

AGTA News from the Airport Curb for the week of 3/3/22.



## 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](#) (updated 3/2/22)

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

Please consider sponsoring a portion of our meeting! [Click here](#) to see all available sponsorship opportunities.

*Welcome these new members to AGTA - and introduce yourself to them at our May 8 - 11 meeting in San Diego.*

1. **Parking Concepts Inc. (PCI)** Airport parking shuttles/Airport valet parking
2. **Lightning eMotors** Commercial EVs Class 3 passenger shuttles; Class 4 & 5 passenger shuttles, trucks, chargers/charging infrastructure

**Zoom Meeting Information:**

***The Airport's Role in "The Issue of the Homeless"***  
**Wednesday, March 16: 3:00 Eastern Time**

AGTA's "Let's Talk About It" takes on a touchy topic March 16 with a discussion of what problems and successes U.S. airports have had in dealing with the growing problem of the homeless seeking shelter in airports. A panel of representatives from major airport communities from across the U.S. will discuss their situations and how it is being handled by their airport and community. This session of AGTA's "Let's Talk About It" is intended as a "discussion" among attendees about how they feel about these issues and what they are able to do to address this growing social issue either at the airport or on their ground transportation vehicles.

## **GROUND TRANSPORTATION NEWS**

### **Federal Transportation officials considering lifting mask mandate for travel**

**Boston 25 News** - March 3, 2022

Covid restrictions have been dropping as cases continue to decline, and the next time you fly you might not be required to wear a mask. Federal transportation officials are considering letting the mask mandate expire on the 18th.

Mask mandates have been lifted across the country, but the federal mask mandate covering airports, trains, and other forms of public transportation remains in effect until March 18th. This mandate has been extended several times and it's caused some uproar among passengers.

"Transportation's another arena where I think a lot of us are looking forward to being able to put so many of these pandemic restrictions behind us," said Transportation Secretary Pete Buttigieg.

Some passengers at Logan Airport said they are ready to take their masks off.

"It's a long flight to be breathing in your own air. It's just hot, honestly," said Tyler Lambert. "I hate every second of it. We probably should never be wearing them, and here we are, we're still wearing them, and it's just against our freedoms in my opinion."

If lifted on the 18th, this mandate would be lifted in time for those traveling for spring break.

### **Raising the Floor of the Platform Economy: Co-ops, Unions, and the Struggle to Transform Technology**

**NonProfitQuarterly.org** - March 2, 2022

If you need a ride to the airport, wish to order a pizza, plan a vacation, or search for a job, there is a good chance that you will use an app to get it. We live in a platform world, where technological apps connect consumers directly with goods and services. Electronic transaction platforms like Amazon, Uber, Grubhub, and Airbnb have perhaps permanently changed the way that we live and work.

Even as these companies rake in massive profits and outperform their more traditional competitors, the life of the platform worker is not getting better. Yet, because of their designation as independent contractors—that is, because they are not defined as full-time employees of a company—platform workers have very few protections or benefits. Uber workers, for instance, are required to pay extortionary commission fees to the company that amount to 25 percent or more of all ride fees. As corporate algorithms minutely track each driver's labor, workers are vulnerable to dismissal without recourse in response to customer dissatisfaction.

There has been a global rise of worker-managed platform cooperatives in response to the rise of platform companies. These platform cooperatives use the same technology as platform companies but operate as cooperatives owned by the workers themselves—not by a small number of investors and executives that steer companies like Uber or Airbnb. These platform cooperatives seek to deliver a

higher portion of company revenues back to workers in the form of higher wages and more benefits. Platform cooperatives also have democratic decision-making processes, so that members of the cooperative have power over the way that the business is run.

The Drivers Cooperative in New York started in an educational classroom among Uber and Lyft drivers, after workers became tired of paying high commission fees to these platform companies while also being required to pay for their own job expenses such as insurance and repairs. Drivers talked about their dream to somehow run their own app as an alternative to Uber. After one year of planning, New York's Drivers Cooperative was born in May of 2021, with a goal to launch an on-demand app owned by workers themselves which customers can use as an alternative to Uber and Lyft for hailing rides. The development of a fully functioning on-demand app is expected to bring more visibility to the cooperative rideshare community in the coming year. To support this vision, the Drivers Cooperative has been successful in raising more than \$1.4 million through its ongoing crowdfunding campaign. Today, it has over 5,000 members.

Following these successful developments in New York, the Drivers Cooperative has an ambitious plan to expand to other cities in the future, so that drivers and customers will be able to use the same worker-managed rideshare in communities across the United States.

### **[PANYNJ looking at 13 LaGuardia transit connection alternatives](#)** **Mass Transit - March 3, 2022**

The Port Authority of New York and New Jersey (PANYNJ) released more than a dozen bus, rail, ferry/bus and alternative technology transit connections it is evaluating to improve transit access to LaGuardia Airport.

The alternatives include five bus options, seven rail options and one ferry/bus option.

PANYNJ explains it is also evaluating the use of technologies such as narrow tunnels with electric vehicles and fixed guideway options with autonomous shuttles, buses or individual pod systems.

PANYNJ and the state of New York were on the way to building a proposed \$2.1-billion LaGuardia AirTrain with the project receiving a record of decision from the Federal Aviation Administration last summer and shortlisting four teams to submit bids on the project.

However, after the resignation of Gov. Andrew Cuomo, Gov. Kathy Hochul directed PANYNJ to examine alternative transit connections to LaGuardia. In November, PANYNJ named three transportation experts to a panel to help in the evaluation of alternatives. Additionally, PANYNJ has said the Metropolitan Transportation Authority will be a key player in the alternative evaluation process.

A PDF of all alternatives being evaluated is available at [anewlga.com](http://anewlga.com).

### **[Austin's taxicab industry is suffering; the city is ready to throw a lifeline](#)** **Austin American-Statesman -March 2, 2022**

Austin's taxicab industry is in the shop and in need of repairs, having reached unprecedented growth just five years ago before getting run off the road with the return of popular ride-hailing services like Uber and Lyft, and by a steep decline in travel and leisure because of the coronavirus pandemic.

From 2017 to 2021, the number of taxi trips taken decreased by 91%, falling to fewer than 700 a day. Two taxi services left town in 2020, while three stuck around. Together, the remaining services have just 255 vehicles in a city of about 1 million people.

Whether the industry has any chance of bouncing back could hinge on a decision before the Austin City Council this week that would make it easier for new services to establish business and also relax

rules that require a certain number of vehicles to be available at all times, even during pandemics and bad weather events.

An item headed to a vote Thursday would transition taxis from a franchise licensing model into an operating authority licensing model. The biggest change would be in the process for applying for a license, which is particularly onerous under the existing model and can take up to seven months. Under the proposed shift, that process no longer would require three separate votes from the City Council and could be cut down to a few days.

Under their recommended licensing model, taxi companies could more easily add and remove vehicles from their fleets and cease or resume operations in response to natural disasters or pandemics when ridership is low.

Applications could be completed in just one business day, and approval could be granted within two business days upon the fulfillment of established prerequisite criteria.

By moving to an operating authority model, taxicabs would be under the same licensing as other vehicle-for-hire companies in Austin such as limousines, charter vans, charter buses, touring and sight-seeing coaches, pedicabs and low-speed electric vehicles.

Uber, Lyft and other ride-hailing service companies operate in Austin under state regulatory authority.

Other large Texas cities license taxicabs the way Austin is considering, including Houston, San Antonio, Dallas, Fort Worth, El Paso, Arlington, Corpus Christi and Galveston.

#### **[ACI launches new guidance to strengthen airport commercial revenue](#)** **International Airport Review - March 2, 2022**

Airports Council International (ACI World) has launched a new series of guidance material dedicated to helping airports strengthen their non-aeronautical (commercial) revenue to improve the traveller experience and contribute to the recovery of the sector as travel begins to increase.

The first set of available guidance focuses on airport ground access and includes the *Optimal Integration of Airport Ground Access Services Handbook*, and the *Sustainable Airport Ground Access Policy Paper*.

The rest of the series will include the launch of timely guidance in the areas of concession agreements, duty free, digital transformation, and food and beverage.

The publications have been developed by ACI World's new Sub-Committee on Airports' Non-Aeronautical Revenues and Activities (ANARA), which is linked to the ACI World Economics Standing Committee, made up of experts from Member Airports and World Business Partners from around the world. The committee's objective is to investigate, analyse, and formulate strategies, policy recommendations, industry positions, and guidance material on how best to improve, facilitate, and diversify the range of non-aeronautical revenue sources for the benefit of the air transport ecosystem.

#### **[Phoenix man stole catalytic converters from Utah airport parking lot, police say](#)** **Fox 10 Phoenix - March 2, 2022**

A Phoenix man is facing nearly a dozen charges for attempting to steal catalytic converters from cars at Salt Lake City International Airport.

Police say 29-year-old Ryan Ogburn cut the converters out of several vehicles parked in the airport's economy lot.

Salt Lake City police say they received five reports of converter thefts on Jan. 30. Investigators identified the rental car used in the thefts and were able to link it to the 29-year-old.

Ogburn faces 10 charges, including theft and criminal mischief. He is in custody at an Arizona jail, where he has been accused of similar crimes.

### **[Propark Mobility Grows Boston Asset Management Portfolio by Acquiring Pilgrim Parking](#)** **Longview News-Journal - March 2, 2022**

Propark Mobility announced today that the company has purchased Boston

-based Pilgrim Parking, significantly enhancing its footprint in the region.

For 57 years, Pilgrim Parking has been providing services to a variety of businesses in the Greater Boston area. The company currently has over 30 locations, with 250 employees and a fully-staffed administrative office in the City of Boston. As part of the acquisition, 100 percent of employees from Pilgrim's locations are being retained, along with the company's branding and existing service ideals.

"Pilgrim Parking has time-honored relationships that we intend on maintaining and growing by carrying out the same exceptional service that our clients have enjoyed for years and, in some cases, decades," said Mark Braconnier, Pilgrim Parking's President. "Pilgrim is now powered by Propark's extensive back-office capabilities and proprietary technology platform, allowing us to provide enhanced value and optimized results for these important partnerships, which is more important than ever in 2022."

### **[Passenger counts up at airports in 2021, but still have a way to go](#)** **Inside Nova - March 1, 2022**

Passenger counts at Northern Virginia's two commercial airports showed a comeback in 2021 from the depths of the COVID crisis in 2020, but have a lot of ground to make up to return to pre-COVID levels.

The total passenger count at the two airports for the full year stood at 29.05 million, up 82.6 percent from 2020, according to figures reported by the Metropolitan Washington Airports Authority.

That's the good news. But there remains significant ground to make up: In 2019, the passenger total was 23.9 million at Reagan National, 24.8 million at Washington Dulles, according to authority figures.

Reagan National's major year-over-year rebound in December could be pegged, in part, on the decision by the Federal Aviation Administration to once again require airlines to use their take-off and landing slots allocated to them at the airport, or risk losing them.

At Dulles, international service was coming back, up to a point. For the year, 3.5 million passengers were traveling to or from international destinations, up 69 percent from a year before. For December, the half-million passengers flying international represented an increase of 150 percent from a year ago, with British Airways up 300 percent and Air France up nearly 280 percent.

Nationally, the estimated 670.4 million passengers traveling by air in 2021 represented an increase of 83 percent from 2020 but a decline of 27 percent from 2019, according to preliminary figures reported by the federal Bureau of Transportation Statistics.

For December, the national passenger count was up 118 percent from a year before but still down 16 percent from December 2019.

## [Waymo Can Charge For Robotaxi Rides In SF \(So It Gets Interesting\)](#)

**Forbes** - *March 1, 2022*

Waymo revealed they have been given permission to charge money for rides in San Francisco. They have recently been giving them for free to a select group of testers. In Chandler Arizona, they have been charging for rides for several years, so what's the big deal?

Waymo is widely regarded as the leading self-driving company by a large margin. They have been at it the longest, with one of the best regarded teams and huge resources, and produced the best results. This includes operating in Chandler with no safety driver in the taxi. That experiment in Chandler has helped them understand how riders react to a robotaxi, especially one with no other person in it.

The problem is that the suburban town is not really a reasonable market for robotaxi services. Uber and taxis are rarely used there, transit and walking options are poor, and private car ownership is the norm. Some day robotaxi services will operate in towns created for cars, but not at first.

San Francisco is another story. It is a much older city with lots of transit and walking, and it's where Sidecar was born, and quickly copied by UberX and Lyft LYFT -3.5%. Short of a seriously car-free city like Manhattan, London or Hong Kong, it's a great place to experiment with the economics of robotaxi service to find out what works.

In order for a robotaxi to succeed it must do much more than just compete with services like Uber or transit. It must work as a car replacement. People need to feel they can give up car ownership, either for real, or temporarily as part of an experiment.

Waymo faces a burden because they are only operating outside the downtown. Nobody is going to see it as car replacement until that's fixed.

There is one service I think would be worth experimenting with, however. It would be to have two services, one in San Francisco, and one in the valley, and regular connector vans and buses (possibly driven by humans) between them. As I have described in my articles on the potential future of transit robotaxis offer the potential for door to door transit where the common part of the ride is shared, giving the best of both worlds. You get the door-to-door on-demand service of cars, with the reduced road use and lowered cost of shared rides for most of the miles.

Right now, robotaxi operation is pretty expensive. Not even counting the immense R&D expenses, the vehicles are being made in small volumes and nothing has yet been made to scale. Cruise has just now applied to NHTSA to get the exceptions and approval they need to manufacture a vehicle without a steering wheel. Real operation will require not just vehicles, but operations centers and cleaning depots and charging infrastructure.

When it comes time to set real prices, I expect we'll see something around \$1/mile. That's half of what an Uber cost pre-pandemic (it's gone up a bunch of late) but more than the typical per-mile cost of car ownership.

## [It's Not Disney's Magical Express But It Certainly Has Charm](#)

**Theme Park Tourist** - *March 1, 2022*

Since Disney's Magical Express ceased operating on January 1, 2022 many companies have taken the opportunity to cash in on the guests who are now trying to work out the best way to get to their Walt Disney World Resort hotel from Orlando International Airport.

If you are looking for something slightly more memorable then you could try the Sunshine Flyer which launched in February and is a new option to get from Orlando International Airport to your Walt Disney World Resort.

The Sunshine Flyer is themed to 1920s rail travel with each motorcoach appearing as a locomotive or a passenger car and drivers are dressed as rail conductors or engineers which adds a bit of fun to the experience especially for kids.

The Sunshine Flyer offers both one way travel and round trips. Prices are \$17 for adults and \$12.50 for children (aged 3-9) for one way and \$34 for adults and \$25 for children for a round trip making it just slightly more expensive than Mears Connect. It doesn't, however, appear to offer any private or more direct travel options to the Walt Disney World resort hotels like the Express Service offered by Mears Connect does.

Reviews for the Sunshine Flyer have been mostly positive since its launch in February with a lot of people happy with the whole experience. A few people have reported that staff on their motorcoach weren't dressed up which was disappointing and they found the booking system difficult but overall if you are looking for something with a little bit more character than a Uber or Mears Connect to get you to your resort then this might be a viable option.

### [New Uber Explore Feature Marks Trend in Monetizing Rideshare by Adding Value for Users](#) **Pymnts.com** - March 1, 2022

As the titans of ridesharing seek more ways to monetize each mile, Uber is pulling ahead with an announcement Tuesday (March 1) that the app's functionality is expanding to reservations and bookings of activities that do not occur while one is riding in an actual Uber.

The company is launching Uber Explore, "a new product in the Uber app that will allow customers to browse and book experiences — including dinner reservations, live events, and other fun activities," a press release stated.

Per the press release, "When opening the Explore tab in the Uber app, riders will see places recommended to them based on categories including food and drink, art and culture, nightlife, music and shows, and more, and they'll be able to see reviews, photos and directions."

In addition to a higher degree of recommendation personalization promised, Uber Explore provides one-click "ride there now" functionality, event ticket purchases directly from Uber Wallet and Payment, along with Uber Explore Offers giving riders 15% off rides, up to \$10.

Ride-hailing rival Lyft is traveling a different but roughly parallel course, announcing in December that it's expanding a partnership with Delta Air Lines with new in-app features.

In a blog post noting that Lyft riders have earned over 2 billion Delta frequent flier miles in the past four years under the original 2018 partnership, Delta and Lyft are introducing "an enhanced set of features... to improve the entire day-of travel experience."

"Lyft riders with a linked Delta SkyMiles account will begin receiving additional traveler reminders and in-ride flight status updates to ensure they have all the information they need to plan a timely trip to the airport."

### [Global Car Rental Market By Application, By Vehicle Type, By Regional Outlook, Industry Analysis Report and Forecast, 2021 - 2027](#) **Yahoo Finance** - March 1, 2022

This service is frequently arranged with multiple local offices, which are typically located around airports or big city areas and are supplemented with a website that allows online bookings. With increased pollution and population, the automobile rental sector has seen a significant shift in recent years, thereby becoming the prominent industry in fleet transportation.

A huge increase in the number of individuals travelling for business and pleasure throughout the world is driving demand for car rental services. Rising internet penetration in both emerging and established nations has further helped market players in capturing a wider client base through the use of dedicated mobile applications for customer convenience.

**Market Growth Factors:**

On-demand transportation services are becoming more popular

Taxis, passenger vehicles, and charter cars with flexibility and other features like real-time feedback, vehicle monitoring, and rating to end consumers are examples of on-demand services. Numerous smartphone applications make it easier to find available cars and compare rates with the respective car rental businesses.

Low rate of car ownership among millennials

Due to the high expense of employee car maintenance, millennials have a lower rate of car ownership. In addition, the benefits of millennials are oriented toward car rental due to benefits such as cost savings and fuel economy.

**Market Restraining Factors:**

Ever-increasing Crude oil prices and Security & Privacy issues

The automobile and transportation industries have a direct influence on crude oil price fluctuations. High gasoline and diesel costs in numerous developing nations function as a major impediment to renting a car since rental pricing cannot be modified regularly based on crude oil prices, causing rental firms' revenues to fluctuate.

Based on Vehicle Type, the market is segmented into Economy cars, Executive cars, Luxury cars, SUVs and MUVs. The executive cars segment acquired a significant revenue share in the Car Rental Market in 2020. One of the primary causes driving the segment's growth is the growing number of business visitors across the world, particularly in emerging nations.

Based on Regions, the market is segmented into North America, Europe, Asia Pacific, and Latin America, Middle East & Africa. The APAC exhibited the promising revenue share of the overall car rental market in 2020. Increased disposable incomes of consumers and continuously developing economies, as well as rising corporate travel spending, are likely to have a positive influence on regional market growth.

### **[SEA Airport Parking Rate Increase Supports Garage Improvements](#)**

**Port of Seattle - March 1, 2022**

Change is coming to the Seattle-Tacoma International Airport (SEA) parking garage. The new automated parking guidance system, already installed on the first two floors, offers a major customer experience upgrade. To fund projects like this, and in response to increases in inflation and local taxes, parking garage rates will increase on April 1.

The new \$21.8 million automated parking guidance system, recently debuted on the first two floors of the eight-floor garage, is one of the largest-scale installations in the country at over 12,000 stalls. With LED lighting and smart camera sensors to indicate stall availability and help customers locate ADA-accessible and electric vehicle parking stalls, the guidance system will cut search time in half and lays the groundwork for future tech-focused customer service integrations. In addition, each sensor has camera-based license plate recognition technology to help locate your vehicle, improve parking policy enforcement, and improve vehicle monitoring and security in the garage with motion-activated video surveillance.

The rate increase will support the Airport's operating and capital budgets and an ambitious capital investment program supporting projects like the new International Arrivals Facility, C Concourse Expansion Building Expansion, SEA Gateway Project and South Satellite Renovation Program. It will

also allow the Airport to cover rising costs associated with operating a commercial parking business (ex. payroll, maintenance, supplies, etc.) and support projects designed to improve overall customer experience for our parking customers, including the development of an online booking system/e-commerce website whereby parking and other Airport services may be pre-booked in advance of arrival.

The installation of the parking guidance system will continue through this year and cover every floor by early 2023. The project will also nearly double the number of electric vehicles charging stations, with the capability to increase the charging capacity for further expansion.

A 7% airport garage rate increase reflects competitively with a 7.6% increase of daily rates by offsite parking operators. General and Terminal Direct hourly rates will increase by \$1, with daily rates rising \$2-\$3.

### [DFW Airport Is Reopening a Remote Parking Lot and It's a Sign Air Travel Will Be Busy This Summer](#)

**AviationPros** - *March 1, 2022*

DFW International Airport is reopening one of its economy parking lots to customers two years after it closed because of the sudden drop in traffic from the COVID-19 pandemic.

The 2,154-spot economy rate lot on the airport's south side is scheduled to reopen May 1, just as the airport anticipates a huge spike in demand for the upcoming summer travel season.

"We are trying to give customers what they are asking for," said the airport's vice president of parking, Dean Ahmad. "Through social media, through phone calls and emails, customers are asking for the remote lots to reopen because they want economy rates back."

DFW Airport closed the two remote parking lots on its north and south sides in April 2020 to save money on buses and staffing the 18-acre surface lot. That's when airport passenger traffic dropped by 94% with the onset of COVID-19 restrictions. Parking lots were so underutilized that the airport encouraged employees to park in the garage lots near the terminals, at least until there was a temporary parking crunch last summer and workers were pushed back to designated lots.

Now the airport is ready to reopen that remote south lot, the cheapest option at \$10 a day for passengers compared to the \$27 a day rate to park in the terminals.

DFW has been charging as little as \$10 a day for the express lots closer to the terminal and the same for customers using its app and prepaying for spots in the terminal garages. Those rates will continue for the time being until the airport feels more demand on its parking lots, Ahmad said.

Demand for parking has been steadily climbing since last summer, Ahmad said, and the airport actually saw the number of vehicles in its lots surpass pre-pandemic levels during the recently completed holiday season.

It will be a while before the airport is ready to bring back its larger remote lot on the north side of the airport, Ahmad said. Plans call for that parking lot to reopen sometime in 2023, although plans could accelerate if there is a sudden demand from customers, he said. That would open up another 2,600 spots, although that lot is usually less popular than the one on the south side, airport figures show.

The remote lots will be coming back with some changes, though. No longer will there be an attendant at the toll booth collecting cash from customers. All payments for the lot will have to be made through the airport's app, by credit card or with toll transponders. Cash isn't an option anymore, which only about 2% of customers used anyway. The airport has also had the lot repaved.

[Milwaukee's mask mandate ends March 1, but you will still need them on public transportation](#)  
**CBS58.com** -Feb. 28, 2022

COVID-19 cases in Milwaukee County are the lowest they've been since last summer. But, it is not time to leave the mask at home just yet.

Milwaukee businesses will no longer have to require customers to wear one. Acting Mayor Cavalier Johnson said the health department did not recommend an extension. Milwaukee County remains in the medium category for transmission. New guidance from the CDC only recommends masking when there is a high risk of infection.

But there are of course, exceptions. The federal mask mandate for public transportation is still in place until March 18. This means you still need to mask up at Mitchell International Airport, on MCTS buses, the Amtrak and The Hop.

[Mountain Line pilot program to offer airport transportation](#)  
**MassTransit Magazine** -Feb. 28, 2022

A new grant-funded microtransit pilot program is coming to Mountain Line riders to offer on-demand transportation between Flagstaff Pulliam Airport and any destination in the Flagstaff city limits for \$2 a ride.

Mountain Line GO! Airport begins service on March 1 using Mountain Line's smaller paratransit vans to give a flexible transportation option that does not run on a regular schedule or route. Riders download the Mountain Line GO! app, request a ride at the desired time and if a vehicle is available, the trip will be booked. All trips must either start or end at the Flagstaff Pulliam Airport and the origin or destination must be within the Flagstaff city limits.

Trips can be booked up to 14 days in advance and it is recommended that riders book as early as possible to guarantee availability.

Mountain Line GO! is a shared ride service, so if other people are heading in the same direction at the same time, there could be multiple people on a vehicle, and vehicles may make stops along the way. For those traveling to the airport, it is important to use the "arrive by" feature when booking to ensure a timely arrival. This is found under "schedule" in the lower left corner of the app.

Service hours are 4:30 a.m. – 9:30 p.m. daily. Trips between 4:30-6:30 a.m. must be booked by 5:00 p.m. the day prior.

Mountain Line GO! Airport is fully grant-funded, which allows the fare to be set at \$2/ride. The pilot program runs through June 30, 2022, and the data will be used to determine if and how microtransit solutions can be used in the future.

[I biked to the airport. Here's what it was like](#)  
**The Washington Post** - Feb. 28, 2022

After the pandemic started and planes were grounded, I was wracked with guilt over my old frequent-flier lifestyle. Now travel is back, and I'm still feeling bad about flying.

I recently noticed my home airport — Reagan National Airport just outside D.C. — had public bike parking near its parking garage. I get around primarily by bike, but it never occurred to me to bike to the airport.

I decided to do the 7-mile ride via bike-share along the Mount Vernon Trail for the sake of my carbon footprint. Plus, the price was a steal (\$3.85, to be exact) compared with skyrocketing prices for Uber rides to airports.

Theoretically, you could ride your own bike to the airport and lock it up somewhere with the hope that no one would steal it. I didn't want to risk that, so I planned to use a bike-sharing program.

In the D.C. area, Capital Bikeshare is the main system. You rent one through a digital kiosk at the docking station or through an app (the company's itself or sometimes a partner's like Lyft). Once you pay, you can bike around as you please, and when you're done, you can return it to any station with available docks. Capital Bikeshare has added electric bikes to its fleet, but I went with the old-fashioned version.

You can't pull this off with traditional luggage, which may deter a large swath of the traveling public from giving this a shot. But if you can swap a wheeled suitcase for something more nimble, you're back in business.

The idea of wearing a helmet for the ride, then carrying it around the rest of my trip — through three cities, four flights, a train and a bus ride — sounded impractical. A compromise may be getting a foldable bike helmet that would take up less room in luggage.

Airport signs on the trail appeared as I approached National Airport, eventually signaling me to leave the trail for another path to a parking lot. In the distance, a brown sign read "To Airport Terminals and Bicycle Parking" with an arrow pointing to a ramp leading underground. It turned out to be a tunnel — illuminated but creepy — that allowed pedestrians to bypass the busy freeway. Plunging into its depths freaked me out, but on the other side were the Capital Bikeshare docks.

About an hour and less than \$4 later, I had made it to the airport with an hour and a half to spare before my flight.

I thought the journey would end there — I thought wrong. Once I docked the bike and followed the sign for the airport, I realized there wasn't a very clear path inside. The bike-share dock is located at the base of the airport parking garage, without a proper sidewalk to guide the way. I walked up a ramp meant for cars, and felt I must be doing something wrong. But no one stopped me, so I kept walking.

At the mouth of the parking garage, an attendant gave me directions through the lot to Terminal B. By the end of my ride, I felt happier and more energized than when I left for the airport. That may have been from the sense of pride from accomplishing something new and something a little nice for the planet. Or it may have been basic physiology.

But for so many reasons, biking to the airport isn't for every trip or traveler. I can't imagine doing this trip with kids, with an injury or illness, for an early-morning flight, or in a city where there isn't infrastructure for cycling. When it makes sense, I'll bike to the airport again, whether it moves the needle for global warming or just my guilt.

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**[Reminder: Parking at St. Cloud Regional Airport is \\$5 Per Day Starting March 1st](#)**  
**KNSIRadio.com** -Feb. 28, 2022

Starting March 1st, long-term parking at St. Cloud Regional Airport will no longer be free.

There will be no charge for the first two hours, so if a driver is dropping off a passenger or picking them up, it won't cost them anything, but long-term onsite parking for paved and gravel spots are now \$5 per day.

"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.

Under the new system, there will be two kiosks to pay; one inside and one outside, and your license plate is your proof of payment, so drivers won't have to run back to their vehicles to place a receipt on their dashboard. Payment is by credit card only. The kiosks are touch screen 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.

The change is intended to shift some of the St. Cloud Regional Airport operating expenses from City of St. Cloud property taxes to user fees for those who use the airport facilities, according to a press release from the newly formed St. Cloud Regional Airport Authority. "We also expect this user fee to help manage capacity in the parking lots during peak travel periods," said Airport Authority Board Chair Brian Myres. "This will ensure space is available for those who need it."

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### [Traveling Over Spring Break? Take Advantage of Free Regional Airport Shuttles](#) **University of Kentucky** - Feb. 28, 2022

University of Kentucky Transportation Services is once again offering free rides to regional airports for spring break.

Students, faculty and staff can take advantage of free rides to and from Kroger Field to Blue Grass Airport (LEX), Louisville International Airport (SDF) and Cincinnati/Northern Kentucky International Airport (CVG). This service is offered in partnership with the Student Transportation Council.

Shuttles will leave campus at **7:20 a.m. and 1 p.m. Friday, March 11**. Riders should plan to arrive at their destination airport at least two hours before take-off.

Visit the Transportation Services website to sign up for a ride. Registration must be requested at least one day in advance. Riders will also be asked to wear a facial covering for the duration of the ride.

Those returning to campus after the break will be able to catch the weekend Yellow Route from Kroger Field to the greater campus area. The Yellow Route will run extended hours on Sunday, March 20, starting at 9 a.m. rather than noon.

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### [Why is Lyft so Cheap?](#) **Morningstar.ca** - Feb. 25, 2022

It looks like we're approaching the light at the end of the tunnel on omicron. Travel seems to be on the rise, and for ride-sharing companies like Lyft (LYFT), that means demand for lifts to the airport could be about to take off.

Longer rides, including more airport ride requests, could help propel revenue generated per ride. Senior equity analyst Ali Mogharabi notes the company was collecting 14% more for each trip in 2020, with more demand for rides to the airport. And with air traffic levels this month stabilizing around 78% of pre-pandemic levels, imagine what demand will be when international travel restrictions are lifted.

Also with revenues up 70% year over year, similar to Uber's earnings beat, Lyft seems to be solidifying a position as 2<sup>nd</sup> place provider – but with a purer play. We like that Lyft is focused on rides rather than food or logistics. Besides, if we're going out more, we might not be getting delivery...

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### [U.S. Attorney's Office Enforces Americans with Disabilities Act Against Airport Parking Company](#)

**US Attorney's Office - District of Colorado - Feb. 24, 2022**

The U.S. Attorney's Office for the District of Colorado announces that it resolved a claim of discrimination under the Americans with Disabilities Act against Canopy Airport Parking and its parent company, ProPark, Inc.

Canopy Parking operates a 4,500-space parking lot near the Denver International Airport. As part of its airport-parking service, Canopy provides a shuttle service to the airport. A complaint was filed with the U.S. Attorney's Office against Canopy by a customer who uses a wheelchair because of a disability. The complainant and his wife alleged that in December 2018, Canopy was unable to provide wheelchair-accessible shuttle service from its parking lot to the Denver International Airport. The complainant had called and e-mailed ahead. Canopy represented that a wheelchair-accessible shuttle would be available. But when the complainant and his wife arrived at Canopy, they discovered that the only wheelchair-accessible shuttle had been out of service for weeks. The couple had to park elsewhere and risked missing their flight as a result of Canopy's failure to ensure wheelchair-accessible shuttle service. The complainant alleged that Canopy violated the Americans with Disabilities Act. That Act requires companies to ensure equal access to transportation services for customers who use wheelchairs.

To resolve the complaint, Canopy agreed to pay \$2,000 in compensatory damages to the complainant. Canopy also agreed to buy two wheelchair-accessible shuttles, develop a plan to ensure that customers who use wheelchairs would be provided with the same service as other customers, train its employees, and adopt other policies and procedures to comply with the Americans with Disabilities Act.

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### [Paying more when you park: Phoenix's Sky Harbor Airport raising prices for travelers](#)

**12News.com - Feb. 24, 2022**

Parking prices at Phoenix's Sky Harbor Airport are going up, starting Friday. The increases will hit premium, economy lots and parking garages too.

The cost hike depends on the site. The airport said covered terminal self-parking is going up from \$27 to \$30. Economy lots and garages are increasing \$2 per day. Sky Harbor's Greg Roybal said premium parking is going up a little more.

Roybal added the increases are happening because airport parking is in high demand.

"It's to keep and maintain the services that our customers expect and want," Roybal said. "It puts us in the middle of airports in the nation. A lot of airports have increased their parking much more frequently. We haven't had a parking increase since 2017."

There are parking deals, promotions and a loyalty program on Sky Harbor's website to help travelers save money.

## AIRPORT NEWS

### [Orlando's Multimodal Makeover](#)

**Engineering News-Record** -*March 2, 2022*

A new south terminal, a higher-speed rail system and a rebuilt interchange altogether will represent over \$3 billion in transportation infrastructure that will transform Orlando's "welcome mat" for arriving visitors. The nearly \$3-billion south terminal, the more than \$600 million in adjacent rail work and the \$113-million interchange in front of the airport all are in substantial completion, and each project features a variety of striking highlights in aesthetics, challenges and construction feats.

When it opens this summer, the 1.3-million-sq-ft South Terminal will be the world's first LEED v4 airport campus, and the first in the U.S. to have a terminal-wide high-speed individual carrier system (ICS), while boasting 15 gates to handle more than 3 million extra annual passengers flying internationally.

Bill Brooks, aviation director for the southeast region with HNTB, says the pandemic heightened the importance of incorporating flexibility into the terminal.

The terminal will also have the capacity to store 2,000 bags. "A lot of tourists would be sitting in the airport for hours schlepping big bags around," says Brooks. "Now they can check bags any time more than three hours in advance." The robotic system will automatically send bags to the right plane.

The terminal's 1,000-ft-long "boulevard" features a skylight that diffuses natural light throughout the space. Two huge screens in the central area will display pictures sent in by tourists and shared throughout the airport as a Moment Vault. The Windows of Orlando has a glass handrail system with sound transducers to immerse passengers in Orlando scenery.

Traffic is rebounding—40.3 million passengers traveled through Orlando International Airport in 2021, up over 86% from 2020. In 2019, prior to the pandemic, MCO registered 50.6 million passengers. GOAA is already preparing for construction of the four gates that were put on hold, says Ruohomaki. Those will be able to simultaneously handle international and domestic flights, a first of their kind, he says. GOAA is also planning an overhaul of the north terminal.

Late last month, Middlesex Corp. completed a 3.5-mile section of the Brightline rail extension between West Palm Beach and Orlando that terminates at the airport's intermodal center, built as part of Turner-Kiewit's contract. That section, Zone 2, is one of four zones in the \$2.7-billion, 172-mile extension of the higher-speed rail line from West Palm Beach to Orlando.

"It's not the largest of zones but it's among the most complex in construction," said Michael Cegelis, Brightline's executive vice president for infrastructure, in a YouTube video. The alignment crosses over airport roadways and passes under taxiways and the airport people mover track. Construction included a 1,700-ft-long trench, six box beam bridges, two underpasses, an interchange and a roundabout. Working around taxiway foundations and a high water table, crews used micropiles, says Jerome Hall, Brightline project engineer. The work included footings for a potential light-rail corridor.

CFX has expansions to existing roads and a new toll road planned to accommodate the region's ongoing growth. One of those projects is the \$118-million welcome mat taking shape rapidly next to Orlando International Airport.

## [Sonoma County Airport reaches for the sun, tapping into new solar power projects](#)

**The Press Democrat** -Feb. 25, 2022

Sonoma County's growing regional airport will now get most of its power from the sun, after officials this week "flipped the switch" on a newly installed solar photovoltaic system that was four years in the making.

The "switch" was actually symbolic, rigged for photographs and effect. But the 884-kilowatt system did indeed start providing electricity to the airport this week, said Airport Manager Jon Stout.

The solar canopy piggybacks on a long-term parking area constructed in 2018. It will generate enough electricity to power the Charles M. Schultz-Sonoma County Airport even after a 35,000-square-foot terminal addition, still under construction, is completed in a little under two years, Stout said.

The airport will use the solar power and, since there is no on-site storage, purchase electricity from the grid at a fixed rate of 12.9 cents per kilowatt for the 20-year duration of the agreement. But since it will generate a large surplus of energy on sunny days — enough to fully power the facility if the power were stored — it will also be credited for power it sends to the grid under the state's net-metering system.

That means it can be said to be "100% solar powered," officials said, though some of what it draws from the grid at night or when the sky is gray may not actually be sun-generated power.

In a few weeks, an online portal at flySTS.com will allow residents to see exactly how much energy is being generated at a given moment, county Sustainability Director Barbara Lee said.

The county airport joins a growing number of public airports around the country and the world that have adopted some degree of solar power over the last decade or so. Several international sites are fully powered by the sun through distributed microgrids.

Domestically, Chattanooga Metropolitan Airport in Tennessee, which started installing photovoltaic panels in 2011, was the first to supply 100% of its energy needs through solar power, beginning in spring 2019, with a system that generates 2.73 megawatts of electricity.

The nation's largest airport, Denver International Airport, is powered from a variety of sources but has so far built enough on-site solar equipment to provide 10 megawatts of electricity.

Tampa, Minneapolis-St. Paul, San Diego, Honolulu and Indianapolis are among dozens of other communities whose airports have begun installing solar systems.

Stout said the airport project was only possible because of the power purchase agreement. The airport operates under an enterprise fund within the county Department of Transportation and Public Works, separate from the general fund, and has a budget of about \$9 million he said. The roughly \$2.5 million cost of the photovoltaic system would have been out of reach had the airport had to cover it on its own, he said.

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