISC should support fleets ranging from 500 to 1,500 vehicle storage capacity (on-site)⁴, and consider the shared internal circulation cost-benefit ratios that would come from multiple tenant access to wireless quick-charge capabilities for vehicles in-motion and at-rest⁵. This RFI seeks input on innovative facilities architecture, sizing and circulation planning for the SECA-ISC.

Other: Consolidated Rental Car Facility (CONRAC)

Today, the CONRAC is connected via an on-airport shuttle connection between the CONRAC facility and the existing southside terminal and gates. The CONRAC is a multi-tenant, 5,400 vehicle car rental facility, sited within close proximity to a newly constructed San Diego Gas and Electric

³ Although SANDAG does not own the NBPL OTC property and there is no current agreement for the property between SANDAG and the U.S. Navy, SANDAG has responded to a Request for Information issued by the Navy (Navy RFI) proposing that an agreement be reached to develop the NBPL OTC.

⁴ Much of a vehicle's current design is associated with 'post-crash survivability'. Once autonomous vehicles achieve public acceptance and are proven to statistically avoid traffic fatalities more often than humans, it is reasonable to believe the National Highway Traffic Safety Administration would be influenced by studies conducted under the Department of Energy to ease regulations on the weight associated with vehicle safety-infrastructure. As such, 'city-car' size vehicles, are one possible representation of the SECA of the future. The SECA-ISC would therefore expand its fleet residency into a multi-tenancy fleet arrangement, with the ISC facilities supporting multiple Mobility-as-a-Service providers.

⁵ The general site availability constraints that guide location of the potential SDGCS have multi-path access to upgraded SDG&E power distribution substations.

(SDG&E) power grid sub-station. Respondents may propose alternative uses for the CONRAC related to this Project given future demand for rental cars may be reduced with a regional network of Mobility Hubs facilitating alternatives to personal vehicle travel. For example, a portion of CONRAC could be repurposed to a SECA-ISC; office space; housing, etc.

II. WHAT SANDAG IS SEEKING

The intent of the Project is to improve passenger connectivity to the SDIA by providing faster, more comfortable, convenient and direct public transportation options. The goal is to create a world-class multimodal transportation experience that provides a preferred alternative to existing vehicle-focused options. To accomplish this SANDAG is seeking innovative concepts to support mobility solutions in the three categories below. While respondents don't need to respond to all of the categories, respondents are encouraged to consider how these transportation solutions will interact and support each other.

Category 1 - Automated People Mover (APM) or Similar Service

SANDAG is seeking information on the advances in either vehicle, platform, or surface construction for an APM or similar service linking the proposed SDGCS to SDIA terminals.

Category 2 – San Diego Grand Central Station (SDGCS) Mobility Hub

In 2018, SANDAG completed a Regional Mobility Hub Strategy that seeks to demonstrate how transportation services, amenities, and supporting technologies can work together to make it easier for communities to access transit and other shared mobility choices. The SDGCS and SDIA connection would be a principal mobility hub for the region. The broader goal, however is to “future-proof” the SDGCS by having the plans for it contemplate trends that point to a high likelihood that travelers arriving at SDGCS in the coming decades will do so in SECA light-duty vehicles, automated transit vehicles, and micro mobility services; and that goods will be delivered by automated commercial vehicles. Furthermore, the design of the SDGCS should seek to seamlessly integrate multiple travel modes, enabling easy connections and movement, and should not prioritize vehicular circulation and storage over pedestrian movement and user experience. SANDAG is seeking information on mobility-hub transportation services, amenities, and supporting technologies that will make shared, electric, connected and autonomous transportation the primary and preferred mode of transportation to, from and around SDIA and the proposed SDGCS.

Category 3 - Transportation System and Demand Management Technologies and Pricing Strategies

To improve transportation system operations, to reduce demand for the private automobile, and to make alternative modes of transportation the preferred mode of travel to SDIA and SDGCS, SANDAG seeks information about advances in active traffic and demand management solutions, such as intelligent transportation systems and cordon and congestion pricing - that reduce traffic congestion, improve the overall operations of the surrounding transportation system, and hold the potential to generate funding for supporting services such as public transit operations. Potential revenues from Transportation Systems and Demand Management Technologies are expected to be significant funding sources for this Project.

III. WHAT SANDAG IS OFFERING

This RFI is an opportunity to ensure respondents' concepts are considered at the preliminary stages of planning when certain ideas are expected to gain momentum and become the basis for planning that will lead to future competitive procurements and contract awards. Leaders from multiple land use

agencies that serve on the Subcommittee will be shown the best concepts and experts in the fields of engineering, economics, modeling, environment, planning and law will be reviewing the concepts for feasibility. Respondents' concepts will be seen by many regional leaders and experts and may be highlighted in public meetings. Although no compensation or commitment is available at this time, SANDAG believes this RFI provides respondents with potential exposure to an influential group of decisionmakers in the San Diego region.

IV. TERMS AND CONDITIONS OF RFI

A. No Commitment by SANDAG

SANDAG will not be providing compensation to respondents to this RFI. This RFI does not commit SANDAG to award a contract, to defray any costs incurred in the preparation of an EOI pursuant to this RFI and/or product demonstrations, or to procure or contract for work. SANDAG may reject respondents without providing the reason underlying the declination. A failure to fully evaluate or determine a concept is feasible for future consideration shall not constitute a valid cause of action against SANDAG. SANDAG may reject any EOI without providing the reason(s) underlying the declination.

SANDAG shall not, in any event, be liable to pay respondents for any of the following:

1. Any activities to support preparing an EOI;
2. The materials within an EOI submitted to SANDAG;
3. SANDAG's use of respondents' concepts in reports or materials related to the Project;
4. Time a respondent may spend on a voluntary basis answering follow up questions from SANDAG regarding submitted concepts; or
5. Any other activity for which SANDAG has not executed a written contract committing to payment of compensation.

B. Conflicts of Interest

Respondents to this RFI will not be excluded from participating in future procurements related to Project planning, construction and implementation phases for airport connectivity projects that may be carried out by SANDAG since this RFI is focused on high-level concepts and cost estimates that the respondents are willing to share with SANDAG and the public rather than actual design plans or engineering estimates. Pursuit of any of the concepts will be subject to applicable environmental clearances and approvals as well as preparation of engineering estimates and scopes of work that would be included in any future competitive procurements.

The only known potential conflict for respondents to this RFI would arise if a respondent to this RFI has been asked by SANDAG to participate in the Workshop or assist SANDAG in evaluating the EOIs. SANDAG prohibits its employees from accepting gifts from current or potential SANDAG vendors. Respondents should read Section 7 of Board Policy No. 016 https://www.sandag.org/organization/about/pubs/policy_016.pdf , which concerns conflicts of interest for consultants.

C. Intellectual Property and Ownership of Documents and Other Work Deliverables

SANDAG understands that the intellectual property developed by a responding entity or third party and mentioned in an EOI shall remain the property of the responding entity or third party. All EOIs submitted in response to this RFI, however, will be public records and, as such, may be subject to public review. Documents protected by law from public disclosure will not be disclosed by SANDAG if clearly marked with the word "confidential" on **each** applicable page. Trade secrets may be marked as confidential only to the extent they meet the requirements of California Government Code Section 3426.1(d) To the extent that a respondent marks any information as either confidential or a trade secret, the respondent thereby agrees to defend and indemnify SANDAG in the event that SANDAG nondisclosure is challenged in any legal action. Only information claimed to be a trade secret at the time of submittal to SANDAG and marked as "confidential" will be treated as a trade secret. Please see SANDAG's Public Records Request Guidelines, which are available at www.sandag.org/legal, for information regarding SANDAG's treatment of documents designated as confidential.

V. PROCUREMENT PROCESS

A. Questions Concerning the RFI

All questions relating to the RFI must be received in writing via mail or e-mail no later January 28, 2019, 5 PM (PST) addressed to:

Eve Angle, Senior Contracts and Procurement Analyst
San Diego Association of Governments
401 B Street, Suite 800
San Diego, CA 92101
E-mail: Eve.Angle@sandag.org

A Web page on Planet Bids will be developed, maintained, and devoted to this RFI. It can be accessed from <http://www.sandag.org/organization/rfps/registerinfo.asp>

Responses to all timely questions received concerning this RFI will be posted on the Web page devoted to this RFI. All responses and all timely questions received concerning this RFI will be posted by the deadline above. It is the responsibility of respondents to check the Web page for questions and responses related to this RFI.

B. Pre-EOI Meeting

A pre-EOI meeting will be held at SANDAG on January 24, 2019 from 10 AM to 12 PM (PST) at the SANDAG Board Room located on the 7th floor. Firms that wish to dial into the meeting via WebEx may do by clicking the link here <https://sandag.webex.com/sandag/j.php?MTID=m0c4f3bba0fa100d1c256849315876b62> access code 807 838 452, and/or by dialing in via phone at 1-650-479-3208.

A copy of the presentation from the meeting will be posted shortly after the meeting. The pre-EOI meeting is not mandatory and is offered a courtesy to allow a venue for potential interested firms to ask questions of the SANDAG project team and gain clarification about this RFI.

C. Process for Consideration of EOIs

Concepts in EOIs will be considered at a “Big Ideas for Airport Connectivity Think Tank” workshop (Workshop) consisting of mobility thought leaders, Subcommittee member agency staff, and regional leaders that is planned to take place in early March 2019. Favored concepts will be shared with the Subcommittee at a public meeting and could potentially be selected for incorporation into SDIA and/or SANDAG plans, however, selection of firms or teams to carry out those plans would be subject to future competitive procurement(s).

D. Procurement Timeline

SANDAG anticipates the following schedule for this RFI and follow-up process:

Advertise and Issue RFI	January 18, 2019
Non-Mandatory Pre-EOI Meeting	January 24, 2019 (at 10 AM-12 PM)
Deadline to Submit Questions on RFI	January 28, 2019 at 5:00 PM (PST)
SANDAG Posts Answers to Questions	February 1, 2019 by 7:00 PM (PST)
EOIs Due	February 13, 2019 at 3:00 PM (PST)
Workshop	March 2019

E. Respondent Modification or Withdrawal of Submittals

Any EOI received prior to the date and time specified for the receipt of EOIs may be withdrawn by written request by the respondent. To be considered, any modification to an EOI must be received prior to the date and time specified in this RFI for receipt of EOI.

F. Amendments to Request for Information

SANDAG reserves the right to amend or cancel the RFI by addendum before the final EOI submittal due date. Revisions to the RFI shall be posted on the Web page devoted to this RFI at least three full business days prior to the deadline for EOI submittal. It is the responsibility of respondents to check the Web site for any revisions related to this RFI.

G. Additional Information

Although under no obligation, SANDAG reserves the right to request additional information and/or clarification from any or all respondents submitting an EOI to this RFI.

VI. SUBMISSION OF EXPRESSION OF INTEREST

A. Submission of Expression of Interest

An **e-mailed** electronic copy containing all required information including the Respondent Questionnaire as a coversheet shall be submitted in Adobe Acrobat (PDF) format. EOIs will be received until 3 PM (PST) on February 13, 2019 and shall be directed to Eve Angle via E-mail: Eve.Angle@sandag.org

San Diego Association of Governments
Attn: Eve Angle, Senior Contracts and Procurement Analyst
401 B Street, Suite 800
San Diego, CA 92101-4231
Telephone: (619) 699-6982

EOIs and/or modifications to EOIs received subsequent to the due date and time specified will not be considered.

B. Content and Format of EOIs

(Up to 10 pages for each Category, not to exceed 30 pages in total if responding to all three Categories. This page limit excludes the one-page Respondent Questionnaire coversheet.)

Expressions of Interest submitted in response to this RFI shall be a maximum of up to 10 single-sided pages in length, (not including the required Respondent Questionnaire cover sheet) for each Category submission. If your firm is responding to multiple Categories, the 10-page count limit shall be applied to each Category.

EOIs shall be arranged in the following order:

- **Section 1: Respondent Questionnaire** The Respondent Questionnaire (provided below) must be completed as the cover page as a single page and is not counted against page limit.)

Sections 2-5 shall be repeated for each Category response, not to exceed 10 pages for each Category.

- **Section 2: Proposed Concept** Describe how your concept(s) for one or all of the proposed categories - APM or Similar Service (Category 1), SDGCS Mobility Hub (Category 2), and/or Transportation Systems and Demand Management Technology and Pricing Strategies (Category 3) can meet the goals of the Project. Describe the potential impact of the concept if implemented as envisioned. Include examples of successful similar implementations if available.
- **Section 3: Concept Requirements** Describe key requirements for implementation of the solution (e.g., infrastructure installation, utility requirements, existing regulatory and/or policy changes) and estimated length of time required to implement the proposed solution.
- **Section 4: Current Technological Status of Concept** Provide a description of the current development status of your concept (e.g., conceptual, design, development, pre-production testing, or production). Include a schedule for development if applicable. Identify what key assumptions are included in developing this schedule.
- **Section 5: Estimated Costs** Provide a high-level cost estimate that can be shared with the public. Respondents may provide any other information, whether confidential or not, that may assist SANDAG or the Subcommittee in determining feasibility. Respondents are asked to include costs for installation/implementation and on-going operations and maintenance, as well as equipment replacement costs and schedules, if applicable.

SANDAG RESPONDENT QUESTIONNAIRE – SECTION 1

(RESPONDENT TO COMPLETE AND RETURN FORM AS COVER PAGE TO EXPRESSION OF INTEREST)

1. Legal name of Company: *(include DBA if applicable)*

2. Address:

3. Legal Status (i.e., Sole Proprietorship, Partnership, Corporation):

4. Respondent Point of Contact for SANDAG Project Manager:

Contact Name and Title: _____

Contact Email: _____

Contact Phone Number: _____

5. Name/high level description of concept (do not exceed one paragraph):

6. Indicate Concept Category(ies): **Note each Category shall not exceed 10 pages in length.*

___ Category 1 - Automated People Mover (APM) or Similar Service

___ Category 2 - San Diego Grand Central Station (SDGCS) Mobility Hub

___ Category 3 - Transportation System and Demand Management Technologies and Pricing Strategies