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"Airport Ground Transportation Preps for ACTION"

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- *What an Effective 5-Year Plan Should Look Like*
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- *Developing a Public/Private Airport/Ground Transportation Partnership*
- *Solving Labor Issues in Ground Transportation*
- *Airport Virtual Queue Taxi Systems.*

As always, Monday and Tuesday afternoon discussion breakouts will tackle the nuts and bolts of implementing these issues and more, specifically within our delegate provider companies and airports. Learn firsthand about in-progress and newly-implemented approaches to these issues and more that face our ground transportation providers and airport land-side managers daily.

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Salt Lake City Corporation (City), through its Department of Airports (SLCDA), is soliciting competitive proposals from qualified firms to provide an Automated Real-Time Shuttle Bus GPS Tracking System at the Salt Lake City International Airport (Airport).

The RFP package can be obtained by prospective Respondents beginning October 5, 2022 by registering online at <https://solutions.sciquest.com/apps/Router/SupplierLogin?CustOrg=StateOfUtah>.

It is the responsibility of each Respondent to register through the Utah Public Procurement Place Supplier Portal and frequently monitor it for any changes or updates affecting this RFP after the original posting date. Proposals will only be received by email to cole.hobbs@slcgov.com, Airport Contracts and Procurement Manager, until 2 p.m. local mountain time on November 4, 2022. Respondents may contact Shauna Henderson at (801) 575-2978 with questions regarding the website.

GROUND TRANSPORTATION NEWS

[How The UP Express Added Rail Connectivity To Toronto Pearson Airport's Ground Transportation Options](#)

SimpleFlying.com - Oct. 2, 2022

The UP Express connects Canada's two busiest transportation hubs—Toronto Pearson International Airport and Union Station in downtown Toronto. According to the service's website, it is North America's first dedicated air-rail link.

Anticipated growth in both the local population and tourism to the greater Toronto metropolitan region necessitates additional transit options that can efficiently serve more people. By 2031, Pearson Airport and Union Station are projected to welcome 190 million travelers per year combined and nearly double today's traffic levels. A significant public investment fund of \$16 billion was set up to improve transportation in the region, and \$456 million of this funding was used for the construction of UP Express.

UP Express' chief purpose was to provide another ground transportation option for Pearson Airport transit.

With only two stops at Bloor and Weston Stations, UP Express provides an efficient, 25-minute journey between Union Station and Pearson Airport. The rail line includes a 28-meter-high cement spur that connects to the airport.

On board the train, riders are treated to several amenities designed to add convenience and productivity to their trip. Power outlets are available for charging mobile devices, and WiFi is provided free of charge. Train cars offer ample overhead storage and spacious luggage racks. Infotainment screens help riders stay on top of critical flight information.

Depending on your destination, you may have a need for connecting transit options from a UP Express stop. Luckily, there are several public transit services available in Greater Toronto. The TTC Express bus and subway system serves downtown Toronto and offers two routes that run overnight. GO Transit provides service to Greater Toronto as well as the surrounding suburbs. There are also two express and local bus providers, MiWay Express and Brampton Transit, that will take you to the cities of Mississauga and Brampton, respectively. Notably, these ground transportation options also accept payment via the PRESTO card, so riders using both the UP Express and another public transit service do not have to be concerned with preparing multiple forms of payment.

[DFW Acquiring New Compressed Natural Gas, Electric Buses](#)

Next Gen Transportation News - Sept. 28, 2022

Dallas Fort Worth International Airport (DFW) has ordered 22 40-foot Axess compressed natural gas (CNG) buses from EIDorado National – California Inc. (ENC), along with four 40-foot Axess EVO-BE battery electric buses.

ENC's low-floor Axess platform is in operation at 33 airports around the country. The new Axess EVO-BE is the next generation in ENC's line of zero-emission battery-electric buses and is purpose-built for every transit and shuttle application. The Axess EVO-BE is available with an industry-leading 738 kWh of battery energy storage, the company says.

"We are excited to introduce our next-generation Axess EVO-BE bus and supply one of the largest, most advanced airports in the world with this zero-emission technology," says ENC's Jason Moore. DFW's new Axess buses were ordered through Creative Bus Sales, ENC's largest dealer in North America. The buses are expected to be delivered to DFW next summer.

[High-speed rail trains are stalled in the US—and that might not change for a while](#)

Popular Science - Oct. 5, 2022

In just the past year, countries around the world have continued rolling out high-speed trains. [France revealed its next generation high-speed train, TGV M](#), which is larger, more carbon efficient, and travels up to 220 mph. [Italy unveiled direct high-speed rail links](#) from Rome's airport to Naples and Florence. [China opened 140 new miles of high-speed rail](#), while also showcasing a [line dedicated for the 2022 Winter Olympics](#). And Japan, which debuted the bullet train in 1964, will be opening a [new 41-mile high-speed rail line from Takeo Onsen to Nagasaki](#). But here in the US, home to more than 150,000 miles of railroad tracks—[the most in the world](#)—it's been high-speed rail crickets.

To be fair, Amtrak did announce that its [new top speed](#) for its Acela train on northeast routes, or Northeast Corridor (NEC), is 150 mph on a 16-mile track segment in New Jersey—still shy of other high-speed rail like China's recently upgraded [Beijing-Wuhan line](#) that zips between 190 to 220 mph. What's more, [California](#), [Texas](#), [Nevada](#), and the [Northeast](#), all have rapid rail projects that have been sputtering along for years.

"The US is really a very auto-centric country," says Ian Rainey, a senior vice president at [Northeast Maglev](#), a privately held company associated with Central Japan Railway. "When a lot of countries were investing in high speed rail in the 1950s, 60s, and 70s, the United States was building out the interstate highway system." He adds that once such highway systems are built out, "you want to keep investing in them, keep them in good shape. And that takes money." Money that could have been—and could still be—spent on rapid rails.

When it comes to achieving high transit speeds on terra firma, there are three main contenders, each requiring unique technology and engineering: high-speed rail (HSR), maglev, and hyperloop. If we were to place them on a rapid-rail reality meter, HSR would score a 10 out of 10 (widely available commercially, mature tech); maglev would earn a 5 (limited commercially, extensive prototypes); and, hyperloop would rank at 2, (early prototypes that are a long ways away from commercial deployment).

Japan was the first to debut HSR in 1964, when it opened the *Shinkansen* (meaning new trunk line, also well known as a bullet train), between Tokyo and Osaka just in time for the '64 Olympics. HSR's advantage over other contenders is that it uses standard gauge tracks, although the tracks must be flat (low gradients) and straight to achieve its top speeds of 220 mph; any curves must be gentle. The trains (known as rolling stock) are also more streamlined than conventional trains, have more powerful engines, and some are designed to tilt as much 8 degrees to hug the track on turns. HSR trains can theoretically share tracks with regular trains, as long as route design and signaling systems support the speed disparities. [Amtrak has been making such upgrades](#) for decades to its NEC main line to accommodate its Acela trains.

The problem with upgrading old tracks, regardless of location, is that they weren't designed for high speed. "The alignment was laid out a long, long time ago," Rainey notes. "So now you've got a fairly curved track, with a lot of residential and commercial area developed around it in the past 100 to 150 years. And so it's very difficult to straighten it out." That's why Amtrak's trains can't achieve higher speeds, and probably never will on the NEC main line, which runs mostly above ground through densely populated regions.

In the US, Rainey's company, [Northeast Maglev](#), has been collaborating with Central Japan Railway to build a superconducting maglev train between Washington, DC and New York City. On Amtrak, that trip currently takes 2 hours 35 minutes nonstop, but on a superconducting maglev train, passengers would arrive at their destination in about an hour. Since Amtrak's mainline can't accommodate very high speeds, Northeast Maglev sees an opportunity for a new 300 mph train running between the Northeast's most populous cities. To avoid right-of-way issues, most of the new train line will run underground through deep tunnels. But maglev trains require large tunnels—even larger than the century-old, low-slung New York subway tunnels—having to accommodate multiple guideways and a high-speed form factor (straight and level). That's where hyperloop tunnels may have an edge.

For a country [with the largest railway network in the world](#), it may seem counterintuitive that the US has been unable to debut a single high-speed rail system. That said, Amtrak markets its Acela train as high speed, which the company can claim because there is no industry standard for a train to be considered "high-speed rail." But with a 150 mph top speed achievable only for short distances, and an overall 68 mph average, it's really not much faster than a typical commuter train with short high-speed segments. By contrast, its European and Asian counterparts regularly top more than 200 mph [with average speeds well over 100 mph](#). Despite its world-leading size, the US rail system moves mostly freight, not people. [Less than 15 percent of US rail lines are used by passenger trains](#). When viewed through the lens of passenger-miles traveled by train, as a country the [US does not even make the world's top ten](#). One statistic kept by the [US Bureau of](#)

[Transportation](#) explains why: In 2019, the US logged 3.75 trillion passenger-miles driving cars and motorcycles (add another 2 trillion for trucks), but commuted only 12.7 billion passenger-miles riding trains. On a US passenger-mile pie chart, train travel would be about the width of a hair.

[Car-Sharing, Rental Agencies Spar Over Michigan Regulations](#)

AutobodyNews.com - Oct. 5, 2022

A Michigan bill package aims to regulate and tax peer-to-peer car-sharing, which users say could increase prices, but traditional rental agencies say they are “agreed upon” standards.

Turo is like *Airbnb* for cars; an owner rents out vehicles to help cover the cost of insurance, registration and rising gas prices. *Turo* offers convenience and a wide range of vehicles, including sports cars, Escalades and *Teslas*, often at a lower cost than rental car agencies.

For example, Michiganders may rent a 2015 *Maserati* Quattroporte for \$203 per day or a 2011 *Ford* Fiesta for \$38 per day.

Turo opposes the bill package.

A 2020 report by tech advocacy group *NetChoice* said big rental agencies like *Enterprise*, *Hertz* or *Avis*, which have fleets ranging from 300,000 vehicles up to 1.2 million vehicles, are exempt from paying state sales tax on fleets---a loophole saving the companies \$3.5 billion annually.

Turo boomed during the COVID pandemic when many rental car agencies sold off fleets. At the same time, travel slowed, and a semiconductor chip shortage and supply chain issues shorted new vehicle production, driving up the price of new and used vehicles.

According to its active host interactive map, *Turo* offers more than 500 vehicles in the Detroit area, depending on the host availability.

Lawmakers amended the plan after *The Center Square* reported in May it aimed to “triple-tax” the emerging industry. *Turo* users already paid sales and use tax on vehicles, which House Bills 4915, 4916 and 4197 aimed to charge again, on top of other fees.

In late September, during the Regulatory Reform Committee, Rep. Pat Outman, R-Six Lakes, said the amended bill avoids double-taxing *Turo* users.

The plan would require the shared vehicle owner and driver to be insured. Auto insurers could exclude coverage for some claims under shared vehicle insurance.

Enterprise Holdings, which includes *Alamo*, *Enterprise* and *National* rental car agencies, said the legislation clarifies decades-old tax law.

“The proposed legislation is an agreed upon set of standards for an emerging segment of the car rental industry, bringing clarity to taxation rules by restating existing tax laws that have been in Michigan for decades,” *Enterprise Holdings* said in a statement. “The legislation reflects model legislation that took years to create and received substantial input from stakeholders, including but not limited to: the property and casualty insurance industry, auto manufacturers, consumer and auto safety advocates, along with car rental, car sharing and peer-to-peer car rental companies.”

This summer, *Turo* won a permit to use vehicle sharing at the Detroit Metro Airport---directly competing with rental car agencies.

[Salt Lake Express announces acquisition of two companies, expanding service routes](#)

KMVT.com - Oct. 5, 2022

TWIN FALLS, Idaho — The Salt Lake Express is going to be expanding its service into the western region.

Salt Lake Express is announcing the acquisition of Northwestern Stage Lines, a transportation company based in Spokane, Washington, and Boise-Winnemucca Stages in Boise.

The deal closed on September 30th, the acquisition will give passengers the ability to book rides from Seattle to Las Vegas and many places in between.

Currently, Northwestern Stage Lines and Boise-Winnemucca travel to more than 25 destinations with connections to airports, Amtrak and intermodal bus stations.

Salt Lake Express recently added a direct route from Boise to Salt Lake, as well as routes throughout eastern and southern Utah.

[Benchmark & Best Practices: EVs in Your Fleet](#)

ChauffeurDriven.com - Oct. 4, 2022

You asked for it and we listened. In this column, we ask operators of all sizes and from all walks of the industry a question about their business and report their answers so you can assess how your own company compares to your peers.

TOPIC: *With electric vehicles getting attention in our industry, what EVs—if any—do you see as a potential good fit for your fleet and why?*

Since we specialize in out-of-town transfers and the availability of charging stations outside of our market area is currently questionable, it makes no sense for us to contemplate an EV right now. Additionally, there hasn't been a lot of demand for them, and a recent survey of our clientele revealed that it wasn't worth hastily thinking about buying an EV. For the time being, we'll wait and watch.

Kirk Bagger, Corporate Travel Manager/CEO

Captains Car Service in Parma, Ohio

Let's be real and really think outside the box here. Our industry puts 300+ miles per day on a vehicle most days. It will take years to get an electric vehicle that would potentially work in a commercial capacity. On top of that, the costs of EVs and electricity will absolutely diminish profit margins across the board. I just don't see electrification happening anytime soon in our industry.

Gary Buffo, President

Pure Luxury Transportation in Petaluma, Calif.

As far as the retail consumers are concerned, transition to EVs is really taking hold here in Florida. Local businesses are embracing the trend; charging stations are being installed in parking lots and in public spaces. The continued development of infrastructure is critical for us. Keeping our vehicles charged throughout the day is most important. Today we are following the performance of the Genesis G80, Tesla Model S, and the Lucid Air.

Theresa Callahan, Chief Administrative Officer

Jax Black Car in Jacksonville, Fla.

Converting to EVs is inevitable. They require less maintenance and have fewer operational expenses besides fuel cost savings. But regarding the larger vehicles, we are not there yet. The charging infrastructure stations and fast-charging technology needs to be improved. Currently, I don't see any practical use for EV buses except for corporate employees and university campus shuttles.

Stefan Kisiov, Managing Partner

K&G Coach Line in Park Ridge, Ill.

[Blue, Yellow Line stations in Virginia to remain closed through November, Metro says](#)

WJLA ABC New 7 - Sept. 30, 2022

WASHINGTON — Metro announced bad news Friday afternoon both for riders of the Blue and Yellow lines in Virginia, and for Alexandria residents who have been awaiting the opening of the new Potomac Yard station.

Metro says due to what it says were unexpected issues with the soil that affected ground stability near the new station, they will need to keep six Blue and Yellow line stations closed two weeks longer than expected.

Every Blue and Yellow line station south of Reagan National Airport has been closed for three weeks in order to allow for work tying in the new Potomac Yard station with the rest of the Metro system. Metro says instead of reopening October 23 as previously planned, the stations will now reopen November 6.

“As site work got underway [at Potomac Yard], crews discovered issues with the underlying soil that affected the structural stability of the ground beneath the tracks,” Metro said in a press release. “Construction was stopped and a remediation plan was developed and implemented. This work was beyond the initial scope of the tie-in work. Reinforcing the ground below the tracks required removing any work already completed, excavating additional soil beneath 1400 feet of track, and installing new subgrade materials to provide the required stability track construction and integration has now resumed on the site; however, due to the delays the shutdown will be extended for two additional weeks.”

The stations that are shut down are Braddock Road, King Street-Old Town, Eisenhower Avenue, Huntington, Van Dorn Street, and Franconia-Springfield. The future Potomac Yard station is located between Braddock Road and Reagan National Airport. Metro says shuttle buses that are currently running to replace trains at the closed stations will continue to run on the same schedule for the two extra weeks. Huntington, Van Dorn Street, and Franconia-Springfield have parking available that has been free during the shutdown of the six stations, and Metro says that free parking will continue to be offered during the two-week delay when they remain closed.

Also, Metro announced due to separate issues involving its contractor, the Potomac Yard station will not be able to open this fall as planned, instead opening sometime next year. The opening of the station had already been delayed; it had once been expected to open this past April but about a year ago Metro announced it would instead open this fall. Metro did not give a date when it will open next year, only saying it would provide an update before the end of this year.

[Six car seat safety tips for families using rideshare services, taxis](#)

Mirage News - Oct. 4, 2022

Does your family use rideshare services like Uber and Lyft or taxis regularly? Whether they're your main mode of transportation or you use them while on vacation, keep car seat safety in mind every time you travel. [Current car seat laws in California](#) require:

- All children under the age of 8 years or less than 4 feet 9 inches tall are to be transported in the vehicle's backseat in an appropriate child seat.
- Children younger than 2 years or under 40 pounds are to ride in a rear-facing car seat.

While California car seat laws apply to rideshare and taxi drivers, those companies are not required to provide car seats for child passengers.

“Whether taking a quick trip to the airport or traveling from the hotel to an amusement park, parents should bring a car seat for every child. They should ensure it's properly secured in the taxi or rideshare vehicle,” said Misael Chavarin, child passenger safety coordinator at UC Davis Health.

Those traveling with children who plan to use a rideshare or taxi service should follow these safety tips:

1. When ordering a ride, include a message to the driver that you are traveling with a child in a car seat.
2. Before the driver arrives, check the vehicle's model to make sure it will accommodate the type and number of car seats you have. This is especially important for rear-facing car seats, which may not fit into smaller vehicles. Consider paying the additional fare for a larger vehicle.
3. Make sure you know how to install your car seat with both the [LATCH](#) system and the vehicle seatbelt. One may work better than the other to secure your car seat in the rideshare vehicle.
4. Refresh your installation skills by watching a quick video on how to install your [rear-facing seat](#), [forward-facing seat](#), or [booster seat](#).
5. Plan for how you will keep your child safe while you are installing the car seat. Rideshare and taxi services are often used in busy urban areas with heavy traffic nearby.
6. Remember that the consequences for failing to properly buckle up any child under 16 are:
 - The parent gets a ticket.

- The driver gets the ticket if the parent is not in the car.
- The ticket could cost more than \$500 per child for first offense and more than \$1,000 per child for the second. Also, one point is added to the driving record, which could raise your insurance rates.

“Using a rideshare feels different than a trip in your family vehicle, but it comes with the same risk of being injured if a crash happens,” said Jennifer Rubin, Safe Kids Greater Sacramento Coalition coordinator. “Remember to buckle up each and every time you are in a rideshare or taxi.”

[Abilene Rideshare Service | Airport Shuttle & Black Car Transportation Expanded](#)

Digital Journal - Sept. 30, 2022

Lynkup Transport Corp, a transportation company in Abilene, Texas, has expanded its taxi and rideshare services to help more commuters and visitors reach their destinations safely.

The recently expanded transport options include local taxi rides, ridesharing, airport shuttles, day trips to neighboring cities, and Black car services for elegant events. Customers can schedule a ride weeks in advance, or book a same-day ride via the company’s website or app.

By expanding the scope of its transportation services, the company can help people in Abilene get around the city quickly and safely. Its experienced taxi drivers understand local traffic conditions and know the most effective routes.

Lynkup Transport Corp provides taxi and rideshare services within the city of Abilene, as well as day trips to nearby cities such as Dallas, Fort Worth, Houston, San Antonio, and Austin. It assists a variety of customers, including those with disabilities. Its fleet includes wheelchair-accessible vans with ADA-certified wheelchair lifts.

The transport specialist offers airport shuttle services for Abilene Regional Airport, Dallas-Fort Worth International Airport, Dallas Love Field Airport, Austin-Bergstrom International Airport, San Antonio International Airport, and more. Its fleet includes large SUVs, crossovers, and minivans that can accommodate passenger luggage.

The company also offers a Black car service that transports customers in style. It is suitable for weddings, charity events, proms, birthday parties, and other black tie events.

Lynkup Transport Corp was formed in 2020 by a team of entrepreneurs that noticed the lack of adequate transportation in Abilene. Since then, its managers have continued to upgrade the company’s apps and services to respond to market demands. The company prides itself on its professionalism and affordable rates.

Interested parties can learn more about available transport services by visiting the website: <https://home.lynkuptc.com/rideshare>.

[Not the welcome home he was expecting. Man says catalytic converter stolen from airport parking lot](#)

KHOU.com - Oct. 3, 2022

HOUSTON — It’s no secret that catalytic converters are a hot item for thieves in Houston: Harris County leads the state in thefts, according to a [recent report by AAA](#).

However, one victim was surprised when he had to cover all the costs even though he had paid to park his truck in an airport parking lot.

Shariq Ghani said he parked his truck at [Bush International Airport's Ecopark](#) lot on Friday when he went out of town for a business trip. When he returned the next day and went to start his Toyota Tacoma, he knew right away something was wrong.

“I turned on my car and it startled me,” Ghani said. “The security guard came by and said, ‘Look underneath the truck,’ and I look underneath the truck and the catalytic converter was gone.”

Catalytic converters can cost thousands of dollars and their thefts are on the rise. A summer [report from AAA](#) showed they're up 5,300% since 2019 in Texas and Harris County leads the state.

"What was more surprising was that it happened on a private lot," Ghani said. "The security guard wasn't surprised."

Ghani was told he would have to cover the costs and said he even had to pay for parking to exit.

Ghani has insurance and did file a police report but thinks private parking lots, including the airport's, should do more to deter thieves and help cover costs.

"Houston Airports cares about its passengers and their property," [Houston Airports](#) Director of Communications Augusto Bernal said in a statement. "There are multiple cameras at all parking locations, our lots are well lit, and each location has a private security guard service. Also, Houston Airports works closely with its parking operators and the Houston Police Department to have crime deterrents at all parking facilities."

Bernal said the airport does refund parking costs to customers in cases of theft. Ghani said he will now think twice when it comes to parking around Greater Houston.

"I think I'm going to do my due diligence and see who has the best security presence," he said.

[Reserved spaces, fluctuating rates: City looks for private proposals to 'optimize' airport parking](#)

KSAT.com - *Sept. 28, 2022*

San Antonio – The City of San Antonio is looking for more lucrative ways to make use of the more than 9,000 parking spaces at the San Antonio International Airport by privatizing its management.

The city is preparing to ask outside companies for proposals on managing and maintaining the airport's parking, likely with the use of new technology and services like the ability to reserve spaces in advance. City officials think "parking optimization" could boost parking revenues - estimated to bring in \$28.5 million in FY 2023 - by 30% to 50%.

The city also has plans to increase the number of spaces in the future, but parking is already an issue at the airport. The airport has temporarily closed its garages more than 50 times in 2022 because there was no more space.

"We would close them occasionally for some of the holidays, whether it's the Thanksgiving or the Christmas holidays," said Director of Airports Jesus Saenz Jr.. "On occasion, they would close but never with this frequency."

The airport also has "economy" parking farther away on surface lots, which requires a shuttle ride to the terminals.

Aviation Department officials said "yield management" practices - essentially raising and lowering parking prices based on demand - could help the garages stay below capacity.

However, Saenz said the city is not looking to raise the parking rates above where they currently are - between \$8 and \$27 per day, depending on the garage or lot.

"This specific request for proposal has nothing to do with price changes in our parking lots. Zero. That's not something that we're considering right now," Saenz told reporters after a council briefing on Wednesday.

The airport also has valet parking for \$33 per day. Increasing the use of that, Saenz said, could also be part of the "parking optimization."

The airport parking is currently managed by 61 city employees, but City Manager Erik Walsh said they would not lose their jobs if the airport parking operation is privatized.

He indicated instead during the Wednesday briefing that the city could find other roles for them.

The cost of any contract is yet to be determined, as it would depend on the specific proposal and with what the city eventually decides to move forward.

“So we’ve left it open,” Saenz told council members during a briefing Wednesday. “We want to see what’s going to be best. We may just do the equipment. We may just look back and say, we just want to do the shuttle operation. We may come back and say we want to do the entire package.”

The city has not yet put out an official request for proposals, which is expected to happen within 60 days. Saenz estimated it would take nine to 12 months to put any plan in play.

[Taxi passengers across Australia say drivers increasingly demanding upfront cash instead of using meter](#)

The Guardian - Oct. 5, 2022

Last month, Douglas, who asked not to use his surname, was traveling from [Brisbane](#) airport with his family and approached a maxi cab. The driver offered them an upfront fee of \$60 if he could find others to join the ride.

“I was confused because I didn’t think that’s how it worked,” Douglas said.

He ended up taking the taxi with just his family, and the driver charged them \$70, demanding it in cash.

“It was all quite disconcerting,” Douglas said. On the way back, they used a ride-sharing app instead. “It only cost \$42.30, including tolls.”

Douglas is among a number of passengers sharing reports of taxi drivers in Australia turning off their meters and asking for an upfront or set fee, often at a higher rate than would be expected for that distance and in breach of the law.

In recent weeks, people have been [taking to social media to share their concerns about the issue](#). One user said during half of their recent taxi rides, the driver didn’t turn the meter on and instead haggled for a flat charge.

Scott Rhodie tried to get a taxi from the [Sydney](#) CBD to St Peters in the inner west last week. The driver said it would be \$75 upfront and wouldn’t budge, so drove off when Rhodie refused to pay. The trip would usually cost him about \$25.

It is difficult to know whether such incidents are becoming more common.

A [Transport](#) for NSW spokesperson said it is an offence for taxi drivers to not use the meter for cabs caught from a taxi rank or hailed from the street.

“If a passenger experiences this behaviour they should report it to the taxi service provider in the first instance,” the spokesperson said.

Booked services, however, are able to have set fares by the provider.

If passengers complain to a taxi service about fares and the issue is unresolved, they can contact the NSW Point to Point Transport Commissioner.

CEO of the NSW Taxi Council, Martin Rogers, said he would “most definitely” be concerned if drivers are overcharging for regulated trips. “In instances where there [are] overcharges ... then that’s where you’d be calling on the regulator to enforce the regulations and appropriate penalties around that,” he said.

While Rogers said there is “no excuse” for drivers to charge above the meter, there are pressures on those in the industry because the regulated fee structure hasn’t changed since 2014. The Taxi Council has been asking the NSW government to look at a fare increase to help with the increased running costs of taxis, particularly with the fuel excise cut ending last week.

AIRPORT NEWS

[Condé Nast Traveler reader's poll names Bradley International the second best airport in US](#)

MassLive.com - Oct. 4, 2022

WINDSOR LOCKS — Condé Nast Traveler named [Bradley International Airport](#) as the second-best airport in the U.S. in its annual Readers' Choice Awards.

The awards are based on more than 240,000 Condé Nast Traveler reader responses. The Readers' Choice Awards are the longest-running and most prestigious recognition of excellence in the travel industry and the full list of winners can be found online at [cntraveler.com](#).

Bradley International Airport is recognized as a top-10 airport for the sixth consecutive year, with its best ranking to date, the Connecticut Airport Authority said Tuesday.

"We are thrilled to be recognized nationally as one of the best airports in the country," said Kevin A. Dillon, executive director of the authority. "Every day, we strive to make Bradley International Airport the best it can be, and this prestigious award is an exceptional recognition of our team's efforts. We thank our growing and loyal passenger base for their continued vote of confidence and this tremendous honor."

Bradley now serves more destinations nonstop than prior to the COVID-19 pandemic, including recently added service to Jamaica in the Caribbean.

The airport opened in July its new [ground transportation center](#) at a cost of \$210 million funded by the airport's rental car partners. Another \$230 million of projects are in the planning stages including an upgrade to the checked baggage screening process and significant improvements to passenger circulation inside the airport's main terminal, with the creation of two new exit locations.

The Hartford-Springfield regional airport had about [3.3 million travelers](#) in the first seven months of 2022, up 43% from the same time period in 2021 and nearing pre-pandemic numbers.

Savannah-Hilton Head International Airport was number one in the poll. Rhode Island's T.F. Green Airport was number four.

[\\$1.4B terminal at Pittsburgh International Airport takes shape](#)

TribLive.com - Sept. 28, 2022

A [\\$1.4 billion project](#) to build a new terminal at Pittsburgh International Airport is on pace to be completed on schedule by early 2025, officials said Wednesday during a tour of the bustling construction site.

Eleven large cranes rose above the site Wednesday, and the first structures are going up. They include the steel frame of the planned 811,000-square-foot terminal, along with vertical beams for a new bridge-like structure with three levels where passengers will be able to be picked up, dropped off and get ground transportation.

"This is going to make life a lot better for people who travel and everyone who uses the airport," Allegheny County Airport Authority CEO Christina Cassotis said.

She said the upgrade will be the first major post-pandemic redesign and construction project at a U.S. airport. The existing terminal is 30 years old. Cassotis said officials want to keep the best of what the existing airport has to offer while upgrading the rest.

More than 80% of the work is being done by local firms. All of the steel being used for the project is being produced domestically and will be fabricated at Sippel Steel in Ambridge.

Cassotis said about 500 workers are working on the site, and that number will swell to about 1,400 at its peak. Costs are being covered fully by airport authority revenue and fees from airlines. No taxpayer money is being used.

The biggest difference between the new terminal and the existing one is the new one will be positioned right up against the gates. Now passengers shuttle between the existing landside and airside terminals to get to the gates.

Paul Hoback, the authority's chief development officer, said the 13,000-foot-long bridge structure being built will have three levels: the top one for departing passengers, the middle one for arriving passengers and the bottom one for people to get on and off ground transportation such as taxis and public transit.

A five-level parking garage will be built next to the new terminal. It will have 3,300 public parking spaces and 900 spaces for car rental companies. Most of the parking will be covered, Hoback said. The existing garage has 1,500 spaces.

All of the new facilities will be powered by five onsite natural gas generators and 9,000 solar panels that were built on top of a nearby landfill, officials said.

[Fort Myers Airport Opens](#) **ESPN SWFL - Oct. 5, 2022**

Fort Myers Airport opens along with others in Southwest Florida.

Now that recovery is speeding up, Southwest Florida Airports reopening after Jan slowly but surely. However, just because they are open, don't expect it to be business as usual. At least not yet.

In Punta Gorda, the lack of staffing is causing longer than usual lines through security. You are advised to arrive two hours prior to your flight. Also take note that there are no rental cars available.

Fort Myers airport, RSW, flight hours are limited. The flight load is not up to capacity just yet. In addition, most amenities are still closed. While no problems with security are anticipated, it's not a bad idea to arrive early.

If you have a flight scheduled out of Miami (MIA) or Fort Lauderdale but have no ride, now there is help. A shuttle runs [twice a day](#) from Hertz Arena in Estero. Catch a ride across the state at either 6am or noon. Pick up is in front of the hockey statue.

Hertz may be allowing the shuttle location, however, they are not allowing you to park long term. You will need to find a ride to the arena. It costs \$35 and there is no pre-registration as of now. That means it's first come first serve. If that changes, we will be sure to update you.

Each shuttle holds up to 55 people. One more thing, this is a one-way service for you.

[Driving to Charlotte Douglas International Airport? Prepare to wait in traffic](#) **Charlotte Observer - Oct. 4, 2022**

Jared Folger-Patterson arrived at Charlotte Douglas International Airport in an Uber with his two teenage daughters ahead of a flight to New Jersey.

The Charlotte native, however, was worried that sitting in traffic would cause the group to miss their flight.

"The wait was frustrating, just because you want to get to where you're going and at this airport, you never know how caught up you'll also get in (TSA) lines," Folger-Patterson said. "So, the added delay of having to wait an additional 25 minutes to half an hour in traffic – it's very stressful for us."

Folger-Patterson is one of many travelers who have experienced gridlock thanks to work being done on the upper-level roadway at Charlotte Douglas International Airport.

The area, typically used for departure drop-offs, began its temporary closure last week.

The closure is part of a two-week construction project that will add an architecturally complex “canopy” at the departures platform, [The Charlotte Observer reported](#).

The project, which has closures scheduled to last until Oct. 12, is only a single part of a larger, [\\$608 million terminal expansion](#).

The average time spent in traffic from the entrance of the airport’s campus to the drop-off and pickup curb front is 20 minutes. But that average runs higher during peak hours in the afternoon around 4 p.m. to 5 p.m., according to a Charlotte Douglas International Airport statement.

Airport officials told the Observer that the traffic travelers are experiencing is reminiscent of congestion seen during annual peak travel seasons around Thanksgiving or Christmas.

“Customers are certainly experiencing this congestion,” the statement said. “It is very similar to what we see during the holiday travel periods at the airport.”

To reduce wait times, the airport’s shuttle buses are taking new routes and traffic control staff are posted outside to keep motorists from idling.

“We are rerouting the shuttle buses for maximum efficiency and airport staff is assisting customers along the lower level near the terminal to help move traffic safely and as quickly as possible,” the statement said.

Kimberly Houghston, a passenger who flew Charlotte from Texas, told the Observer that her ride was stuck in line but was not troubled by the delay.

“Actually, I didn’t mind the waiting much, only because (traffic control) is doing a great job of keeping folks moving along here,” Houghston said. “I fly into this airport a lot and I don’t think I’ve ever seen it this organized.”

The upper-level roadway is still on track to reopen at the end of the two-week construction period, according to an airport spokesperson.

[County seeks feedback on updated concept for Crystal City-DCA bridge](#) ARLnow.com - Oct. 4, 2022

It’s a little less park-like than New York City’s High Line, but Arlington County has come up with a concept for new [pedestrian bridge](#) from Crystal City to National Airport.

Now, it is asking people to share their feedback.

[Over the past year](#), the county, the Virginia Department of Transportation and a Boston-based [civil engineering firm](#) have evaluated 16 possible bridge and tunnel connections across active train tracks, the GW Parkway and National Park Service land.

After concluding the site could not accommodate tunnel entrances, VDOT and the county were left to consider two bridges. Today (Tuesday), Arlington launched a public engagement period for a preferred alternative, moving the needle forward on what’s being called the Crystal City to Ronald Reagan Washington National Airport Multimodal Connection project — or CC2DCA.

The county proposes starting the bridge at the planned Virginia Railway Express Crystal City station at 2011 Crystal Drive and ending in the second level of DCA’s Terminal 2 parking garage.

If built, it would take about five minutes to walk the 1,300 feet from the station to the airport, per a press release from the National Landing Business Improvement District.

The bridge would be an enclosed girder bridge running perpendicular to the rail tracks.

Once it links up with DCA’s Terminal 2 parking garage, pedestrians would have a dedicated walkway through the garage to the terminal. This path would eliminate 40 parking spaces, according to the presentation.

Ballpark estimates put the project at \$43 million, the presentation said. So far, CC2DCA already has over \$38 million in committed funds.

After collecting public feedback, the county plans to present its recommendation to federal agencies in December, Pors said.

The preferred alternative could be confirmed by next spring and the design phase could start by the end of 2023, per the National Landing BID press release.

The BID says CC2DCA — combined with a [second Crystal City Metro entrance](#) and the relocated VRE station — will turn the region into a multimodal hub that could attract more rail service as well as [new businesses and economic opportunities](#).

[Boise Airport to expand planned rental car garage in two-step project worth nearly \\$100 million](#)

Boise Dev - Oct. 4, 2022

The Boise Airport will spend nearly \$100 million to build a large new parking garage for rental cars, adjacent to the airport terminal.

Airport director Rebecca Hupp provided an update to Boise City Council on Tuesday on the consolidated rental car facility. As BoiseDev has reported, the airport's master plan calls for the rental car facility to move from a flat surface lot next to the terminal to a new multi-level garage closer to I-84.

But Hupp told the council that growth in demand and requests from the rental car companies means the airport will add a second phase to the project for a larger facility.

"We heard from the rental car companies, 'this is lovely, but it's not going to be quite enough,'" Hupp said.

Starting in mid-2025, construction crews will build a six-story parking garage for the rental car companies. The project will cost \$66 million and be paid for by bonds, which will then be reimbursed by the city's fee on rental cars. The airport currently charges \$6 per rental car per day that the companies pass on to customers.

Then, in 2027, the airport will build a second garage next door. It will include "quick turn areas," where employees can wash and fuel cars and prepare them to be rented again. That phase will cost \$28.8 million, and use the same funding mechanism. That part has to wait because the airport has a lease on the site for the quick-turn garage that runs through 2027.

The new rental car facility will be connected to the terminal by a landscaped pathway. Hupp said that's a key feature.

"This is going to be a great customer service amenity," she said. "As you know, at many airports, you have to take a shuttle to get a rental car. Not only is that not a good experience, it's not very environmentally friendly."

The facility will also have infrastructure for electric vehicles to charge if rental car companies begin to change their fleets from gas to electric.

Once the rental car area is removed from its current location next to the terminal, the master plan calls [for expansion of the terminal](#) with a new concourse.

[Parking Fee at St. Cloud Regional Airport Increasing](#)

KNSI Radio - Sept. 22, 2022

Ahead of snowbird season, the [St. Cloud Regional Airport Authority](#) says it is raising daily airport parking rates by \$2.

Effective October 1st, 2022, the daily rates will increase from \$5 to \$7 per 24-hour period. Airport officials say the move is intended to help manage capacity in the parking lots during peak travel periods to ensure space is available for those who need it.

“Demand for on-site parking exceeded capacity last spring when both Allegiant and Sun Country were operating flights from the Airport,” said Airport Authority Board Chair Brian Myres. “In anticipation of that same level of service this fall, we are hoping to manage some of the demand so we have space for travelers who aren’t able to make off-site parking arrangements,” continued Myres.

The system uses a pay-by-plate parking kiosk, so your license plate is your proof of payment. There is one kiosk inside and one outside, and both are credit card only. The kiosks are touch screens that will prompt parkers to enter a license plate number, select a payment method, and length of stay. [The Parkmobile app](#) will also be accepted.

Short-term parking of up to two hours for pickup and drop-off will continue to be free. “Short term users can park in any of the available spots in both the paved and gravel overflow parking lots,” said Airport Executive Director Bill Towle. “We still want people to be able to assist those they are bringing to the Airport for a flight, as well as be able to come inside and greet people arriving at the Airport,” said Towle.

Parking fees were [first implemented](#) at St. Cloud Regional Airport in March.

Learn more by [clicking here](#).