

AGTA News from the Airport Curb for the week of 2/24/22.



AGTA News from the Airport Curb



AGTA Resumes In-Person Meetings - May 8 - 11 in San Diego

The AGTA Spring 2022 Conference is scheduled for **May 8 -11, 2022** in San Diego at the San Diego Mission Valley Hilton Hotel. You can expect to see sessions on how airports and ground operators are recovering from the recent difficult years and what new services, technologies, and innovations we might see in the near future. Airports and ground transportation providers are gearing back up with new safety, alternative fuels, and consumer-oriented ideas and operations. This San Diego conference will provide a chance to get in on the ground floor of airports today, and to learn firsthand about current successes, as well as what to avoid, given your colleagues' experiences.

[Click here to view a Preliminary Meeting Agenda](#)

[Online Meeting and Hotel Registration](#) is now available! Save \$100 on your AGTA registration if you are registered by April 8.

Zoom Meeting Information:

Airport parking lot thefts and vandalism -- What we can do about it

In case you missed our most recent meeting , please click on the link below to view a recording of that session where guest airport officials and industry security providers addressed airport parking security concerns.

[2/16/22 Zoom Meeting Recording](#)

Meeting Passcode: Au\$6e%c2

GROUND TRANSPORTATION NEWS

[Holiday weekend air travel surges to highest levels since Thanksgiving as Covid cases continue to drop](#)

MSNBC.com -Feb. 24, 2022

U.S. airports were the busiest since Thanksgiving over Presidents Day weekend, a sign that leisure travel continues to recover as Covid cases fall further.

The Transportation Security Administration screened nearly 8.4 million people from Friday through Monday, more than double the number from a year ago but down 7.5% from the 9 million people the TSA screened in 2020, a month before Covid-19 was declared a pandemic.

U.S. airline executives have recently said that leisure travel continues to recover or surpass pre-pandemic levels, particularly for domestic trips. Fares are likely to rise along with stronger demand this spring as well as amid a surge in airline costs, including for fuel and labor.

Corporate and long-haul international travel has been slower to recover as companies and individuals navigate a host of travel restrictions and many offices haven't fully reopened.

Some countries, including the U.K., France and Israel have loosened entry requirements. U.S. airlines and several other travel industry groups earlier this month urged the Biden administration to drop predeparture Covid testing requirements for vaccinated travelers headed to the U.S.

[The rise of 'bleisure' trips: How post-pandemic business travel will change](#)

Computer World -Feb. 24, 2022

Now, as the Omicron variant wanes, most travel managers feel employees are willing to travel, according to the GBTA's January poll. Two in three (64%) feel their employees are "willing" or "very willing" to travel for business, and 72% of GBTA members and stakeholders say they would definitely or probably travel for business.

Even as revenues rebound, however, business travel is expected to look very different in the years ahead. Organizations that have gotten used to saving money because few people were going anywhere are likely to place an emphasis on travel "sustainability" — where employees are encouraged to bundle visits to multiple clients or events into a single trip.

"There's a real drive toward that by global corporations — so, trips may be fewer, but they may be longer," said Suzanne Neufang, CEO of the GBTA, which claims more than 9,000 members. "So, they're able to get that quarter's meetings with fewer trips overall."

While some workers embrace travel and enjoy being on the road, Neufang and industry analysts believe most will want a better work-life balance where business travel doesn't interfere with home life. In fact, in light of the Great Resignation, many workers are likely to demand less time away from home.

Another emerging trend (with an unfortunate marketing name) is "bleisure" travel, where business travel is combined with leisure or tourism. The GBTA refers to it as "blended travel," but the meaning is the same: business travelers add days onto the front or back end of their business plans to relax.

Though naysayers initially predicted internal corporate travel would go away altogether, just the opposite is happening, Neufang said. "We're seeing a pent-up demand for it," she added.

Another way business travel is not likely to change in the coming months, and possibly years, involves vaccine or mask mandates. As coronavirus variants come and go, it's likely restrictions will remain in place.

In the US, the Transportation Security Administration (TSA) has extended its mask mandates on over-the-road buses, commercial aircraft, and commuter bus and rail systems through at least March 18, 2022.

[What's being done on traffic as Austin airport anticipates record-breaking 20M passengers in 2022](#)

Austonia.com - Feb. 24, 2022

Stalled cars, full parking garages and drivers anxiously trying to weave out of the right-most lane after dropping off a loved one for a flight. It's a sight that's become increasingly more common at Austin-Bergstrom International Airport.

As travel bounced back from pandemic lows, airport activity has been bustling: The top five busiest days in airport history are within the last two and a half years, with three of them in 2021. This past summer saw a travel frenzy, even as the Delta variant surged. And the holiday season brought recommendations for domestic travelers to arrive two hours before their flights as they faced long wait times and delays.

Airport expansion is crucial as travel demand soars and pandemic recovery happens faster than the airport says it had initially anticipated. Through its 2040 Master Plan, the airport is addressing the high volume of traffic and the coming months and years will see improvements to the Barbara Jordan Terminal.

The plan includes a West Gate expansion with a tentative completion in late 2023 or early 2024 and a Gate 13 that may be ready in the fall this year. Plus, a new concourse. The midfield concourse—which will include at least 10 new gates and two new taxiways—doesn't have a target completion or start date.

Meanwhile, passenger estimates continue to grow. Early projections for the year indicated 17.3 million passengers, but that figure is now 20 million. By 2037, ABIA anticipates it'll reach 31 million annual passengers.

When it comes to managing traffic in the meantime, Haynes says the airport uses a combination of sharing tips and info with passengers on the ground to alleviate congestion.

During peak travel periods, ground transportation controllers direct traffic. With drivers able to drop off passengers on either the upper or lower levels, the airport recommends that drivers use whichever option is least congested.

For those looking to leave their car behind while they head to their destination, the airport has an economy lot and two garages.

Travelers may find ease using the newer blue garage that comes fitted with kiosks that can locate your car when given the license plate number.

This garage is also coordinated with an app that lets drivers see availability on all levels in real-time so drivers can avoid going up and down rows in search of a spot.

But this most recent holiday season, the garage was full, leaving travelers with the pricier red garage that costs \$27 a day. Still, the steeper cost comes with the closest parking option to the Barbara Jordan Terminal and is directly across from baggage claim.

[LETS GO app debuts to make transportation easier for residents](#)

The Livingston Post - Feb. 23, 2022

Not only can you schedule and pay for rides quickly and easily, just like Uber and Lyft, the LETS GO app shows you where your bus is, so you know when to expect it. This is one benefit of the app that family members and caregivers will find helpful when they want to verify that their loved one has arrived at a destination or has been picked up. Need to get to the Detroit Metro Airport? You can book a connection with Michigan Flyer directly through the LETS GO app. Michigan Flyer picks up and drops off passengers on the south side of the Brighton Meijer parking lot and has the option to park for your trip at a low daily price.

For anyone who hasn't used LETS' services in the past, download the app by scanning the QR code above or search for "LETS GO" in your mobile app store. After the app downloads, sign up to get started booking trips! If you are a current LETS customer, please call the Dispatch Office at 517-546-6600 and login information for the app will be provided to you.

Most round-trip fares within the county range between \$4-\$12. You can take a look at the route map and fare list at <https://www.livgov.com/lets/Pages/route-map-and-fares.aspx>.

[7 On Your Side Investigates parking troubles at the new LaGuardia Airport](#) **Eyewitness News ABC 7 - Feb. 22, 2022**

If you had trouble parking over the long holiday weekend at the new LaGuardia Airport, you weren't alone.

Despite \$8 billion being spent on much needed improvements, visitors faced long wait times, only to be turned away at some of the parking garages when they learned they were full over the Presidents Day weekend.

The airport posted on social media all weekend long about the parking shortages. The same thing happened around the new year and at Thanksgiving.

The airport has been encouraging people to take public transportation to the airport and to reserve your parking space online ahead time. Even though right now, they aren't taking any new reservations until March 3.

A spokesperson sent a statement saying:

"We strongly encourage anyone visiting LGA to use public transportation, including the free Q70 bus during peak travel times. Parking at LaGuardia over the Presidents Day Weekend was at or near capacity for much of the weekend due to higher holiday travel numbers. For passengers planning to park, pre-booking is strongly encouraged via our website, which notes the current capacity and parking availability for all garages. The total transformation of LaGuardia - declared by UNESCO as the best new airport in the world - has created vastly improved operations and access for taxis and other for-hire vehicles and is bringing new and more modern parking facilities to the airport. These are important elements in our constant effort to ensure the best possible customer experience for LaGuardia customers."

[Putting the customer at the center of advanced air mobility](#) **McKinsey & Company - Feb. 22, 2022**

Much of the public attention around manned advanced air mobility (AAM) has focused on the development of electric vertical take-off and landing vehicles (eVTOLs) and short take-off and landing vehicles (STOLs)—in particular, the challenge for OEMs of getting new designs certified and production facilities ramped up. As the industry matures, however, the emphasis will shift to operations, including strategies for acquiring and retaining customers. As discussed in an earlier article, companies that prioritize customer experience will be in the best position to capture value and build sustainable businesses. That's because about 35 percent to 50 percent of value from AAM

comes from segments that involve direct customer interactions, including mobility platforms and infrastructure.

As AAM operators think through the customer experience, five elements are worth considering.

1. Time saved could be less important than *how* people spend their time
2. Inter-modal connection and integration could be critical for a seamless customer experience
3. Vertiports may become havens for omni-channel e-commerce
4. Pilots could become front-line customer reps
5. Issue resolution could play an outsized role in the early days of AAM

•

[One Stop Parking: Off-Airport Parking Services Ease Travel Stress](#) ***GlobeNewswire - Feb. 22, 2022***

Off-airport parking alternatives like One Stop Parking now offer affordable parking services for travelers nationwide. They partner with trusted facilities such as hotels and private lots that ensure the safety of their customers' vehicles.

This can be a viable solution to the lack of affordable parking spaces in and around airports. On-site airport parking can also be quite expensive, with rates starting from \$9 to \$40 a day.

Aside from safety, One Stop Parking customers can enjoy hassle-free trips to and from the airport. The company offers a shuttle service that can take customers from the parking facility to the airport. Upon arrival from their journey, the same shuttle will greet them at the airport and take them to their vehicles.

The company also hosts a rewards system, which can be beneficial for frequent flyers. For every dollar spent, they get 100 points, which they can spend on free or discounted parking.

One Stop Parking has locations in over 80 airports and seaports across the country. This wealth of choices provides a convenient and affordable parking alternative, no matter where one may be.

•

[Tips to avoid price surges on ride-share apps](#) ***ABC Radio Sydney - Feb. 22, 2022***

This week, roads across Sydney were in chaos after passenger trains were shut down on Monday, and resumed with limited services on Tuesday.

Commuters had to either work from home, or use other modes of transport to travel. Many were confronted with a nasty shock — extreme price hikes on ridesharing apps.

A spokesperson from ride share service DiDi, confirmed that the train strikes forced "many Sydneysiders to opt to rideshare" which caused trips to increase by 25 per cent on Monday, and 20 per cent on Tuesday.

While this week's events were exceptional, surge pricing is not exclusive to times like rail disruptions.

According to Uber's website, it's algorithm-controlled, and when there is a sudden increase in rider requests, "surge pricing automatically takes effect" to give drivers "an incentive" to pick up jobs, but also force a reduction in "rider demand" as many won't pay premium prices.

There are some pros and cons to weigh up if you're thinking about whether or not you should choose a ridesharing app or taxi for your journey.

Graham Cook, head of research at Finder, a consumer comparison website, says that one benefit of ridesharing apps is that you receive a quote of the fare before you get in the car — so you can choose to accept or reject a higher fare during a price surge.

With taxis on the other hand, you won't know the total cost until you reach your destination, as they run on the meter. Unlike ride-sharing apps, the taxi industry is heavily regulated in Australia.

In New South Wales, taxi service providers are not allowed to charge anyone who catches a taxi from a taxi rank, or hails one from the street more than the maximum fare — unless they are travelling outside of the taxi's area of operation.

There are several different ridesharing apps and those we looked at acknowledged that surge pricing occurs to manage demand.

If you're thinking about taking one of those, here are a few tips on avoiding the hike in prices.

- Timing is key on ridesharing apps: surge pricing often occurs during rush hour, bad weather, public holidays and special events. Both Ola and Uber suggest waiting a couple of minutes and trying to book again to see if the price has lowered.
- Shop around: while surge pricing is relatively consistent across most of them, Mr Cook says it can help to check all ride-sharing apps before your trip as often they won't all have a surge at the same time.

[3 Stanford students tackle rideshare affordability](#)

The Stanford Daily - Feb. 21, 2022

While students travel to different destinations over break, most have one thing in common — shock over the travel costs of Uber or Lyft rides to the airport. The rides, which could total over \$130 to get to and from the airport, represent a financial hardship and inconvenience for many students.

To help address students' rideshare affordability concerns, Aditya Saligrama '24, Gashon Hussein '25 and Stanley Rozenblit '25 independently created rideshare websites. Although each website allows users to input their flight information and get matched with possible carpoolers, they have unique features and processes that set them apart.

When Saligrama began planning his trip home for winter break, he said he could not believe the exorbitant prices of Ubers and Lyfts to the airport. To decrease the travel cost, he created spreadsheets for students to coordinate rides. However, he sought an improved process and created [Caravaner](#) as the optimal ridesharing website, according to him.

Under his design, there is no wait time for users — as soon as users enter their flight information, they can immediately coordinate ridesharing plans. Users' flight and contact information also remain hidden until a ridesharing group is finalized, he added. Saligrama expects to launch additional features in coming weeks, after the initial launch during the week of Feb. 14.

Similarly, Hussein was inspired to create his own rideshare platform after using spreadsheets, such as Saligrama's, to coordinate carpooling for winter break. Finding these spreadsheets to be "tedious and unrefined for both parties," he created [RideShare](#) as a solution for Stanford students facing similar problems.

After spending months creating the website, Hussein held off on releasing it to add additional features, such as user-authentication and in-app messaging, releasing it during the week of Feb. 14.

The third ride-matching website was created by Rozenblit, Johan Sotelo '25 and another undergraduate student who requested anonymity for fear of public backlash. It began with Rozenblit managing various ride-matching Google Forms. He and his co-founders later created [Cruiser](#) as a step up from the manual Google Forms, matching over 1,200 students since December.

Cruiser's current features include departure location, time selection, in-app messaging, flexible matching and a "unique predictive algorithm" that compares user entries with entries across campus, Rozenblit said.

While some disagree with the separation of platforms, Hussein believes that the plurality of ride-matching services at Stanford is a positive feat. The arrival of multiple platforms shows "there was a big gap that needed to be filled, and in the end, competition is a driver of further innovation," he said.

First park-and-ride lots coming to SRQ airport to handle record passenger traffic **Bradenton.com - Feb. 21, 2022**

The first park-and-ride lots are coming to Sarasota Bradenton International Airport, as officials scramble to accommodate record passenger traffic. Travelers would park their cars at the proposed lots north and south of Dolphin Aviation, 8191 N. Tamiami Trail, and take a shuttle to the terminal.

The planned park-and-ride lots would mark a departure for SRQ, where short and long-term parking is within easy walking distance of the terminal.

Last week, the Sarasota Manatee Airport Authority approved a \$224,507 contract amendment with American Infrastructure Development of Tampa for engineering services to design the new parking lots.

"The significant growth in passenger traffic has created high demand for vehicle parking. Currently the airport has approximately 2,000 paved parking spaces.

The proposed park-and-ride locations provide an additional 1,400 parking spaces, said Rick Piccolo, the airport's president and CEO.

A few years ago, SRQ had only six airlines and 10 nonstop destinations. With the arrival of low-cost carriers like Allegiant, Southwest and Frontier, there are now 10 airlines and 53 destinations, pushing airport officials into a hurry-up mode to keep pace with record numbers of travelers.

[Bill would force Uber, Lyft to insure against uninsured motorists](#) **The Daily Sentinel - Feb. 20, 2022**

The Colorado House narrowly approved a bill Friday to require ride-sharing companies to insure their drivers and passengers in case they are in accidents caused by an uninsured motorist.

The measure, House Bill 1089, aims to restore those protections for drivers, and add it for passengers who oftentimes are unaware they are not covered when accidents occur, proponents of the bill said.

But opposition arose, primarily from Republican lawmakers, over an expected increase in fares and the lack of equal coverage for taxi drivers and their passengers.

The bill would require such transportation network companies as Uber and Lyft to have uninsured motorist insurance coverage of at least \$1 million per accident.

Lawmakers said that could lead to a 6% hike in the company's overall costs, an increase they are likely to pass on to consumers.

As for equal treatment of taxi drivers and their passengers, Rep. Adrienne Benavidez, D-Commerce City, said that's a failure of the Colorado Public Utilities Commission, which regulates taxi companies but not ride-sharing programs.

"We do have the power to treat them the same, but we don't have the power in this bill because we've released our authority over taxi drivers."

The bill heads to the Senate for more debate.

[Brightline CEO on the future of high-speed rail in Florida](#)

[ClickOrlando.com](#) - Feb. 20, 2022

Brightline, the only private passenger rail company in the country, hopes to wrap up construction in Central Florida by late 2022. The company resumed service in November after suspending operations for nearly 20 months due to the pandemic.

While excitement is building for the future, Brightline CEO Mike Reininger told anchor Justin Warmoth on "The Weekly" that the company is putting an emphasis on safety after several recent crashes at crossings in South Florida.

"Never, ever try to beat the train," Reininger said. "The incidents we've experienced to date have really all been a consequence of that."

In February, Brightline completed the first major construction zone for the extension from West Palm Beach to Orlando International Airport. Through the airport corridor, trains will travel 35 miles per hour before reaching 125 miles per hour along S.R. 528.

"We'll be running the service from Orlando International Airport all the way down into Miami Central Station," Reininger said. "It's a trip that will take about three hours and will be completely hassle-free."

Reininger also talked about the amenities onboard, the Brightline+ ground transportation service, and the possibility of expanding routes to Tampa in the future.

[Hundreds of Taxi Medallions Repossessed Despite Rescue Deal That Ended Hunger Strike](#)

[TheCity.nyc](#) - Feb. 20, 2022

A Port Authority spokesperson confirmed that police officers responded to the dispute between “a medallion driver and a repo company employee,” but said they did not become involved because it was not a criminal matter.

Less than three weeks later, the Bangladeshi immigrant received a letter from a law firm informing him that his medallion will be sold at a private sale on or after February 18 “to enforce the rights of OSK,” a Minnesota-based lender that has approximately 400 medallions, according to the city’s Taxi and Limousine Commission.

The encounters highlight the continued pressures facing taxi medallion owners — even after many celebrated the city’s November commitment to guarantee medallion loans. The pledge ended a hunger strike and is designed to ease the devastating financial burden on many in the industry through lower monthly payments.

TLC records reveal that 94 medallions were foreclosed on in January, 87 in December and 72 in November. That’s 253 of them seized months after the city gave the green light in March to an initial \$65 million medallion owner relief program that restructures loans and provides financial support to pay down debt.

The deal — which is supposed to work in tandem with the program announced last spring — came after years of collapsing value for medallions that once were valued at \$1 million, a figure that fell to a fraction of that, driven by the rise of ride-hailing app companies like Uber and Lyft.

Under the agreement, Marblegate Asset Management — the private equity firm that is the biggest holder of medallion loans — will restructure loans to a maximum of \$200,000 each. That amount will then decrease to \$170,000 with a \$30,000 grant from the city.

While the TLC says that more than a dozen lenders have agreed to participate in the relief program, the cabbies’ supporters say medallion owners are still subject to harassment from what Desai called “bad-faith players.”

“They are hoping to grab as many tens of thousands of dollars as they can before they submit to a program that will actually provide drivers with the peace of mind that they will not have to face a repossession agent.”

[‘Sitting at home’: Brampton and Mississauga taxi industry sees more costs, less drivers over COVID-19 pandemic](#)

BramptonGuardian.com - Feb. 20, 2022

For the men and women in Peel’s taxi industry, the pandemic has contributed to a large exodus of drivers leaving the business, and trouble staying afloat for those remaining.

Longtime cab driver and Airport Taxi Association president Rajinder Singh Aujla said the daily fear of getting COVID-19 at work has mostly subsided nearly two years after as many as 10 cabbies associated with Pearson International Airport died, reportedly of the virus.

But now, Aujla said the challenge is to make ends meet amid rising fixed costs and still historically low revenue due to limited fares to and from the airport.

“Our insurance is so high and we are not making our expenses even,” he said, adding that he has around \$150 a day in fixed costs and often only a few fares per day.

Limited money and high costs are what seem to be pulling cab drivers out of the business and taking taxi companies down with it.

Insurance issues and lack of drivers contributed to Burlington Taxi going out of business after more than 50 years late last year, according to reports at the time.

Dean also said that while new business clients booking cabs for employees to avoid public transit during the pandemic have emerged, it hasn't made up for losses of the taxi industry's previous mainstay revenue sources, like fares for medical appointments, which have primarily gone virtual.

Of the two major Peel cities, Brampton has seen the higher rate in taxi drivers leaving the industry. The number of licensed taxi drivers in the city fell by almost half over the pandemic, according to numbers provided by a Brampton spokesperson — from 1,014 in 2019 to 570 in 2021

[Parking Operators Deploy Digital Tools, Education to Combat QR Code Fraud](#) **Pymnts.com - Feb. 18, 2022**

Like any other method of payment, QR code-initiated payments have become a target of scammers. In QR code fraud, bad actors place a sticker with their own QR code over a legitimate QR code so they can receive payments from unsuspecting consumers.

FLASH, a supplier of parking management systems, has added a QR Code Verifier to its app and has been getting the word out to parking operators and consumers about how they can avoid QR code fraud while using this payment method.

The QR Code Verifier enables parking operators and consumers to scan a QR code to see if it would take them to a legitimate URL used to pay for parking. If the tool finds that the QR code leads to an unknown URL, the user can tap a button to report it to FLASH, who will send someone to inspect it.

FLASH also watches for fraud by monitoring the traffic coming from its points of sale. If a sign in a parking lot that normally gets 20 scans a day suddenly gets none, the company notifies the parking operator who can then inspect it.

The company is also sharing tips about how to avoid QR code fraud through a [blog post](#), social media posts, trade show presentations and other means.

Parking operators can deter QR code fraud by looking for scammers' QR code stickers just as they would watch for credit card skimmers. FLASH's QR codes are part of the sign itself, rather than a sticker, so that's one thing the parking operator can look for.

Consumers can spot potential fraud by examining the QR code, the URL that it takes them to and the online form that it asks them to fill out, just as they would take a second look at a strange email. If the QR code is on a sticker that's placed over something else, if the URL doesn't look right or if the online form asks for too much information, it may be fraudulent.

[Port Authority of New York and New Jersey seek proposals for JFK airport ground transportation center improvement](#) **Transportation Today - Feb. 18, 2022**

The Port Authority of New York and New Jersey is seeking ideas and proposals to develop a sustainable roof-level plaza that will be part of a new ground transportation center at John F. Kennedy International Airport.

The new ground transportation center, part of the airport's planned \$18-billion transformation, would have direct access to a roof-level plaza and an active green space on a new four-level parking garage in the airport's Central Terminal Area. It also would include AirTrain stations, a modernized and expanded Terminal 4, and a new Terminal 1.

The new plaza will help advance the port authority's NetZero vision and offer a green roof and solar canopies. The port authority also is considering an area to showcase local food trucks, a walk/run/cycle track, an overlook with views of the airfield and the Manhattan skyline, and a grassy meadow.

The port authority will review submissions and hold a public request for proposals.

[Airport shuttle services in Boulder County combine](#)

Daily Camera - Feb. 17, 2022

The company behind Longmont Shuttle and Boulder Shuttle has purchased Green Ride Boulder and Green Ride Longmont and will merge the shared ride operations to create a single airport shuttle service for Boulder County.

Eight Black Partnership LLC has created a new entity, BOCO Airport Shuttle LLC, to house the new operations, but for the time being all four operational names will continue to exist, said buyer Simon Chen.

Seller Ross Alexander will continue to operate Flatirons Transportation LLC and retain the private ride and contract bus services, which include 10- and 29-passenger buses that take people to wedding venues and other contracted locations. Meanwhile, Eight Black will also continue to operate its limousines — “black cars” — and executive security and security consulting services.

Green Ride operations in Boulder County are not affiliated with the Green Ride Colorado shuttle line based in Fort Collins that was recently bought by Groome Transportation and reopened after a COVID-related suspension of services.

The new operation will initially follow the Longmont Shuttle schedule, which begins at 3:20 a.m. daily and sets its final departure from Denver International Airport at 11 p.m. Green Ride schedules will be maintained as well, Chen said.

Chen said the shuttle services, while impacted when business travel slowed to a crawl during the pandemic, “were fortunate that Denver has the third busiest airport in the country, and we were lucky that people even through the pandemic wanted to holiday [vacation] in Colorado.”

The contract and private ride operation will be buying additional buses — four to start. He said the small 10- and 29-passenger buses that he'll operate are especially useful for wedding parties heading to small venues in the canyons west of Boulder and Longmont.

[Massport votes to open Logan Airport parking garage to Eastie residents during snowstorms](#)

Boston Herald - Feb. 17, 2022

In a show of “community goodwill” toward its East Boston neighbors, Massport board members voted unanimously to open its Logan Airport garage doors to local residents during snow emergencies.

Coppola said the program would be made possible due to “fluctuating passenger volumes” freeing up space in Logan Airport's economy garage.

The program would take effect any time a snow emergency — and therefore a parking ban — was declared in East Boston. Eastie residents could park in the economy lot for free until 24 hours after the parking ban lifts.

She added that Massport would lean on social media and local politicians to get the word out about the free parking, pending space availability in the garage.

Only those with East Boston addresses on their driver's licenses would be eligible to participate in the program. Coppola estimated that there would typically be at least 75 spots available.

She made clear, though, that "we're not going to be able to accommodate hundreds and hundreds and hundreds of vehicles if that's what the demand is," she said. "We're going to do our best because we want to be good neighbors."

Coppola said that this could only be a temporary solution as demand for airport parking is lowered during the pandemic.

"As activity returns, it's going to be a challenge, and we're going to do our best to continue to offer this, but it's not going to be in an open-ended fashion, I'm afraid," she said. Several board members suggested looking for additional parking space going forward.

[FAA Grants LAX Permission for Homeless Safe Parking Program](#) **Spectrum News - Feb. 16, 2022**

Los Angeles International Airport will soon be home to a pair of safe parking lots for homeless individuals living in their vehicles.

The Federal Aviation Administration has granted permission to Los Angeles World Airports, which operates the airport, to allow a section of Lot E and a portion of FlyAway bus overflow parking for a nighttime program that lets people sleep in their cars and RVs.

About 16,000 of LA County's 64,000 homeless live in their vehicles, according to the most recent count from the Los Angeles Homeless Services Authority. Safe parking is designed to provide a legal place for them to park overnight that includes restrooms, security and trash services.

To participate, people using the safe parking program have to be enrolled in a full case management program that is working to find them stable housing, according to LAWA. Their vehicles must be registered and in working condition. They must also vacate the premises by a set time each morning. No tents, camping equipment, or cooking equipment are allowed.

Participants in the overflow lot safe parking program will need to sign a code of conduct before being accepted. Seniors, veterans, women and individuals with children will be given preference.

Both lots will use fencing to separate the safe parking area and will include a specific access point for participants to check in and out. They will be staffed with two security guards each and will also provide restrooms, hand-washing stations and trash removal services.

LAHSA will run the airport's safe parking sites. The contract term will last for one year, although LAWA has the option to extend it beyond a year or to terminate it within 30 days if problems arise.

While the FAA has approved the safe parking lots at LAX, it will be a few months before they can open, an airport spokesperson said. Council District 11 still needs to identify funding and coordinate with LAHSA to get them up and running.

[Will California Stick the Landing on Its Big Vision for Transportation and Climate?](#) **Transitcenter.org - Feb. 16, 2022**

California's main initiative to reform state transportation spending priorities is known as the Climate Action Plan for Transportation Infrastructure (CAPTI). Acknowledging that 30 percent of the state's passenger vehicles will still be gas-powered in 2045—the year the state aims to be carbon neutral—

CAPTI seeks to meet climate targets through a fundamental shift in transportation investments and the incentives they create.

The strategy calls for reducing dependence on driving while generating economic expansion and advancing social and racial equity. In essence, it seeks to redefine the California Dream for a new generation – this time without the smog, sprawl, and segregation.

SB 1 passed primarily along party lines. It was politically contentious and led to the recall of a state senator. Opponents of the gas tax increase did not stop there. They used California's easy ballot measure access to push Proposition 6—a repeal of the gas tax increase. Though the repeal effort failed, it bruised the state's political elite. Defending SB 1 cost campaign resources and weakened Democrats in more competitive districts.

The CTC has passed a resolution supporting the theory and reasoning behind CAPTI and has started to incorporate elements of the framework into its programmatic guidelines. The key question is whether these guidelines will lead to a redistribution of \$5 billion in annual state funding to CAPTI initiatives – or some lesser amount. If the commission takes the opportunity to enact CAPTI fully, California will have a shot at transforming its economy and improving quality of life for everyone, no matter how they get around.

[Rep. Bass announces \\$56M in electric vehicle funds for California highways](#) **Transportation Today** - Feb. 14, 2022

U.S. Rep. Karen Bass (D-CA) announced Thursday that California will receive more than \$56 million in federal funds to install electric vehicle (EV) charging stations along key roads and highways.

The funding, part of the Bipartisan Infrastructure Law, will improve charger access for Low Angeles drivers, Bass said, and help protect Los Angeles' environment while providing good-paying jobs and supporting American car manufacturers' EV production.

Currently, the 100,000 electric vehicle charging station network across the United States is insufficient to service the needs of an ever-growing population of EV owners. Those with EVs also struggle with inconsistent plug types, payment options, and data availability. Federal funding under the Bipartisan Infrastructure Act would work toward expanding that network to 500,000 chargers while growing electric vehicle sales by 50 percent of the automobile market by 2030.

Over the next five years, the U.S. Department of Transportation's Federal Highway Administration (FHWA) will distribute nearly \$5 billion in funding to expand the electric vehicle charging station network across the United States.

AIRPORT NEWS

[McGhee Tyson sees passenger increase, airport leaders plan for accommodations](#) **WBIR.com** - Feb. 22, 2022

In 2021, nearly two million people flew through McGhee Tyson Airport.

That's just shy of the all-time record set in 2019, before the COVID-19 pandemic.

Airport leaders are constantly looking at ways to expand so they can meet the rising passenger volume in East Tennessee.

"We've done several projects here at the airport to not only accommodate the return of passengers but also to anticipate the growth in passengers that are to come," Huckaby said.

In 2019, some parking lots at the Knoxville airport reached capacity. That could happen again in the next several months if passenger volume continues to return at this rate.

That's why they presented plans for an additional temporary surface lot to the Alcoa Planning Commission last week.

"We're studying every option that we have available not just in parking, but in the building as well," Huckaby said. "In our long-term plan, there is an addition to the garage."

That addition is years away because it requires the completion of the Alcoa Highway construction first. A surface lot could relieve some of the congestion in the meantime.

[Airport leaders tackle new challenges as SRQ records new growth](#)

10 Tampa Bay CBS - Feb. 21, 2022

Sarasota-Bradenton International Airport has seen growth in passenger numbers with January alone seeing more than 300,000 travelers, according to airport officials.

Data from the airport also shows SRQ's passenger traffic was up 155-percent with more than 3 million passengers in 2021. That's 1 million more fliers than its previous record of just over 2 million set in 1990.

The growth has been seen as a welcomed development but it has also brought challenges with it. Airport leaders are continuing to work on solutions to address those problems.

Outside the airport, main parking lots are consistently full and cars are crowding the curbs at both arrival and departure doors. While inside SRQ's doors, longer TSA lines are forming due to a trickle-down effect of the recent traveler surplus.

"The cell phone lot is full too, but that's good because we have more airlines here and I know that's a good thing because we get tired of driving up to Tampa and St. Pete. It's a hassle to drive from Anna Maria Island," Bell said

New park and ride lots with 1,400 parking spots and a new ground transportation center are also in the works. The airport's CEO says the lots will be ready before the Thanksgiving holiday travel season.

The boost in air travel is coming with challenges, including more arrests of unruly passengers upon arrival.

"We normally would only have a couple of arrests a year and now we're seeing 33 and over 100 calls for disorderly conduct," Piccolo said.

Piccolo adds that many of those incidents were related to people not wanting to follow mask guidelines and some escalated into assaults on airline staff and law enforcement officers.

The airport has also put a request into TSA for more staff and a new contractor over long lines at the screening gate.

[Is Mexico City's New International Airport Going To Succeed?](#)

Simple Flying - Feb. 19, 2022

On March 21, the Mexican government will inaugurate the Felipe Ángeles International Airport (IATA code, NLU), north of Mexico City. The new airport will function as part of a metropolitan system of

airports aimed to ease the saturation levels at Mexico City International Airport (MEX). But, will it work? Let's take a look at the challenges NLU has.

The surrounding areas of Mexico City are not as well-connected, they are prone to severe traffic jams, and public transportation is known for its safety-related issues. NLU is located outside of Mexico City, 45 kilometers away from the downtown (in comparison, MEX is only eight kilometers away).

The Mexican government has several projects to tackle this issue, including a main six-kilometer highway and an expansion of a train line that will connect Mexico's downtown and NLU in under 40 minutes. Nevertheless, these projects will not be finished in time for next month, when the new airport will open its doors.

While these projects are finished, the government has set a route of direct bus lines exiting from many points throughout Mexico City, including the current airport. But, at the same time, it forbade the use of private mobility providers such as Uber.

If these ground transportation projects are not successful, the whole airport could lose its economic benefits, as traveling from Mexico City to NLU could raise the cost of the trip over the average fares at MEX.

One month away from the opening of Felipe Ángeles International Airport, there are only six domestic routes confirmed.

So far, there have been no announcements regarding international flights. The Venezuelan carrier Conviasa was interested in flying to NLU, but nothing has been formally announced.

Additionally, Mexico remains downgraded to Category 2 by the Federal Aviation Administration. Therefore, Mexican airlines can't launch new international routes to the United States, directly impacting the connectivity from NLU.

There is one final issue that has to be addressed: airspace management. The government is looking to simultaneously operate three airports around Mexico City: MEX, NLU, and the Toluca International Airport (TLC).

Earlier this week, the president of a pilots' association in Mexico said that there had been some incidents with planes flying close to each other in the last few weeks.

*This message has been sent to you [The Airport Ground Transportation Association](#)
If you no longer want to receive these letters, you can [unsubscribe](#) at any time*