

AGTA News from the Airport Curb for the week of 1/13/22.



AGTA News from the Airport Curb



AGTA's "Let's Talk About It" will resume **January 19, 2022 at 3:00 pm EST** with presentations from Uber and Lyft on their plans for airports as we emerge from this long pandemic. Kate McMillian, Uber's Head of Business Development | US&C Airports, and Don Griffin, Lyft's Head of Airport Partnerships, will present what their companies are experiencing at US and Canadian airports along with ideas of how the traveling experience of the airport traveler can be enhanced.

Please plan to join us for this important discussion by using the following link:
<https://us02web.zoom.us/j/84437379078?pwd=dFIFZWM2SkFzU1p6ZzRkbFFibXZUQT09>
Passcode: 618293

AGTA Resumes In-Person Meetings:

After a long absence due to the pandemic, AGTA is resuming one of its main functions – bringing people together. The AGTA Spring Meeting will be held **May 8 -11, 2022**. The meeting will take place in person at the San Diego Mission Valley Hilton Hotel. Look for meeting and hotel registration materials shortly as we plan this meeting. Expect to see sessions on how airports and ground operators are recovering from the pandemic and what new services, technologies, and innovations we may be seeing in the near future. Airports and ground operators are gearing back up with new safety, alternative fuels, and consumer-oriented ideas and operations. The Spring San Diego meeting will focus on what works and what may not. Please plan to join us **May 8, 2022 in San Diego, CA**.

GROUND TRANSPORTATION NEWS

[Flying Taxis and Balloon Rides to Space Will Change Travel in 2022](#)

Thrillist.com - Jan. 12, 2022

A CEO is describing a balloon that glides through space for a few hours, cocktail bar included, before returning to earth with a gentle splash in the ocean as a yacht waits to pick up the passengers. This is met with nods all around, because this audience is used to imagining far-fetched possibilities. This is a gathering of techies with lots of ideas and the funds to execute them—and many of their inventions already exist today, ready to be unrolled. Welcome to a look into the future.

Normally, the thought of trade shows instantly summons boredom—but not CES. This annual tech convention offers a glimpse into a future dominated by electric vehicles, robots, and something strange and sinister called the metaverse.

Flying cars used to be something you only saw in James Bond movies, but they're fast becoming a reality for the consumer market. Aska is building a full-size prototype in Silicon Valley that may take flight as soon as this year. The four-seat vehicle has six propellers and is mostly electric with a small gas-driven generator to restore used battery power. It's designed to take off and land vertically, but also has wheels to be driven like a car.

Even the TSA will get better with technology as it meets security and public health needs. "The demand around seamless travel will lead to some exciting public-private sector collaborations in the near future," says Ha McNeill, former chief of staff for the Transportation Security Administration. She's now CEO of Pangiam, a company working with Google Cloud to improve aviation security for checked bags via AI (artificial intelligence) and ML (machine learning).

Skydrive is a Japanese company with a flying taxi prototype that already has a thousand hours of testing under its belt. It looks like a giant drone with two passenger seats. Eight individually controlled motors with eight propellers are powered by eight batteries. If one goes out, the others pick up the slack. The flying taxi is also autonomous—a safety feature since, you know, do you really want humans driving this thing? The company is targeting the tourism industry first, with an interest in using the taxis for sight-seeing near cruise ships, trade shows, or even popular destinations like the Eiffel Tower or Grand Canyon. Skydrive expects the flying taxis to be in service by 2025.

Kura earned a CES 2022 Innovation Award for its Gallium lightweight glasses that push the boundaries of what's possible in augmented reality. Imagine walking through a museum and receiving 8K-level graphics in your line of vision that identify a painting as a Monet or Picasso with detailed information.

Expect road trips to look very different in the no-so-distant future, thanks to 3D Augmented Reality Head-Up Displays (or 3D AR-HUD) by CY Vision. The tech turns real life into a virtual world, thanks to hologram-like pop-ups on your windshield that interact with real-world situations. The effects range from lines in the road and turning cues that reflect GPS directions to pop-up graphics that signal when your car is passing a four-star restaurant or a hotel with vacancies available. It can also announce when you're passing notable landmarks.

ViraWarn by Opteev Technologies is ready to unleash Freedom on the world. It's a personal breathalyzer-like device that can detect if the user is carrying the coronavirus or flu within five seconds.

Triggo has unveiled an electric car with a unique perk: the width can be modified at the touch of a button, bringing in the wheels and chassis for a slimmer frame to navigate between other vehicles and bypass traffic jams like a motorcycle. The thin mode operates at slower speeds, while the regular wider modification can handle highway speeds.

South Korean company Ciel is developing a new concept that falls somewhere between ride-sharing and public transportation—with autonomous vehicles, of course. Users will request a ride from any location using a phone app. An artificial intelligence hub will then dispatch a self-driving car or bus (depending on real-time demand and conditions) with routes determined live on the spot. Ciel plans to debut the technology in Seoul before rolling it out in other cities.

[First Transit Wins Transportation Shuttle Contract for John Glenn Columbus International Airport](#)

Aviation Pros - Jan. 12, 2022

First Transit, the leader in providing airport mobility solutions, announces that the company was awarded the contract for all passenger shuttle services for the consolidated rental car facility at the John Glenn Columbus International Airport (CMH).

First Transit will provide 30 employees, including management personnel overseeing day-to-day rental car transit operations. CMH purchased six new vehicles -- three zero-emission electric shuttle buses and three F-650 propane-fueled shuttle buses.

The new rental car facility at CMH serves nine rental car companies consolidated in one location for passenger convenience and operates 24/7/365.

“We are proud to partner with CMH to enhance the rental car experience for passengers,” said John Mathews, senior vice president for First Transit. “Our primary goal is to provide efficient and safe transportation for passengers traveling to and from the main terminal.”

First Transit safely operates 15 airport shuttles across the U.S.

[Letter: Kamloops Airport needs to work on ride-hailing service](#)

Kamloops This Week - Jan. 12, 2022

I have been to dozens of airports throughout the world, but I have never seen such a horrendous lack of management regarding ground transportation as I have in Kamloops.

No cabs. Long waits for cabs. Priority given to certain travellers who have app-savvy technology.

I recently watched a senior start walking amid a temperature of -21 C because an hour after landing, he still could not get a cab.

Meanwhile, there are no services in the airport and the taxi phones are useless.

There are no options other than the city's two cab companies, neither of which seems to care at all about air travellers.

Where's Uber, Lyft and other ride-hailing services?

It's time for airport management to take responsibility for something other than aircraft.

Disney Ends Free Airport Bus - Here's how to get around now

Spectrum News 13 - Jan. 12, 2022

Disney ended its Magical Express, a free bus service for guests traveling between the airport and Disney's resorts.

At its peak, the Magical Express moved an average of 14,000 passengers in and out of the airport daily, according to Roger Chapin, a spokesperson for Mears Motor Coach.

Mears operated Magical Express for Disney since its inception in 2005.

That's approximately 5 million people a year not taking a rental car, taxi or Uber between the Orlando airport and Walt Disney World.

A Disney spokesperson told Spectrum News that guests have more options when picking their transportation compared to 15 years ago.

"These options are becoming more popular for vacationers, providing more flexibility and saving time, so they can better plan their day at their convenience," a Disney spokesperson said in a statement.

Disney may be betting on a connection to Brightline — the high-speed rail company has announced it's looking to connect Orlando International Airport to Disney Springs.

The company is offering a new option called Mears Connect, a one-way ticket that will cost an adult \$16 to travel between the airport and a Disney hotel.

Mears is even using the same Magical Express buses, just with new wraps.

Its similarities, despite the cost, is what led the Shibleys to go with Mears Connect.

Mears also offers an express service that takes guests directly to their Disney hotel, without having to stop at other resorts. That price increased this week to \$250 for a round trip for up to four passengers.

The Sunshine Flyer is another new bus service taking guests from the airport to Disney resorts, at a one-way cost of \$17 for an adult.

That service begins Feb. 1.

[Stage two of the PHX Sky Train is almost complete](#)

ABC 15 Arizona -Jan. 12, 2022

Stage 2... The final stage of the PHX Sky Train is almost complete and airport officials say it's on schedule to open to the public early this summer.

The airport is still completing a few final tests.

"We have to do a variety of testing before it opens. This is anything from testing the vehicles, to testing the guideways making sure everything is running at our stations before we open to the public," Shelbrack said.

The completed PHX Sky Train will allow Sky Harbor passengers to ride directly from the 44th Street Station and terminals to the rental car center, without having to wait on a shuttle bus like they do now.

"It will be parking that's convenient and readily available for them right on the west side of the airport."

"We want to make sure that our travelers have the best experience when they come to our airport," Shelbrack said. "And being able to get them quickly and efficiently between terminals at the rental car center station as well as connected to Valley Metro light rail is very important to us," she said.

Shelbrack says the total price tag for the project comes in at \$745 million, with the money raised from airline tickets and rental car fees.

The PHX Sky Train is ADA accessible, with most of it LEED Certified and built using eco-friendly materials," Shelbrack said.

[Peer-to-peer car-sharing service Turo files to go public](#)

The Verge - Jan. 11, 2022

Turo, the peer-to-peer car-sharing service, has filed for its initial public offering, the latest transportation-related startup to sell its shares on a public stock exchange. The company proposes to sell \$100 million of stock, but that figure could change as Turo gets closer to its public debut.

Founded in 2010, the San Francisco-based company allows people to rent out their personal cars to other customers, much like Airbnb does for homes. In its S-1 filed with the Securities and Exchange Commission, Turo claims it has 85,000 active hosts (meaning vehicle owners), 161,000 active vehicles, and 1.3 million active guests over the period of 12 months ending September 30th, 2021.

The company plans on offering some of its shares exclusively to its users, both renters and owners, in a move similar to what Uber did when it offered specially priced shares to some of its drivers. Turo says it plans to offer 5 percent of its stock to "eligible hosts and guests on our platform and certain individuals identified by our officers and directors."

Turo has run into regulatory hurdles in the past. The company was sued by the city of San Francisco in 2018 for failure to pay the fees required to operate legally at the SFO airport. The company countersued the city, claiming it shouldn't be subject to the same regulations as legacy rental car companies. A judge eventually ruled in the city's favor.

But there have also been some bright spots. Recently, New York State passed legislation legalizing peer-to-peer car-sharing, which is set to go into effect in the latter half of 2022.

[How Do the Leading Flying Taxi Companies Compare?](#)

Bloomberg - Jan. 11, 2022

Flying taxis are coming, sooner than many think. A couple dozen startups, promising quieter and safer rides than in helicopters, have resulted in a crowded industry, backed by billions of dollars in investments and SPAC deals. So far, results have been mixed. Here are seven leaders.

Archer says its prototype electric Maker aircraft completed a first hover test flight on Dec. 16. The Palo Alto-based company plans extensive flight tests of the two-seater this year as it continues working to develop a four-seat version. It aims to obtain U.S. certification in 2024.

Burlington, Vt.-based Beta, whose investors include Fidelity and Amazon.com, intends to deliver first to the U.S. Air Force and then begin commercial shipments. United Parcel Service has ordered a cargo version of the electric eVTOL that it plans to use to shuttle packages between sorting hubs.

Eve, spun out of Brazilian aircraft maker Embraer in 2020, has eVTOL orders from 17 customers for 1,735 aircraft valued at \$5.2 billion. Embraer in December agreed to merge the urban air mobility business with a special purpose acquisition company and plans to list shares publicly this year. It expects to gain FAA certification in 2025 and begin deliveries in 2026.

Joby's first production aircraft is slated to roll off its California assembly line in 2022. The company aims to become a certified Part 135 aircraft operator this year, then get the regulatory permits to make and fly its aircraft. It plans to begin commercial passenger service in 2024.

Lilium, which uses mini jet engines rather than propellers, has a deal to build a flying-taxi network for Brazilian carrier Azul. Aerospace veterans on its board include ex-Airbus CEO Tom Enders. The company, based in Wessling, Germany, moved to a seven-seat design (from five) last year and aims to start service in 2024.

Bristol, U.K.-based Vertical has taken more than 1,300 tentative orders for a model designed to whisk passengers to local airports. The startup's first VA-X4 craft has yet to become airborne but is expected to hit that milestone sometime in the first half of 2022.

Volocopter claims it will be the first to introduce sustainable air mobility and affordable air taxi service to megacities worldwide. The Bruchsal, Germany-based company's eVTOLs have performed public demo flights in Dubai, Las Vegas, Singapore, and other cities. A commercial debut is anticipated in the next two years.

Mears Connect Raises Price of Express Service to \$250

WDW News Today - Jan. 11, 2022

Mears Connect has replaced Disney's Magical Express with service between Orlando International Airport and Walt Disney World Resort hotels. Only the day after Disney's Magical Express completely ended, Mears Connect has raised the price of their express service.

Express service — previously known as premium service — promises little to no wait time and was available at \$200 for up to four passengers. It is now \$250, also for four passengers. Additional passengers to express service are \$55 each.

Standard service prices remain the same: \$16 per adult and \$13.50 per child for a one-way trip or \$32 per adult and \$27 per child for a round trip.

Bay Area public transit is in trouble: Can our failing systems be saved?

Mountain View Voice- Jan. 11, 2022

The problem: BART, Caltrain, light rail, Valley Transportation Authority (VTA) and SF Muni ridership have dropped because of more people are working from home, the pandemic has forced some businesses to shutter, and the transit companies are losing money. They each are offering different solutions, but all are based on "we need more money." So bills being proposed are a new area-wide transit tax, more money from the feds, more money from the state, and possibly higher ridership fees, the San Jose Mercury reported.

Area residents, by a large majority (62 percent), oppose an area transit tax -- but the agencies want to impose one, anyhow. There are other solutions they also are considering -- reducing the number of trains daily, for example, hourly instead of half-hourly trains, or higher fares for all commuters whether they use Caltrain, BART or VTA.

None of those sound, to me, like a way to get people more enthusiastic about commuting on public transit -- it's easier and faster to drive, many say.

Even the VTA is hurting -- badly. As the Mercury also reported, while the current budget is financially stable, forecasts of future expenses are now worrisome.

A Santa Clara County Civil Grand Jury report last June described VTA as one of the “most expensive and least efficient transit systems in the country.” Yet amid a declining ridership, in 2020 the VTA subsidized BART passenger trips \$19.30 a ride.

But there’s more. Last May 26, a disgruntled VTA employee went to the bus yards early in the morning and proceeded to shoot nine co-workers (and then himself) – one of the worst shootings in Santa Clara County in recent years. The VTA board responded with sympathy and gave paid time off for its workers, so the light rail stopped for six weeks and bus schedules were pared down. It then gave each of its 1,500 employees a hardship bonus of \$3,500, and more recently a 10 percent raise over the next three years. However, that super generous award will cost the VTA \$38 million over the next three years, and the raises will mean high future outlays for employees for years to come. Is that good management?

So, what to do? Will more money help? Will people continue to work from home? Or should we look into whether better management is needed?

One thought is to ask Gov. Newsom to use some of his \$45 billion budget surplus to help pay for public transit in the heart of Silicon Valley, which has been a thriving business center for years. Newsom’s current plan is to fund the COVID-19 response, climate issues and homelessness.

[Brightline To Begin Testing Trains On The Miami To Orlando Route For The First Time](#) **The Next Miami - Jan. 10, 2022**

After years of construction, Brightline will begin testing trains next week on a stretch of track that will connect Miami to Orlando.

Testing will begin the week of January 17, the company said in a press release.

According to Brightline, the trains will operate one roundtrip daily between West Palm Beach and Cocoa through 2022, as construction on the remainder of the tracks nears completion.

The trains will not operate faster than 60 MPH during testing, and will be required to blow their horns at intersections.

Later, the company will test the final stretch of new tracks now being built between Cocoa and Orlando.

The project remains on track for construction to be complete by the end of 2022, with more than 1,300 workers working a cumulative 4.7M man hours to date.

Service is on schedule to begin in early 2023.

[Is It Time for a Budget Airline Car?](#) **Autoweek.com - Jan. 10, 2022**

A concept created by two Car Design Research associates looks at an alternative to short-haul flights that could prove viable in the age of EVs and autonomous driving, one that would generate only 2% of the current airplane emissions per air passenger on a short-haul flight.

Named appropriately the Budget Airline Car, the core concept envisions six-passenger electric vehicles that would travel between cities. CDR design associates Aditya Jangid in India and Yichen Shu in China worked on the core concept, and then created two slightly different design variations.

The resulting concept renderings show a three-row MPV with seating for six passengers, one that could be owned by airlines themselves or car rental agencies, with an electric powertrain optimized for

long-distance cruising as well as aerodynamics. With a length of about 16 feet, the vehicle would also have enough space for luggage and room for passengers to stretch out comfortably. Passengers would be expected to share the driving, but could also rely on advanced driver assistance systems for highway driving.

"As governments ban or restrict short haul flights (in Austria, France, and the Netherlands already) and more people wake up to the environmental impact of flying, as the pandemic continues to make being surrounded by hundreds of strangers unappealing, and as connected, autonomous, shared, and electric technologies come to the fore, so the Budget Airline Car illustrates how a new type of car design could be a better solution for millions of passengers a year," CDR adds.

Volkswagen's MOIA mobility start-up has designed something quite similar and has shown a working prototype (albeit one meant for intra-city ride-pooling rather than trips between cities) based on the upcoming ID.Buzz, meant to be a driverless, Level 4 autonomous vehicle. The automaker plans to launch the service in Germany in just three short years, so the concept sketched out by CDR applies this idea to intercity travel as an alternative to cramming into a regional jet. Several autonomous tech developers also envision this type of travel—in one's *own* vehicle, once Level 3 and Level 4 tech becomes more commonplace in private vehicles.

[CORONAVIRUS/Airport-designated taxis barred from picking up other passengers](#) **FocusTaiwan.tw - Jan. 10, 2022**

The Ministry of Transportation and Communications has signed a deal with airport-designated taxi drivers that will see them paid a daily subsidy for agreeing not to pick up fares other than airport arrivals amid a surge of COVID-19 cases related to Taiwan's main airport.

Under the deal, each contracted taxi driver will receive a daily payment of NT\$3,500 (US\$126.51) up to and including Jan. 23, the ministry said Monday.

The ministry announced the measure requiring airport-designated taxis to carry only arrivals from three major airports in Taiwan, to prevent the spread of COVID-19, after the country confirmed 30 domestic COVID-19 infections linked to Taiwan Taoyuan International Airport over the past week.

Contracted taxis can only pick up airport arrivals and transport them to quarantine hotels or government quarantine facilities for the duration of the agreed period, according to the ministry.

Any contracted taxi driver found to have violated the terms of the agreement will be required to repay the subsidy and have his or her right to queue up for passenger pick-ups at the airports revoked, the ministry said.

To prevent members of the public from mistakenly taking an airport-designated taxi, all contracted taxis will have an A3 size sticker placed on their vehicles to make them easier to identify, said Central Epidemic Command Center spokesman Chuang Jen-hsiang (莊人祥) at Monday's press briefing.

Meanwhile, the Directorate General of Highways (DGH) said in a statement issued the same day that contracts have been signed with nearly 3,000 airport-designated taxis to accommodate increasing demand during the Jan.29-Feb.6 Lunar New Year holiday.

The DGH further said it has also established standard operating procedures (SOP) for the cleaning and disinfection of airport-designated taxis for drivers to follow.

[New OnEx Bus service rolling into Windsor](#) **CTV News - Jan 10, 2022**

Onex Bus officials say they are doing a final review of schedules before routes begin, saying it will soon start servicing Windsor to and from London for \$35.

It will also have a connecting service to Toronto Pearson Airport and downtown Toronto, filling a [void left by the closure of Greyhound last year](#).

“Just trying to keep Canadians in touch with one another,” says company spokesperson Harvey Tawatao.

Tawatao says Onex Bus, an acronym for Ontario Express Bus, is operated by several private coach lines.

Tawatao says the company hopes to be an affordable alternative to existing transportation services, including rail and air, with officials reviewing plans for an express service between Chatham, Tilbury and Windsor.

Tawatao tells CTV News Onex “keeps Canadians united” by offering safe transportation to those who do not meet the double vaccination requirements to use other services, adding passengers must wear a recognizable mask and not be ill to travel.

“If they’re sick, stay home and take care of yourself. If you’re fine, travel. You’re welcome to sit along with everybody else to get from Point A to Point B,” he says.

[New ferry and airport shuttle service launching from downtown Victoria and Langford](#) **ChekNews.ca - Jan. 7, 2022**

Lucky To Go is launching a shuttle service to fill the gap left when Wilson’s Transportation suspended their YYJ Airport Shuttle, with no restart date set.

Mandeep Rana, CEO of LTG Technologies, which operates Lucky To Go ride-hailing and Easy Shuttle Ride service, says the shuttle will operate two lines that run to the ferries and near the airport – one from downtown Victoria, the other from Langford.

Currently, the shuttle can drop passengers off right at the Swartz Bay terminal, but for the airport, the drop-off will be on McTavish Road.

Rana says the goal is to have a drop-off for passengers right at the Victoria Airport in the future and has reached out to the airport authority to make that happen, but nothing has been finalized as of this time.

One benefit of using the Lucky To Go shuttle, according to Rana, is that if a passenger books a shuttle ride and it is deemed to not have enough riders to run the full shuttle, a ride-hailing vehicle will be sent to take the passengers who booked to their destination at the same price as the shuttle.

[Why some Uber and Lyft drivers are trying to start a labor movement in a Denver airport parking lot](#) **CPR News - Jan. 7, 2022**

It’s not easy to find a lot of Uber and Lyft drivers in one place — after all, they’re independent contractors circling the roads in their personal vehicles.

But there is one spot: Denver International Airport.

On a recent Monday morning, the lot was lined with taxis, limos and cars marked with Uber and Lyft stickers. Most everyone was waiting to pick up passengers — except Machar.

Machar is a leader of Colorado Independent Drivers United. It's not a traditional union — labor laws and Uber's business model make that impossible. Instead, he was trying to convince drivers to join the group in its campaign to make the platforms more responsive and transparent in Colorado.

So far, he said, CIDU has signed up more than 400 drivers, who are asked to pay \$25 a month in dues. As he toured the parking lot, it took Machar a few hours to recruit several more — all of them sharing their own complaints about the ride-sharing giants.

Around the country, ride-hailing companies are pushing to set the rules for the gig economy. Most notably, several gig platforms [bankrolled Proposition 22 in California](#) in 2020, which exempted transportation apps from the state's standard labor laws and set up a separate set of rules for them. (It passed, but it's on hold because of a lawsuit)

Similar ballot measures have been proposed in other states. None have surfaced in Colorado yet, but Rep. Matt Gray said tensions are building.

Colorado Independent Drivers United launched in 2019 and has been steadily building its membership. Late last month, it went public with its latest campaign: The group alleges the platforms are violating state law by withholding information about their pricing algorithms from drivers, and they want regulators to take action.

In the airport parking lot, Machar occasionally had trouble convincing drivers to talk. Many are immigrants, which may make them more afraid to speak up, he said. Some were skeptical. One said drivers simply needed to work harder to get ahead. And several were afraid of reprisals for speaking out.

But CIDU's message eventually found a receptive audience, especially among Lyft drivers. Until recently, they could see how much money individual riders paid for their trips. That allowed them to know what percentage of the fare went to the platform.

In a statement, a Lyft representative said the company had “decoupled” driver pay from rider fares in order to help riders and drivers understand payments better. The company has argued it's “misleading” for drivers to look at individual fares.

A spokesperson for Uber, Harry Hartfield, said that, for its part, the company already explains its methods for calculating fares and rates, and provides a breakdown after each trip. “We'll continue to listen to drivers and ensure we're providing as much information as possible to maximize their earnings on their own schedule,” he wrote in an email.

Among the crowd that day, Machar ran into a friend with a different perspective on organizing — taxi driver Idris El Dursi, a member of the driver-owned co-operative Union Taxi.

“So I own the company. I have part of the company,” he said, urging Machar to consider a similar route.

[Phoenix Sky Harbor Airport parking prices set to rise next month](#) KTAR News -Jan. 7, 2022

The city posted a public notice last month about the rate hike, which is set to take effect Feb. 25.

Travelers using airport parking facilities should be prepared to pay between \$2 and \$6 more per day, depending on the service level.

A city spokeswoman told *KTAR News 92.3 FM* the airport's discount and loyalty programs for booking online in advance will remain available after the rates change.

The daily fee for the priciest option, Terminal 3 and 4 garage valet parking, is going from \$33 to \$39.

The premium terminal garage rate is going from \$29 to \$33 daily, while covered terminal self-parking is rising from \$27 to \$30.

Covered self-parking at the west economy garage will see the largest increase by percentage, rising from \$12 to \$16.

All other options are getting a \$2 per day bump: east economy garages A and B to \$16; east economy lot uncovered self-park to \$14; and west economy park and walk overflow to \$9.

The rate for uncovered self-parking at the 24th Street lot, which is scheduled to open this summer, will be set at \$14 per day.

Hourly parking rates are staying at \$4 for the first hour plus \$2 for each additional 30 minutes until the total reaches the daily lot rate.

[I Wish You a Sterling](#)

ChicagoNow.com - Jan. 6, 2022

My wife and I were travelling back from Chicago to Orlando after Christmas. It had been a hard holiday, one marred by sickness — as, unfortunately, so many of us are experiencing now — leading us to spend a lot of the time there with our kids in a hotel, away from most family.

As we boarded the shuttle bus from the rental car center to the main terminals at O'Hare Airport on a getting-colder-by-the-minute, dreary morning, though, I didn't expect Sterling. He was the driver. And, to say he was good would be under an understatement.

First, Sterling made sure that people were clear on logistics. What terminals he'd be going to and in what order. What people should do once they arrived, etc.

He next helped with everyone's luggage, especially those for whom lifting heavier bags would be challenging. As he did, he joked about how strong he was.

Then, just as the bus was about to depart, a man with several suitcases, and his wife in a wheelchair, frantically approached. Sterling could have just driven off. Others would have. Few would have batted an eye, wanting to make sure they made their flights.

But, instead, he patiently stopped, greeted them, and helped them on. Because she had to be at the front, the man took his suitcases and stood in the back.

With everyone on board, he next turned to all of us and said, "Good Morning!" With it being early and dreary, the response was expectedly lackluster.

Over the PA, he told us how much he loved coffee for early mornings. Loves it so much that he started singing the "Folger's Coffee" jingle ("The best part of waking up...") and asked us to sing the second line ("... is Folger's in your cup"). Many of us old enough to remember the jingle did.

Throughout the ride, Sterling also relayed messages back and forth between the wife at the front and her husband in the back over the PA, including how they could meet back up once we reached the terminal. All in a lighthearted way they both obviously enjoyed, as did the passengers.

Then, as we approached the first terminal, he reminded us to be kind to each other, especially considering the year we had all just experienced.

Of course, some might say he was only doing it for the tips. And, though, that was likely part of it, I could tell it was more than that. A sincere joy in spreading joy.

[Ride Share\(Uber/Lyft\) updates for Eagle County Airport](#)

Patch.com - Colorado - Jan. 5, 2022

The use of ride-shares to facilitate passengers' pickups and drops offs was only allowed recently. The companies were operating "under the table" for long periods of time, using Costco as the destination , and explaining the place of meeting as being located outside of the airport.

The airport has a new designated space in front of the terminal at the airport for ride-share companies to operate (though it's still within the walking distance of other hubs for ground transportation) following Eagle County Airport officials decided that this was a hazard for the airport and the public overall.

But, while this could be the most affordable method of transportation there and back to Eagle Regional airport, there are two main concerns regarding the reliability of the vehicle and reliability of the driver. Ride share services at Eagle airport is not required to have any permits or maintenance, unlike the transportation services offered by professional companies in the terminal. It's difficult to determine which driver was skiing on the same day or not, instead of taking you to the airport and what time brakes were checked in the last time.

[Airport Transportation Options in Big Cities](#)

PeterGreenberg.com - January 2022

Getting from or to most airports remains one of the more expensive aspects of any journey, if you're measuring it in either time or miles traveled. But there's hope.

If you can fly with just carry-on, more and more cities are making the airport trip quite affordable.

New Yorkers know they can take the AirTrain from John F. Kennedy International Airport to Manhattan with one change of train for under \$8.

In Los Angeles, you can board the FlyAway bus and go to Hollywood or downtown Los Angeles.

In Chicago, the Blue Line will get you from O'Hare International Airport to downtown for roughly \$5.

And the best deal is from Miami International Airport to downtown: the Metrorail Orange Line is just \$2.25.

And in many cases, during high traffic times, it will be less expensive than taxis or Ubers. The key of course is traveling light.

AIRPORT NEWS

[New year, new airport? Here's how Austin-Bergstrom is changing shape in 2022](#)

Austonia - Jan. 12, 2022

As the travel industry bounced back last year, Austin-Bergstrom International Airport expanded to 26 brand new nonstop flights and achieved carbon neutrality in 2021. And it's going to see even more in 2022.

With major expansions in the works, there is a decade's worth of renovations ahead of the airport and many of them will be visible in 2022. Austonia spoke with airport chief business and finance officer Mookie Patel about what changes are coming to the airport this year.

A new partner with the airport's parking garage, ProntoWash can now clean your vehicle while you're jet-setting. Using an eco-friendly, waterless system, ProntoWash can wash, sanitize and detail your car from its parking spot, or if you want a more premium service, you can leave your keys and the car will be delivered back to its spot when it's done. ProntoWash is not exclusive to the airport—the company can come to you no matter where you are in Austin. Services start at \$30 for a wash and detail treatment.

If you come back to a problem after a trip, Patel said to contact the airport garage staff, who can jump cars, fix flats and even bring you gas if need be.

Coming to airport parking in either the third or fourth quarter of this year, ABIA is rolling out a more robust online booking application for parking reservations. Through the new app, customers will also be able to get discounts on hotels, in-airport kiosks and potentially park closer to the terminal.

Though it is still a ways off, Patel said to look forward to an online food court coming to your phone that will allow you to order gateside food delivery around 2023. Patel said he anticipates the application to be very similar to apps Austinites are used to, like Favor and Postmates.

[Springfield-Branson National Airport will receive Airport Rescue Grant](#)

KY3.com - Jan. 10, 2022

The Springfield-Branson National Airport will get reimbursed just over \$500,000 after aiding businesses that operate inside of the airport during the pandemic. Springfield City Council will accept an Airport Rescue Grant from the United States Department of Transportation and Federal Aviation Administration. This is a part of the American Rescue Plan Act.

Kent Boyd with the Springfield-Branson National Airport said at the beginning of the pandemic, the airport helped companies that operate inside pay rent. Some of the businesses include the car rentals companies, the airport gift shop and restaurant.

Boyd said there were five companies total that received aid.

"The two companies that got the biggest amount of relief was the restaurant company and the company that runs the parking lot," said Boyd. "It's the parking lot company that really generates a lot of revenue at the airport. It's a big revenue stream for operating the airport. Their relief was several thousand dollars."

[Austin, San Antonio international airports to receive major upgrades](#)

Community Impact Newsletter - Jan. 6, 2022

As rapid population growth in the Central Texas region continues, area airport systems have moved forward with long-term development plans aimed at meeting the demand for local and international travel. The San Antonio City Council on Nov. 18 approved a strategic development plan to guide improvements at the San Antonio International Airport over the next 20 years.

In July, the Austin-Bergstrom International Airport announced a massive expansion plan called the Airport Expansion and Development Program as part of its rollout of the 2019 master plan.

Officials at ABIA view the recently announced expansion program as an initial phase in attaining the goals laid out in its 2040 master plan. The plan forecasts the airport will reach 31 million passengers

and need 64 gates by 2037, nearly double the record-breaking 17 million passengers in 2019 and current 34 gates plus the three South Terminal gates.

The expansion program aims to make large-scale renovations to the main terminal, known as the Barbara Jordan Terminal; add a new concourse that could house 10 or more gates; and close the recently opened South Terminal by 2023.

While much of the expanded gate capacity will come from the new concourse, the airport also plans to spend \$70 million on gate capacity in its west wing and \$14 million on interim new gate capacity in its east wing.

Officials with the city, which owns the airport, have also said they will close the South Terminal, which opened in 2016 and caters to low-cost carriers, by 2023.

The plan in San Antonio calls for a third terminal, more gates and concession spaces, a unified passenger screening area, a walkway to link all three terminals, a longer runway and reconfigured roads leading in and out of the airport.

Jesus Saenz Jr., the city's director of airports, said no city or local tax dollars will be used to implement the airport master plan and that sources of funding would include passenger facility charges, airport bonds and user rent and fees. He also said funds from the recently passed \$1.2 trillion federal infrastructure bill could be used on some of the planned upgrades.

Phase 1 and Phase 2 initiatives include construction of a Terminal C, a parking and ground transportation center, a consolidated receiving and distribution facility, realignment of terminal roadways to reduce congestion and more.

The final two phases spell out upgrades to happen in the 2030s, including the replacement of the Terminal A concourses, development of a centralized security checkpoint at Terminal B, relocation of the air traffic control tower, and a new airport entrance from Loop 410.

Terminal C will include a hall for international arrivals and provide more space for airport concessions and visitor circulation, Saenz said. He added the city hopes to begin Terminal C construction by 2027.

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