



AGTA News from the Airport Curb



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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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Join us in welcoming Chance Abbey to the AGTA Board of Directors!

Chance is the Manager of Parking and Ground Transportation at Spokane International Airport. We are looking forward to working with Chance on the Board. [Go to our website to learn more about Chance.](#)



GROUND TRANSPORTATION NEWS

RDU Opens Another Park-and-Ride Lot as Its Parking Decks and Lots Fill Up

AviationPros.com - Sept. 22, 2022

The parking lots at Raleigh-Durham International Airport were all full on Wednesday, forcing the airport to reopen a park-and-ride lot it hasn't used since the beginning of the COVID-19 pandemic.

RDU reopened the Economy 4 parking lot on International Drive, on the north side of the airport campus. Shuttle buses run between the lot and the terminals about every 10 minutes.

The airport's website showed its parking decks and its Economy 3 park-and-ride lot were at 100% capacity Wednesday afternoon. The newly opened Economy 4 was at only 6% as of 3:30 p.m.

RDU charges \$11 a day to park in Economy 4, or \$1 per hour for the first four hours. That's the same as with Economy 3 on the south side of the airport and cheaper than parking in the deck, which ranges from \$17 to \$26 a day.

RDU [closed both park-and-ride lots](#) and the Express lot in March 2020 when COVID-19 severely reduced demand for air travel. Central and Premier parking in the decks between the terminals remained open. Express will remain closed for the time being.

RDU recommends people book their parking online 24 hours or more in advance at rdu.com; the online reservation doesn't reserve a specific parking space but it does guarantee entry to a parking lot or deck. Customers won't be able to book online for Economy 4 until Tuesday, Sept. 27.

City council meetings will consider airport parking issues and financial aid for local artists

Texas Public Radio - Sept. 26, 2022

The San Antonio City Council this week will discuss parking issues at the international airport and federal COVID relief dollars for struggling artists.

The council first takes up airport parking at its first meeting of the week on Wednesday. In an effort to better optimize the airport's 9,000 short-term, long-term, and economy parking capacities, outside contractors are expected to be brought in to take over parking management.

City officials said it has become standard practice for medium and large hub airports across the country to privatize parking operations.

The city said it expects the chosen contractors to offer continued employment to the 61 city workers who oversee parking matters at the airport with similar pay levels and benefits.

City officials said air travel has made a strong recovery since the beginning of the pandemic.

The short-term parking garage has reached capacity close to 60 times this year, and the economy lots reached capacity twice this spring, something that normally occurs only during the peak travel periods around Christmas and Thanksgiving.

Passengers are back, but cars are fewer in airport garages

Sun Gazette - Sept. 23, 2022

The Metropolitan Washington Airports Authority is seeing a slightly lower percentage of vehicles in its parking garages compared to passengers in its terminals than it had during pre-pandemic times.

The current vehicle-per-enplanement ratio is running 23 percent at Washington Dulles International Airport, down from 26 percent pre-pandemic. At Ronald Reagan Washington National Airport, it is running at 8 percent, down from 9 percent pre-pandemic.

The reasons for the decline are multiple, said Chryssa Westerlund, the airports authority's executive vice president and chief revenue officer.

An increase in other options – including ride-share vehicles – is lessening the need for some to park at the airports, while the larger percentage of leisure travelers vs. business travelers often means more than one person is using and parking a single vehicle during their time away.

Reagan National is seeing strong parking revenue, Westerlund told airports authority board members during the organization's monthly meeting Sept. 21, with a blockbuster Labor Day weekend. She encouraged those planning to park during peak times to use the authority's reservations system to ensure there is a parking space available when they need it.

[EV Rental Company UFODrive Has — FINALLY — Arrived!](#)

CleanTechnica.com - Sept. 27, 2022

European car rental service UFODrive has been busy of late, [expanding into new markets across the EU](#) — and now, the company is ready to conquer America with the same “reinvented” rental experience that's [already made the brand so successful in Europe](#). That reinvention? It's powered by a single word: **No**.

“That's no paperwork, no queues (*he means, “lines” —Ed.*), no keys, no upselling, and no gas,” explains Edmund Read, Chief Commercial Officer of UFODrive. “24/7, you can register, book and pick up your car using our app. Each rental includes fuel, 3 drivers, most tolls, and round the clock support. Those resolve the biggest pain points in legacy rental and set us apart from others.”

Following a sold out launch in San Francisco last month, UFODrive is expanding into downtown Austin, TX, Manhattan, NY, and San Francisco's Union Square — like, *today!*

Introducing more people to EVs has always been part of UFODrive's plan, [and making that rental experience a painless one is critical to ensuring that consumers leave with a positive view of electric cars](#). “When we started 5 years ago, the next challenge was to demystify and help people on their first EV journey,” says Read. “Our platform was designed from the ground up to identify and resolve any issues a customer might face — whether unlocking the car, getting started in an EV, finding the way out of a parking garage, monitoring your charge levels, finding and booking you into the fastest charger, unlocking the car if you leave something behind ... (even) switching on the AC.”

With parallel European launches in Frankfurt Airport, Stratford International and downtown Madrid, UFODrive is now available in 9 countries and 25 locations including London, San Francisco, Paris, Berlin, Dublin, and Amsterdam. Their EV subscription product is available “Europe wide,” and will be expanding into more American cities in the coming months.

[Meet the "vertiport," where you'll go to hail an air taxi](#)

Axios.com - Sept. 26, 2022

The skies could soon be filled with electric, autonomous air taxis, but they'll need a place to take off, land and recharge — hence the arrival of the “vertiport.”

Why it matters: These transportation hubs could become critical parts of urban or regional mobility ecosystems, linking fast and convenient air travel to other forms of transit, like airports, buses, trains and ride-hailing networks.

- Freight networks will need them too as they employ similar aircraft to ferry cargo between distribution centers.
- Rural areas like Alaska, where 80% of communities are accessible only by air, will also need landing spots.

Driving the news: The Federal Aviation Administration is releasing new design guidelines, shared first with Axios, to ensure these landing sites are safe, well-lit and well-marked, and that they can support the necessary charging infrastructure.

- While the FAA has yet to certify these low-altitude aircraft for flight, the agency's vertiport design guidelines will help airport owners, operators and infrastructure developers begin development now so they're built when the aircraft are ready to launch.

Where it stands: Manufacturers of electric vertical takeoff and landing aircraft (eVTOLs) — giant passenger drones, if you will — are already laying out plans to begin operations, some as soon as 2024 with pilots on board.

- Boeing-backed Wisk last week released [a roadmap](#) outlining how it aims to integrate pilotless air taxis into the national airspace system by 2030.
- Germany's Lilium plans to open its [first vertiport near Orlando](#) by 2025 for piloted flights.
- Joby Aviation and Archer Aviation have each [partnered with Reef](#), the country's largest parking management company, to create landing sites atop existing parking garages. They're initially focusing on a handful of cities, including Miami and Los Angeles.

What they're saying: "Our country is stepping into a new era of aviation. These vertiport design standards provide the foundation needed to begin safely building infrastructure in this new era," said FAA associate administrator of airports Shannetta Griffin.

Details: The FAA guidelines provide key information about how vertiports should be developed, including standard dimensions, lighting and signage.

- They should be 100 x 100 ft. — a little bigger than three tennis courts — with a 48 x 48 ft. landing pad in the middle, marked by a dedicated crosshairs symbol identifying it as a vertiport.
- The guidelines also dictate the airspace required for approach and departure, stipulating that a vertiport must be 500-700 feet away from existing commercial runways.
- The FAA also spells out rooftop requirements for elevated vertiports.

[Edmonton previews hydrogen buses at electric vehicle expo](#)

Edmonton Journal - *Sept. 24, 2022*

If you've ever wondered what exhaust from a hydrogen powered bus tastes like, Strathcona County transit director Wade Coombs boils it down to one word: water.

"It tasted better than some places where you can get it out of the tap," he said near two such vehicles parked outside the Edmonton Expo Centre on Saturday. Rather than greenhouse gas, hydrogen fuel cell electric buses release water (and heat). After holding a clear cup to a sputtering tailpipe near one of the buses, Coombs threw back about half an ounce of the wet stuff to prove it.

Powered by electricity generated from hydrogen and oxygen, the two buses were on display for the [Edmonton Electric and Hydrogen Vehicle Expo this weekend](#). The City of Edmonton and Strathcona County [purchased the vehicles as part of the Alberta Zero Emission Hydrogen Transit initiative](#), a \$9.8-million project that aims to road test the technology under Alberta conditions in a bid to cut greenhouse gas emissions causing climate change.

Manufactured by New Flyer, the Xcelsior model buses incorporate a Ballard fuel cell electric engine, said Emissions Reduction Alberta (ERA), which contributed \$4.6 million toward the project. Eddie Robar, manager for Edmonton's fleet and facility services branch, said the city expects to finalize all safety protocols, training and infrastructure needs for the new buses by the end of the year, and then run a 23-month pilot beginning in the first quarter of 2023.

The shift to electric vehicles, particularly those using hydrogen, will play an important role in the city's plans to curb its carbon footprint while driving economic growth, Edmonton Mayor Amarjeet Sohi told Postmedia at the event.

While delivering opening remarks to kick off the event, Sohi said the weekend-long expo — which also features electric cars, bicycles and scooters — offers the general public an opportunity to see the vehicles, test drive them, and learn about their benefits. According to [U.S. Department of Transportation](#), a zero-emission bus can prevent about 1,690 tons of carbon dioxide emissions over 12 years, which is the equivalent of taking about 27 cars off the road.

The city's [energy transition strategy](#) aims to cut emissions to the tune of 35 per cent (compared to 2005 levels) by 2025, 50 per cent by 2030 and reach net-zero emissions per person by 2050.

[60 Expats to be deported for giving illegal taxi service to and from Kuwait Airport](#)

Arab Times - Sept. 25, 2022

KUWAIT CITY: Sixty expats are to be deported as they were caught operating illegal taxi service using their own personal cars. They were caught transporting passengers from and to Kuwait Airport. They were observed by traffic patrols for giving illegal taxi service for arrivals and departures from airports entrances and exits. These instructions came directly from the Director General of the General Traffic Department, Major General Yousef Al-Khadda.

Most of the arrested violators were Indian, Bangladeshi and Egyptian expats. They were referred to the deportation center and are being ready to be deported back to their respective countries. Many complaints were received from travelers about cheating and extortion from these vehicle drivers who don't have a license of a taxi driver.

[How Hertz and the EV could remake your car rental](#)

E&E News - Sept. 27, 2022

Hertz Corp., which is buying hundreds of thousands of electric vehicles, thinks the car itself is just the beginning of wholesale changes to the rental business.

The person renting a car will notice only pieces of it: The rigid rules around fueling will change. Hertz's partner, the oil company BP PLC, says the rental office, once a mere transition point, could become a sort of lounge with a place to eat.

The biggest changes will happen in "the bowels of the operation," as Jeff Nieman, a Hertz vice president, puts it. In the hidden pockets of airport parking garages, a big part of Hertz's infrastructure — its giant new banks of charging stations — could end up serving not just rental cars. According to BP, it's possible the car wash and cleaning facilities could go the same way. The services would be for a set of new customers: the Uber and taxi drivers who frequent the airport.

Those are some of the changes that could be in store after Hertz, one of the country's biggest car-rental agencies, announced Tuesday the first draft of a plan for how to fuel its coming fleet of hundreds of thousands of EVs. Its partner is BP Pulse, the new charging division of BP.

The transition from combustion engine to battery is a deeply disruptive one, as automakers know only too well. Now that once-in-a-century change is also starting to engulf car rentals. It is a movement that could get many Americans into an EV for the first time, while changing how industry players operate and seek to make money.

"All the companies are well aware that [EVs are] the going trend and where we're all headed," said Sharky Laguana, the president of the American Car Rental Association, a trade organization. "And we're starting to grapple with what that really means."

Last week, Hertz said it would buy up to 175,000 electric vehicles from General Motors ([Energywire](#), Sept. 21). Together, that would make Hertz "the largest EV fleet operator outside of China," said Vic Shao, the president of BP Pulse. Hertz has already deployed about 1,600 charging stations, with plans for up to 3,000 by the end of the year. This first wave is relatively easy and inexpensive to build. It's comprised of what in the industry are called Level 2 chargers, which require minimal electrical upgrades and can fully charge a battery overnight.

Last fall, Hertz announced a partnership with Uber Technologies Inc. to provide its drivers with 50,000 EVs. Unlike most cars, taxis and ride-hailing services spend little time parked and cannot afford to be leisurely about charging. They rack up lots of miles each day, and an electric version needs to refuel quickly in order for the driver to make money. Those drivers also will need something to do during the 20 to 40 minutes it might take a fast charge to happen — and that's where the companies see an opportunity.

It's possible that besides a charge, Hertz will offer taxi and ride-hailing drivers some services a rental agency usually keeps to itself, like a car wash or a cleaning, Shao said. As for the idea of restaurants and lounges, "those are scenarios we're plotting out," Shao said. Hertz declined to comment on the prospect of these noncharging services for taxi and ride-hailing drivers.

[Sixt hits the gas on U.S. expansion](#)

Travel Weekly - Sept. 27, 2022

HOUSTON -- Germany-based car rental giant Sixt entered the U.S. market about 10 years ago in Florida but had a relatively small U.S. presence before the pandemic.

The company now has about 100 locations in the U.S. and has ambitions for additional growth. After the pandemic hit, the demand for car rentals plunged. But early during the pandemic, Sixt made what its U.S. president and CFO, Tom Kennedy, called a "bold move." It bought 10 airport locations from Advantage, putting Sixt in all three major New York-area airports as well as Houston, Orlando and Las Vegas, among other markets. Then it bought a few more.

Later in 2020, Sixt hired Kennedy, a former executive for Hertz and Vanguard (the parent of National and Alamo before Enterprise bought those brands).

Sixt is now present at 36 of the 50 U.S. airports it considers most important, the company said in its second-quarter earnings report in August. Earlier this year, it opened airport locations in Charlotte and Baltimore. Its first Canadian location in Vancouver opened in July. Toronto is next.

Sixt said that U.S. revenue increased by 66.1% in the first half of the year, to a little more than \$400 million (394.7 million euros). And Sixt said it is "growing profitably in all markets."

Kennedy said 40% of Sixt's vehicles this year would be considered luxury, according to a third-party data source; the closest competitor would be 17%, he said. "We're targeting a subsection of demand with a premium positioning," Kennedy said.

Kennedy also said Sixt's cars have relatively few miles on them. "People care about mileage," he said, adding that premium cars "need to be younger when you remarket them."

There are several types of travelers for whom a premium rental might be appealing, such as the corporate traveler who wants to make an impression at the client meeting (Sixt can handle split billing, so business travelers can pay the difference on what their company will reimburse). There's also the leisure customer who wants a bigger, nicer car on the weekend. Or the driver who sees an opportunity to do an extended test drive of a model they're curious about.

Customers who are not in market for a luxury rental can opt for a Nissan, Toyota or similar vehicle from Sixt. However, a recent check of prices at Houston's George Bush Intercontinental Airport on Sixt's website showed that a BMW 3 Series was only about \$13 a day more expensive than a Toyota Camry.

In Houston, the in-terminal experience with Sixt was fast and friendly. The physical plant has, as Kennedy described it, a "clean, modern look." And there was no mistaking its presence in the rental terminal: Each clerk's desk was lit from within by an orange glow.

[Meetings in Canada Get a Boost](#)

MeetingsNet.com - Sept. 27, 2022

After two and half years, international events held in Canada will be simpler to execute and more well attended, after the federal government of Canada announced the removal of all Covid-19 entry restrictions as well as testing, quarantine, and isolation requirements for visitors to Canada, effective October 1.

In a [September 26 news release](#), Canada's Public Health Agency said that "the removal of border measures has been facilitated by a number of factors, including modeling that indicates Canada has largely passed the peak of the Omicron BA.4 and BA.5 wave, Canada's high vaccination rates, its lower hospitalization and death rates, as well as the availability and use of vaccine boosters, rapid tests, and treatments for Covid-19."

As a result, travelers from any nation may enter Canada as of October 1 without submitting health information through the ArriveCAN app or website, providing proof of vaccination, undergoing pre- or on-arrival testing, or carrying out Covid-related isolation.

In America—the largest source of business travelers to Canada (about 20 million trips in 2019)—the United States Travel Association lauded the decision. "Ottawa is taking the right step by lifting its vaccine and testing requirement to enter Canada, which will give its economy a substantial boost," said Tori Emerson Barnes, USTA's executive vice president of public affairs and policy.

In return, “Washington should follow suit by immediately suspending proof of vaccination for qualified visitors from Canada and other nations, given the wide access to effective Covid boosters and therapies,” added Emerson Barnes. “Canada is the top source of international travelers to the United States, and we should take every action to accelerate [inbound] recovery from that vital market.”

AIRPORT NEWS

[Parking/Landside Redevelopment Plans at SYR](#)

Star Tribune Sept. 21, 2022

Passenger traffic at Syracuse Hancock International Airport reached [record-breaking levels in 2019](#), and parking demand followed suit. As traffic rebounds to near pre-pandemic levels, parking demand has once again surged. To meet this demand, the Syracuse Regional Airport Authority (SRAA) – operator of SYR – has engaged the services of Landrum & Brown to plan how the landside portion of the airport needs to develop to meet the needs of the traveling public.

In April 2022, the SRAA board approved a future landside concept that will be used to help guide development of the final design. It is anticipated that this landside improvement project will result in an estimated 44% increase in parking capacity, equating to almost 2,000 additional parking spaces. Most of this parking will be located in the new parking garages, providing all-weather protection and shorter walking distances to the terminal for customers. The landside project will also include a doubling of curb front capacity to eliminate existing bottlenecks and provide space for growth. New circulation roadways and a proper canopy will further enhance the customer experience. A new consolidated rental car facility and ground transportation center will also be constructed on the existing overflow parking lot, which will substantially improve the experience for rental car and transit users.

Construction is expected to begin in 2023 on this multi-year redevelopment plan. The SRAA expects this to be a long term solution to accommodate the unprecedented growth the airport is experiencing while improving the passenger experience.

Maintenance work on the fourth level of the parking garage is expected to be completed by mid October, reopening those several hundred spots to the traveling public. Airport leadership has attempted to schedule repairs such as these during periods of time that will cause the least amount of disruption, while understanding that disruption cannot be completely eliminated – only minimized. With business travel rebounding faster than expected, many COVID-19 era airline vouchers expiring by the end of the year, and our hardworking SYR Air Service Development team attracting new airlines and longer seasonal service, parking demand has been uncharacteristically high for this stretch of early fall.

By early November 2022, three additional surface parking lots are expected to be constructed, adding nearly 900 additional parking spaces. These lots were both planned and designed earlier this year, positioning the airport to accommodate the anticipated uptick in holiday travelers.

The public is encouraged to occasionally check [the webpage](#) for updates as the project evolves.

[Lebanon City Council recommends staying the course on airport service with Cape Air](#)

Valley News - Sept. 23, 2022

LEBANON — The City Council voted unanimously Wednesday to recommend renewing Cape Air’s Essential Air Service contract at Lebanon Municipal Airport.

After hearing public testimony and reviewing information on [competing proposals](#) from Cape Air, the current provider headquartered in Massachusetts, and Southern Airways Express, a Florida-based carrier that provides commuter service in several regions around the U.S., City Councilor George Sykes moved to recommend the city’s current air carrier, saying in a recording of the Wednesday night council meeting that councilors “have heard no comments from the public and our constituents in favor of changing.”

Cape Air has held the contract, which is awarded not by the city but by the U.S. Department of Transportation, since 2008. Cape offers flights from Lebanon airport to Boston Logan and New York

City via White Plains, N.Y., where passengers are provided ground transportation to Penn Station in Manhattan.

Southern Air's competing proposal included the same service to Boston, but instead of White Plains would have brought passengers to Newark (N.J.) Liberty International, a busier hub than White Plains.

In sticking with Cape Air, the council rejected a recommendation from an airport committee that had been formed to weigh the two air carriers' competing proposals.

The committee had concluded that Southern Airways would provide opportunities to connect to more numbers of destinations and also argued that the carrier's aircraft would have more cargo space for items like skis and golf clubs, which would help promote tourism, part of what the Essential Air Service is designed to do.

During the council's discussion, after hearing from current users of Cape Air's service that switching carriers could deter business from the Lebanon airport. The council then voted unanimously to recommend Cape Air for the Essential Air Service contract.

Should the DOT take the city's recommendation, the contract with Cape Air would run for another four years starting Dec. 1. The DOT takes into consideration the city's recommendation as part of five criteria for the contract, which include reliability, service with larger carriers, interline agreements for transport, customer preference and a marketing plan.

The final decision will be made by the DOT prior to Nov. 30.

[Los Angeles is sprawling and traffic is always a problem. Here's how a local recommends getting around town with relative ease.](#)

Insider - Sept. 27, 2022

I live in a two-bedroom house smack dab in the center of LA. The LA-traffic struggle is real. The city is so spread out and it can feel like it's always rush hour, so if you don't make a strategic plan for getting around, it can ruin your trip fast. For scale: The distance from the beach to a concert downtown might be just under 15 miles, but that could add up to a frustrating 90 minutes in bad traffic.

I advise travelers to plan ahead and create reasonable itineraries based on transportation time, and most people who want to be nimble should plan on getting around by car. Here are the best options for getting to and around LA.

Los Angeles International Airport (LAX): [LAX](#) is a huge international airport, served by all major carriers — 69 airlines in all. My pro tip: The LAX ride-hailing lot for Ubers and Lyfts currently requires a shuttle ride, which is fine if you're prepared for the extra step. But if you're coming in after an arduous journey, traveling with young kids, or have accessibility needs, I recommend calling an [Alto](#). This carrier — and other black-car services — can pick you up curbside or at baggage claim.

Other local airports: While LAX is likely to be the best bet for many travelers given its size and scale, other smaller local airports can streamline the experience for certain visitors. The [Hollywood Burbank airport](#) hosts carriers including Southwest and JetBlue, as well as Avelo, a new ultra-low-cost airline. American Eagle, Delta, JetBlue, and Southwest all serve [Long Beach Airport](#). Traveling through [John Wayne Airport](#) in Orange County might also be a cost- or time-saving option depending on your route — I recently made the trek to fly out of this airport as it offered a nonstop flight to Missoula, Montana, while LAX did not.

Public transportation: The [Metro Trip Planner](#) tool can help you figure out your route, and I recommend downloading the [Go Metro Los Angeles](#) mobile app for help navigating the system on the go. All transit rates start at a base fare of \$1.75. Day passes are also available for \$7, and weekly passes for \$25. Note that on the Metro Rail and the Metro Orange Line, you must load your fare into a reusable [Metro TAP card](#), which you can buy at any station.

Car rental: If you do plan on renting, all the major players in the car rental business — Hertz, Enterprise, Sixt, and more — have outposts in Los Angeles, so you can pick up and drop off your rental at the airport or various other locations in town. I recommend renting a car that interfaces with your phone's map tool so you can navigate unfamiliar freeways and streets with ease.

[BIG UPDATE on the Orlando Airport Train to Disney World](#)

AllEars.com - Sept. 22, 2022

There's been a big update on the situation with the Brightline Train that'll eventually take passengers around Orlando.

We've been watching for updates on the train for a while. The train's station at the Orlando International Airport's NEW Terminal C is set to open in 2023, but where will the train's path go from there? [There had been some debate on the issue](#) and Disney World ultimately canceled the plans to have a station in Disney Springs.

In early 2022, a plan finally came together that could be the solution to these issues. That plan was called the [Sunshine Corridor Program](#). Through this arrangement, Brightline would actually lease some existing tracks from the SunRail commuting company. The Brightline train route would go from the airport past the Orange County Convention center, down South International Drive, and then near Disney World.

And now it seems like that plan is finally taking a big step forward. According to the [Orlando Business Journal](#), the SunRail Central Florida Commuter Rail Commission (the governing board for SunRail) unanimously voted on September 22nd to APPROVE a resolution in support of the Sunshine Corridor program.

The Brightline train route is expected to go from the Orlando International Airport to a stop near Universal Orlando Resort's Epic Universe and the Orange County Convention Center. There would also be a stop "[near](#)" [Disney World](#) on South International Drive. And Brightline would later be able to expand to Tampa through the Sunshine Corridor plan.

Things are only just getting started though. Next on the agenda will be the finalization of a study for the corridor. It's expected to be done by mid to late October. That study will help to develop an estimate of costs for the project.

While things are moving forward, we're still a ways away from hopping on this train to get around Orlando. The station at the airport is set to open in 2023, which will help connect Orlando to Miami. We'll then have to see how long it takes to build the tracks from the airport to the stops in Orlando and off to Tampa. Previously, it had been estimated that the [train wouldn't start transporting guests around Orlando until 2026](#).

[Ranked: The Best Airports In America, According To J.D. Power](#)

Forbes - Sept. 21, 2022

By all accounts, air travel hasn't been easy lately, with crowded planes, flight delays, lost luggage and myriad other headaches. But what about the airport experience?

[J.D. Power](#) has just released its 17th annual list of the best and worst airports in North America. The group's Airport Satisfaction Study ranked the airports in three categories—Mega, Large and Medium—based on six factors including terminal facilities, airport arrival/departure, baggage claim, security check, check-in/baggage check and food/beverage/retail. The study also looked at the state of passenger satisfaction today.

In the Mega airports category, Minneapolis-Saint Paul International Airport (MSP) ranked first. "Finishing internal construction projects helped MSP. They are #1 among Megas in terminal facilities, TSA, airport access and baggage claim. In a year that saw dramatic passenger volume increases, MSP handled the surge better than most," says Michael Taylor, travel intelligence lead at J.D. Power.

At the bottom of the Mega airport list: Newark Liberty International Airport (EWR), which was named the worst Mega airport in America. What went wrong? "Not so much has 'gone wrong' as is 'hasn't kept up,'" says Taylor. "EWR is being swamped by passenger volume and much of its infrastructure just hasn't kept pace with that demand. It's located in a heavy automobile traffic spot and that doesn't help its access scores—and if passengers are stressed getting to the airport, they tend to stay stressed throughout the whole experience."

In the Large airports category, Tampa International Airport (TPA) was the winner. This was the first time TPA made to the top spot—and it got there thanks to strong scores across all factors. "They've

spent years developing and finishing airport improvements (such as new food/beverage/retail) and developing space for passengers to enjoy those attributes,” says Taylor. “The ability for an airport to provide relaxation on premises is a real premium and TPA has been providing that better than most airports this past year.”

On the opposite end was Philadelphia International Airport (PHL), which was named the worst Large airport in America. The problem: infrastructure. “PHL’s design [approach] has been [to] ‘add on’ to existing structures for the main terminal, and the front end of the airport just isn’t big enough to support the number of passengers who are going through TSA,” says Taylor. “Once through, passengers find the marketplace of food/beverage/retail fairly appealing.”

Coming in at the top of the Medium airport list: Indianapolis International Airport (IND), which has ranked near the top for three of the last four years (during Covid, J.D. Power didn’t declare a Medium category winner). “IND is one of the best-designed terminals in the U.S. (New Orleans MSY is another),” says Taylor. “On top of its easy access, its ability to handle passenger traffic flow has helped it stay on top. IND really stepped up its food/beverage/retail services coming out of Covid as well.”

The worst Medium airport in America: Hollywood Burbank (BUR). “BUR is a victim of its own success,” says Taylor, who points out that passenger volume has been running more than 5 to 6% above 2019 levels, while most airports are still down 9% versus 2019. “As we see in almost every airport, increases in passenger volumes create decreases in overall satisfaction,” says Taylor. “BUR has had a tremendous rebound in passenger volume and those numbers make for an overcrowded terminal.”

Read on to see the lists of the best and worst airports in America; you can also get more details on J.D. Power’s survey [here](#).

[You may have a harder time than usual parking at Sacramento airport. Here’s ‘what gives’](#)
The Sacramento Bee - Sept. 27, 2022

The charm of Sacramento International Airport — like the city itself — is its laid-back nature, shorter lines and less stress. But at least one frequent traveler finds herself recently confused by a noticeable lack of parking.

“Nobody wants to spend 20 minutes driving around the parking garage like you’re hunting for a parking spot on Black Friday,” Giarde said. More people are traveling, at least compared to last year, and recent construction has closed down more than 2,000 spaces in an economy lot. Overall travel — domestic and international combined — from January to July increased 41.3% over last year, according to official passenger statistics. That includes arriving and departing passengers.

Additionally, Scott Johnston, an airport spokesman, said SMF is currently paving 2,143 spaces in the East Economy Lot. With the holidays closely approaching, SMF will continue to see more travelers, but Johnston expects the construction on the East Economy Lot to be completed before then. “The project is projected to be done on/before November 1st pending no delays,” Johnston said in an email to The Bee. “All parking lots will be done with construction activates before the holiday season.”

SMF has five parking areas. The Sacramento airport website offers real-time parking capacity at all structures to help travelers prepare. The rule of thumb when parking at SMF is to buffer a decent amount of time if you want to get the cheapest daily overnight rate. All five lots share the same hourly rate of \$2 per half hour — but daily rates vary. The Hourly Parking lot sits across from Terminal B where domestic flights from airlines including Southwest, Frontier and JetBlue run. The daily maximum at the Hourly Garage is the most expensive and will run you \$29 per day.

The Parking Garage across from Terminal A serves Air Canada, American, United and Delta airlines. The daily maximum at this lot will run you \$18 a day. The Daily Lot is situated right behind the Terminal A parking garage has a daily maximum of \$12. West Economy Parking is the farthest lot at the airport with the lowest daily maximum of \$10 a day. Both garages have shuttle services that drop off travelers at both Terminals A and B every 10 to 15 minutes. East Economy Parking, which has more than 2,000 spots under construction, is also a maximum of \$10 a day. In the event that the airport parking lots hit capacity, Johnston specified that there are 1,000 spaces of overflow parking available. Cash is accepted at walk-up parking lot kiosks, not lot cashier booths as of November 2021.

[Tucson Airport parking rates to go up Nov. 1](#)

Kgun9.com - *Sept. 22, 2022*

TUCSON, Ariz. — For the first time in five years, the price of parking at Tucson International Airport will increase. Starting Nov. 1, drivers parking at any of the various airport lots can expect to see a price jump for daily and hourly rates.

The Tucson Airport Authority (TAA) Board of Directors cite a nearly 20% increase in operating expenses since 2017, the last time parking rates went up, as the reason behind the new prices.

The rate increases will apply to all TAA public parking facilities, including the daily and hourly lots directly in front of the terminal, the adjacent parking garage, and the economy covered and uncovered lots, which are serviced by a free shuttle to and from the terminal.

According to TAA, rate increases will vary by facility. Hourly and Daily rate changes will be limited to no more than a \$2 increase per day.