



AGTA News from the Airport Curb



[Meeting Agenda](#)

We look forward to seeing you in Raleigh.

It's time for the *2022 AGTA Rally in Raleigh!*

Check out our final agenda via the blue tab above.

**Please note: Curbs will not be distributed
next week due to our conference in Raleigh.**

GROUND TRANSPORTATION NEWS

[The Sourcing Group and Hidden Disabilities Sunflower partner to introduce awareness campaign to North America](#)

Yahoo.com - Oct. 5, 2020

NEW YORK -- [The Sourcing Group, LLC](#), a Manhattan-headquartered provider of technology, print and branded merchandise solutions, today announced that it has partnered with the [Hidden Disabilities Sunflower](#) to market the Sunflower Program across North America.

The Sunflower Program seeks to create awareness in organizations, businesses, and other individuals for people with hidden disabilities. Wearing an item with the Sunflower – such as a lanyard or PPE – allows a person to discreetly convey to others that they have a hidden disability and may need additional help, support or patience. Hidden, or invisible, disabilities include those that may not immediately be obvious to others, such as autism, dementia, Parkinson's Disease or chronic pain. The sunflower was chosen as a symbol for its association with happiness, positivity, and strength, as well as growth and confidence.

Hidden Disabilities Sunflower began in the UK in 2016 and has gained much traction over the past few years, with the symbol now widely recognized across the region. While the Hidden Disabilities Sunflower is already acknowledged by a handful of major airports within the United States, the partnership between The Sourcing Group and Hidden Disabilities Sunflower will be the first organized initiative to introduce the Sunflower to North America at large.

More than 32 million individuals in the United States have a hidden disability, and it can be a painful, exhausting and isolating experience. The simple visual cue of the Sunflower allows others to better identify and acknowledge the daily challenges faced by people living with a hidden disability.

The Sourcing Group and Hidden Disabilities Sunflower will be working directly with companies and organizations across North America to implement the Hidden Disabilities Sunflower in their workspaces, and will make Sunflower lanyards and other apparel available for sale to individuals as well as via an online retail site.

"The Sourcing Group is excited to see this initiative spread, and we are proud to play a part in making a difference in the lives of people throughout the US," said Lynn Smith, CMO, The Sourcing Group. "As we have already seen in the UK, this will make a direct, positive impact on the health, well-being, and daily experience of so many people, allowing their invisible disabilities to be visible when they need to be."

[Arlington State of the City: Mayor teases regional rideshare, university campus, tourism](#)
Kera News - Oct. 19, 2022

Arlington Mayor Jim Ross painted the picture of a united city bringing in large events, companies and improvements to public education during the annual State of the City Address—and teased what's to come.

Among the announcements included plans in progress for a regional rideshare transportation program through the Via. The rideshare company contracts with the cities of Arlington and Grand Prairie to drive people around the cities for \$5 and under. Ross says he's working with the mayors of Grand Prairie and Mansfield to conduct a service that operates throughout all three cities.

Ron Jensen, Grand Prairie's mayor, confirmed the three mayors were in discussions with one another about possibly joining rideshare services to connect riders across the cities, or at least to major locations across city lines.

"It is early stages, but we are hopeful we can arrive at a feasible option that can get all our residents to essential services within our three cities, without unduly competing with private sector transportation services," Jensen said in an emailed statement to KERA.

Ross pointed to a few regional projects in the works—a hyperloop, high speed rail and RAPID bus transit—as projects that have potential but are years and billions of funds away from completion.

"Here's the thing: (Via's) not going to take years to happen. We hope to have this underway in just a matter of months," Ross says.

Ross also mentioned Arlington Municipal Airport obtained national status. "Our little regional airport isn't so little anymore," Ross says.

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

SimpleFlying.com - Oct. 2, 2022

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

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

The UP Express launched on time and on budget on June 6, 2015, but the early days of the project were plagued by failed negotiations and community opposition. Metrolinx, the regional transportation authority for the greater Toronto metropolitan area, took over ownership and operation of the project in 2010. UP Express' chief purpose was to provide another ground transportation option for Pearson Airport transit.

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

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

The standard adult fare with return for the entire route is priced at CA\$24.70 (US\$18.04). However, depending on the method of payment and other factors, discounted fare rules may apply. Adults and seniors paying with their PRESTO card receive up to 25 percent off the standard fare, and youth aged 13 to 19 years and post-secondary students save 40% off.

Riders may purchase tickets or pay the fare in a variety of ways, including buying a ticket online or on the mobile app, Ticket Vending Machines (TVMs) at transit stations, or via a contact-less method, such as the PRESTO card, or tapping a credit, debit, or mobile wallet.

[Industry tackles helicopter noise concerns in New York](#)

Vertical Magazine - Oct. 18, 2022

As eVTOL aircraft emerge on the scene, they [promise to be much quieter](#) than helicopters, but the volume of eVTOL traffic within cities like New York are expected to be much larger than helicopter flight volume as advanced air mobility (AAM) scales in the future. And there are serious concerns that these current legal disputes may negatively affect existing vertical infrastructure and the rollout of eVTOLs in New York and beyond in the years to come.

First, a look at the ["Stop the Chop Act,"](#) passed by the New York state assembly in early June 2022. In the near future, the state governor will either veto the bill or sign it into law.

This piece of legislation would make it legal for anyone to sue a pilot, flight department, line service personnel or company employee operating in the state for alleged helicopter noise pollution, even if the operation is complying with federal laws and regulations.

Not surprisingly, the NBAA opposes the bill, along with the General Aviation Manufacturers Association, the Eastern Region Helicopter Council (ERHC), the Helicopter Association International, the New York Aviation Management Association and the National Air Transportation Association.

These groups sent a letter to the governor noting that this act would have far-reaching negative impacts on aviation business across the state — and that it contravenes federal law.

“As written, the act operates as an access restriction at the West 30th Street heliport,” the groups state in the letter. “But that is prohibited by the federal law governing the implementation of noise and access restrictions, the Airport Noise and Capacity Act of 1990.”

Meanwhile, also in June, a New York City Council bill was proposed that would eliminate “non-essential” helicopter flights from city-owned heliports. NBAA northeast regional director Brittany Davies said her organization has reached out to local aviation groups to discuss this bill, but “at this stage, we haven’t yet been given the opportunity to testify or send documents.”

Melissa Tomkiel, president of Blade Air Mobility, provided some further context about these developments.

“Since 2014, Blade has been offering urban air mobility [UAM] flights as an alternative to some of the most congested ground routes in and around New York City,” Tomkiel explained. “Our airport service allows fliers to travel between Manhattan and the major New York City commercial airports in approximately seven minutes, for as little as \$95 per flight for those who purchase an airport pass — less than the price of ground transportation which often takes upward of 90 minutes.”

Tomkiel noted that Blade, along with other UAM firms operating in and around the city, flies exclusively on established “noise abatement” routes, which in Manhattan are primarily over water.

However, helicopter tour companies that fly tourists into the city from New Jersey and other locations do not abide by these noise abatement routes.

“It’s important that both residents and legislators understand that these tour companies don’t operate out of New York City, so they would not be impacted by restrictions on New York City heliports, and thus, the proposed legislation would not have its intended effect on reducing noise complaints from these operations,” Tomkiel said.

However, many at the city and state level have not yet grasped the complexities of the New York City UAM ecosystem or the unintended consequences of various legislative proposals that only allow “essential flights” at New York City heliports — and have thus attempted to address noise complaints through broad-based reductions in flight volumes at the three New York City heliports.

[People with disabilities left feeling 'helpless' and 'humiliated' after trying to access subsidised taxi fares](#)

ABC Radio Melbourne - Oct. 17, 2022

It was 9pm on Wednesday October 5, when disability advocate Adrian O'Malley made his way from Melbourne Airport's arrivals hall to the taxi rank.

His flight from Sydney had been delayed. He was tired and just wanted to get to his hotel so he could rest ahead of a presentation the following day.

When the first cab wound down their window, Mr O'Malley showed the driver his interstate taxi subsidy voucher from Transport New South Wales. The voucher subsidises 50 percent of taxi trips for eligible passengers, up to \$60.

With the door locked, the driver said, "I don't have to take you, mate".

"I said, 'Yes you do,' Mr O'Malley recounted.

""This is not a discussion; you are legally required to take me'."

The driver refused. Mr O'Malley had the same problem with the next five taxis.

Since Mr O'Malley had a stroke 16 years ago he has not been legally allowed to drive, so he often relies on taxis and rideshare vehicles to get around.

"In terms of Victoria, it seems like people with disability are seen as a problem that the taxi industry would prefer not to deal with," he says.

"We just want to live our lives — they have to provide services to people with disabilities."

Mr O'Malley is planning to make a complaint to VCAT and Commercial Passenger Vehicles Victoria (now known as Safe Transport Victoria).

The Disability Resources Centre (DRC) says what Mr O'Malley experienced is all too common.

DRC are calling for a simpler, more consistent subsidy scheme so that people with disabilities can easily get transport. The Victorian regulator for taxis and rideshare companies, Safe Transport Victoria, says they are "deeply disappointed" to hear about unprofessional conduct by taxi drivers.

"This behaviour is not acceptable," the director of people and engagement at Safe Transport Victoria, Ayten Erkul, says.

[Amid Yellow Line shutdown, some commuters turn to the river instead](#)

The Washington Post - Oct. 15, 2022

Melinda Higgins has found a favorite seat for her morning commute this fall: atop the open-air deck of a boat, perched on a metal bench on the stern so she can gaze out at the Potomac River.

A federal employee who works in L'Enfant Plaza, Higgins is among the handful of Alexandria residents who have taken advantage of one underused — and free — way to get to or from downtown D.C. this fall: an early-morning ride on a water taxi.

With the Metro's Yellow Line [completely shut down](#) south of Reagan National Airport, transportation officials in Alexandria and across the region have worked to set up alternatives for the 8,400 or so riders affected on weekdays. They have offered shuttle buses, free rides on the Virginia Railway Express and temporary membership to bike-sharing programs.

But for Higgins — and a handful of other residents joining her aboard — a crowded train car or busy highway is no comparison to cruising on the river, another option added by planners. The water taxi got her to the Wharf within 35 minutes, dock-to-dock, with scenery to boot.

Thomas Hamed, a transportation planner with Alexandria government, said the city's efforts to subsidize morning rides to and from D.C. are aimed at winning over commuters like Higgins.

"The Potomac is one of the most underutilized north-south arterials in the entire DMV region," said Hamed, who has helped head up the water-taxi plan. "This is an opportunity for us to promote that as an alternative, especially at a time when people are looking for other options."

Yet it is one that has long eluded officials in the D.C. region, who for nearly a decade have sought to study the viability of regular ferry service with limited progress. This year, with plenty of commuters still teleworking a few days a week — Higgins among them — it is one that may be a harder sell.

Across the top deck on her ride this week, a suit-clad John Cella sat with AirPods in his ears as he cruised to his government law job in Federal Triangle. Another Old Town resident, he initially switched from taking the Yellow Line to VRE during the shutdown but started trying out the water taxi two weeks ago.

Commuters like him are few and far between, though. While he might be accompanied by a few dozen other commuters on the busiest or nicest mornings, he said, on others there might be just as many crew members as passengers aboard.

The water taxis, operated by City Cruises DC to ferry tourists, normally start running at 10 a.m. with additional connections to National Harbor.

Until Blue and Green Line trains can be rerouted to cover some Yellow Line service in Virginia, the city is paying about \$5,500 a week for two additional round-trip rides in the morning rush hour. The service will continue through the Nov. 5 extension of this first phase of the shutdown.

The boat leaves the Wharf at 6 a.m. and 7:20 a.m. and heads back from Old Town at 6:40 a.m. and 8 a.m. While a one-way ride normally costs \$22, riders boarding in the morning are given red paper slips that grant them free entry on their commutes home later in the day.

Many officials in the D.C. area have tried to make the same thing happen locally. A group of local governments, including Alexandria's, commissioned a consultant's report in 2014 that found that a daily water taxi service could work on at least four possible routes across the Potomac, Anacostia and Occoquan rivers.

The [operating costs](#) would be about \$6.4 million per year — without taking into account several on-land expenses — but short connections between Alexandria, Reagan National Airport, National Harbor and the District had enough demand to make it economically viable.

The Northern Virginia Regional Commission is set to release a market analysis on the prospects of a ferry between the Wharf, Joint Base Anacostia-Bolling and Woodbridge by the end of this month, said Robert Lazaro, the group's executive director.

[Banning flights on UK routes with fast rail links 'could cut flight emissions by third'](#)

[The Guardian](#) - Oct. 12, 2022

Banning flights on routes with fast rail connections could cut the UK's emissions from domestic aviation by a third, a report has found.

The [report by the thinktank Intergenerational Foundation \(IF\)](#) found that domestic aviation was responsible for the emission of 2.7 megatonnes of CO₂ in 2019 alone – the equivalent of the annual emissions from 1.7 million petrol cars or the energy to power 700,000 UK homes for a year.

If domestic flights on routes with a rail alternative under 4.5 hours were banned, the authors say it would reduce emissions by 885 kilotonnes – a 33% reduction. The reduction rises to 53% when only taking Great Britain into account, as there are no rail links between Northern Ireland and the rest of the UK.

The authors of the report call for a domestic flight ban policy similar to the one implemented in France earlier this year. In April, France [became the first country to implement a nationwide short-haul flight ban](#) where alternative trains under 2.5 hours were available.

The disruption to commuters, would be minimal, the report suggests, as for two-thirds of passengers travelling between city centres, taking the train adds less than 30 minutes to their journey compared with flying, while almost a third of journeys are as fast or faster by train.

Angus Hanton, from IF, said: "Now is the moment to challenge the unnecessary use of aviation fuel. This new, un-green government wants to use the current cost of living crisis as an excuse to keep people in planes rather than them taking the eco-option of train travel."

IF says affected routes would only be 14 minutes longer on average by rail than by air, and would be of comparable price when rail journeys were booked in advance.

Other policies recommended by the report called for similar action to be taken to reduce domestic flights, including removing [the millions of free pollution permits given to the aviation industry every year](#), introducing incentives for passengers to travel by train, and revoking tax breaks currently granted to the domestic aviation sector.

Alethea Warrington, a campaigner at climate charity Possible, said: "Travelling by train rather than plane is one of the best things people can do to help tackle the climate crisis. It's ridiculous that the government refuses to adequately support our rail network, and yet freely hands airlines tax breaks which push unnecessary domestic flights.

[PANYNJ Promising Pilot Program- Autonomous Vehicles for airport use](#)

[QNS.com](#) - Oct. 19, 2022

The Port Authority is running a pilot program on electric autonomous vehicles for possible use at airports. The Port team met with representatives from Navya to run course at the JFK Aqueduct Raceway parking lot to see how these vehicles function.

Each shuttle holds about a dozen passengers. It is programmed to make selected stops wherever deployed without the input from a human during the driving time. The potential use of these electric autonomous vehicles is in line with the overall transition to more sustainable energy use by 2030, and the mix of artificial intelligence as it develops.

Port has an innovation team that is looking at many different areas of advancing new technologies into creating more efficient, accessible and a enhanced customer experience.

[Self-driving shuttle tests underway at JFK airport](#)

SiLive.com - Oct. 19, 2022

STATEN ISLAND, N.Y. -- One of the region's busiest airports has hopes of using self-driving shuttles to help passengers quickly and conveniently navigate its facilities.

On Monday, the Port Authority of New York and New Jersey announced that it has begun a three-day demonstration period to test the use of electric autonomous vehicle shuttles at John F. Kennedy International Airport.

"This demonstration is an opportunity to evaluate and test new and emerging technology to improve our customer experience," said Port Authority Chairman Kevin O'Toole. "We continue to see the importance of offering customers innovative and world-class services in response to their needs."

The demonstration will feature two autonomous vehicle shuttles platooning, which allows multiple autonomous vehicles to travel together in unison, increasing the passenger capacity for each trip.

If proven safe and successful, the shuttles, created by French manufacturer Navya, could be used to transport passengers throughout airport parking lots, to nearby commuter rail stations or to associated car rental facilities.

"The Port Authority has been laser-focused on cutting-edge technological advancements, and we are happy to be participating in this first-of-its-kind exploration of autonomous vehicle use in an airport application," said Port Authority Executive Director Rick Cotton.

Though fully self-driving, the shuttles will be accompanied by an on-board safety operator and monitored by Navya's control center in Michigan.

The demonstration will take place within a portion of the JFK Aqueduct Parking Lot that will be closed to the public and represents the first program of its kind in the United States.

"The upcoming demonstration represents the first platooning test at an American airport," said Navya CEO Sophie Desormière. "We are excited to be a part of it as our expertise in AV technology includes solutions for the transportation of people and goods."

[Remotely operated cars are latest innovation undergoing testing at Pittsburgh International Airport](#)

The Business Journals - Oct. 18, 2022

Two vehicles remotely operated by a human driver 15 miles away in the North Side of Pittsburgh are now undergoing testing on roadways and in parking lots at Pittsburgh International Airport (PIT). It marks the latest partnership between the airport's xBridge innovation program and a local startup company.

By partnering with xBridge, Pittsburgh-based Mapless AI Inc. is hoping to further validate its tech, which claims to have the ability to convert most vehicles into ones that can be operated remotely following the installation of its propriety lightweight rack that includes cameras and other sensors to enable remote control of the vehicle. The startup's tech can be mounted to a vehicle's roof and connected to an onboard computer in 15 minutes or less, fully converting the vehicle into one that can be controlled remotely over commercial cellular networks.

[Myrtle Beach visitors choosing alternative ways to rent cars amid shortage](#)

WMBF News - Oct. 13, 2022

MYRTLE BEACH, S.C. (WMBF) - With more people traveling to the area, more people are having trouble booking rental cars.

Customers are now choosing alternative ways to get around such as Turo, a car-sharing company similar to Airbnb, or going with locally owned businesses like Big "E" Car Rental.

"We noticed that there was a lot of need in the area," said Ethan Selph, the owner of Big "E" Car Rental. "A lot of frustration with people, especially at the airport."

Big "E" car rentals started out with just four cars a couple of years ago and now has more than 20 vehicles.

"Our price structure is catered towards those who are local than a lot of our competitors," said Selph. "You could even get a car for less than 24 hours for a dollar per hour. A dollar per mile."

Selph said they can offer these prices that are significantly cheaper than their competitors because they don't cater for long trips. Their customers are usually on family reunions, golf trips or visiting the area for a sporting event.

"When you can go more local, the price drops and we can come even more competitive than our competitors," said Selph.

Selph said the company doesn't do a lot of advertising. Most of their business comes from word of mouth.

"We started the company 'Big E,'" said Selph. "My dad named me Big E when I was little. I was a little guy and he wanted to boost my self-esteem. Since then he's passed and one of the reasons we call the company 'Big E' is to remember the values our father gave us."

You can learn more about Big "E" car rental by [clicking here](#).

[Frustration grows over lack of rental cars at new OIA terminal](#)

ClickOrlando.com - Oct. 11, 2022

ORLANDO, Fla. – The frustration among passengers flying into and out of the new Terminal C at the Orlando International Airport is mounting for those dropping off or picking up rental cars.

Most rental companies have not yet moved into the \$2.8 billion terminal that opened at the end of September, so there are almost no cars available in the Terminal C parking garage.

That gives passengers no choice but to make the trek on foot and by train — unless they know about the newly added shuttle bus service that avoids the trek.

When the Stone family flew in from Jamaica and deplaned at Terminal C Tuesday afternoon, no one told them about the shuttle bus.

They said they tried to check in for their car rental at the rental counters in Terminal C, but no one was staffing the company from which they were renting.

The family of seven had with them more than a dozen bags and a crying toddler. The Stones had to walk outside through the Terminal C parking garage because the pedestrian bridge connecting Terminal C and the Intermodal Facility (train and tram station) isn't finished. The airport put it on hold during the pandemic because no one knew how tourism or revenue would bounce back.

And most rental car companies still haven't placed rental cars in the new terminal, so the old one is the only answer for now.

"We had to walk seven miles to get to customs, and now, we're still walking," another family member said during the trek. "Annoyed. With a crying kid. It's not convenient at all. It's pretty, but it's not convenient."

Like every other passenger in their situation, the Stones had to take the people-mover back to the old terminal and then make their way to the ground floor to the rental car pickup area in the Terminal A parking garage.

The Stones said it added an exhausting half hour to their already long journey.

Kevin Thibault inherited the situation when he took over as OIA CEO earlier this year.

"The most important thing is how do you restore? How do you respond?" Thibault said. "When you hear from customers who said this is not the experience that they expected, [we're] responding to them by doing the shuttle service for the rental cars and restoring back those projects."

At the National Airports Conference in Orlando Tuesday afternoon, Thibault explained to News 6 he's already put the pedestrian bridge back on the books and is currently searching for a contractor to complete it. The towering pilings have already been installed.

In the meantime, Thibault is running a shuttle bus from the new terminal to the old terminal and vice versa for rental car customers. But the news about the shuttle bus is not making it to many passengers.

"So what we're doing with that is working with our rental car partners as well as the ambassadors that we provide and positioning those ambassadors at the rental car counters in both locations," Thibault said. "We're trying to reinforce that not only with our ambassadors but also with our partners."

Thibault said the pedestrian bridge will be finished in the next 15-18 months.

Rental car companies should be in place in Terminal C within the next few weeks, and some are already moving in now.

[Wireless Charging for Electric Buses](#)

Aviation Pros - Oct. 13, 2022

As part of its \$1.5 billion new terminal project at Kansas City International Airport (MCI), the Kansas City Aviation Department invested in a wireless inductive vehicle charging system from Momentum Dynamics Corporation.

Momentum powers all types of electric vehicles using a modular platform technology for the automatic charging of vehicles. There's nothing to plug into. Inductive charging utilizes an inductive ground assembly and an inductive vehicle assembly. The ground assembly can be installed flush with the ground or surface mounted.

"We are designing and building a modern new terminal and we want to make sure that its support infrastructure does not detract from the design," said MCI Fleet Manager Aaron Kaden. "Inductive charging was not only an efficient solution in terms of monetary outlay and ongoing costs but was the only system we found that can deliver energy without the traditional plug-in infrastructure."

With inductive charging, there's no need to take buses out of service for charging. Frequent incremental charging will be provided to MCI Economy Parking electric shuttle buses. Buses can stay in service along the seven-mile loop.

Two chargers will support the entire MCI parking fleet of about 28 vehicles (buses). The 300 kW wireless inductive chargers will be located at shuttle bus stops at the new terminal (just outside of the baggage claim area). While waiting for passengers, bus drivers will park the buses over the

inductive charging pads and charging will begin automatically within 5 seconds of the brake being applied. Charging will automatically end when the bus departs from the pad.

“We have the first wireless charging installation at an international airport that we’re aware of globally,” said Kevin Fisher, director of truck systems electrification at Momentum.

Fisher described what types of vehicles could benefit from the technology at airports. On the landside, he said passenger vehicles, taxis, shuttles and buses could take advantage of this technology. On the airside, any ground support equipment that has a compatible high voltage level battery system could use the system that operates between 400 and 800 VDC.

“In general, what we promote is less chargers to charge more vehicles by deploying en route or opportunity charging, and there’s lots of benefits to that,” he said.

Wireless charging provides the opportunity for a total lower cost of ownership for the charging infrastructure and helps facilitate high utilization of the charging infrastructure, he said. “You can spread that capital cost across more vehicles and it also facilitates a higher utilization for vehicles that can take advantage of this approach,” he said.

Another benefit of the inductive charging process is that they demand less real estate. “When you think of a conductive charging with cords and plugs, generally, they have the same power electronics cabinet that we have,” Fisher said. “They also have a pedestal, with bollards around it to protect it and then cords and plug so you effectively diminish some of your parking capacity with the charging infrastructure. Our setup has a power and electronics cabinet and everything else is underground. We actually hope in future generations to take the power electronics cabinet and put it in the ground as well.”

In 2017, the Kansas City Aviation Department was the first U.S. airport operator to use all electric buses when it added four BYD buses to its fleet and three more in 2020.

Initially, MCI’s plan for inductive charging was to retrofit four existing BYD K7 30-foot electric buses with the wireless system to enable automatic battery charging. An MCI spokesperson said in September this option is being further evaluated.

The new MCI terminal will open in late February or early March 2023.

[Shuttle service experiencing backups to and from Harry Reid airport](#)

Fox5Vegas.com - Oct. 10, 2022

LAS VEGAS, Nev. (FOX5) - A backup at Harry Reid International Airport has left travelers waiting hours before they can get to their gates. It has to do with the shuttle service between the rental car area.

The line wrapped all the way around the building starting at 10 a.m. Monday at the rental car drop-off.

Joe Rajchel, a spokesperson for the airport, said a third-party company that staffs the shuttles is experiencing staffing shortages which is causing the long lines.

“Since travel has started to recover from the impacts of the Covid-19 pandemic, we have seen record volumes of people coming back to Las Vegas, but we are still facing labor shortages so those who are using the shuttle buses to and from the rental car center we have been seeing longer wait times upwards to 30 or 45 minutes,” said Rajchel.

Rajchel said he doesn’t know when they will be fully staffed again, but he said they are working on it and asks that people be aware of this issue in the meantime.

If you plan to use a shuttle, it is recommended you return your car three hours before your scheduled flight time or plan to use a taxi or an uber to get to the airport after dropping off your rental car.

[Things to Consider When Building a Parking Garage](#)

Aviation Pros - Oct. 11, 2022

Whether the airport is large, or small, there is a lot to think about when planning for building a parking garage or improving an existing one. Gresham Smith [GS], an infrastructure design group, spoke to us about recent projects at Norfolk International Airport and Asheville Regional Airport, what kind of planning goes into building and upgrading these facilities, and what airports need to consider.

In December of 2021, GS completed construction of a parking facility at Norfolk International Airport in Virginia to provide spaces in addition to what was available in a pre-existing facility.

In December of 2017, GS had completed construction of a brand-new parking facility at Asheville Regional Airport in North Carolina. Prior to this, the airport did not have a parking facility, simply an open surface parking lot.

Chief Operating Officer at Asheville Regional Airport, Michael Reisman said the airport was experiencing substantial growth over several years and were over capacity in terms of parking requirements.

"The airport historically had less than 400,000 annual enplanements and had about a five or six year run where every year we were breaking the prior year's record in terms of enplanement growth," Reisman said. "We very quickly got to a point where the surface parking facilities that had served us well for decades were just inadequate in terms of servicing the parking needs and the capacity that we required."

Executive Vice President of the aviation market at Gresham Smith, Wilson Rayfield said every client is different, and Norfolk and Asheville are very different clients in terms of the projects.

"Norfolk had always planned for this parking garage, Garage D, to be located where it is," said Rayfield. "They built some new parking 20 years ago and had situated the site to always plan for this garage that was just completed. Whereas Asheville had not anticipated a garage across from the terminal, and in fact, when we first started planning for that project, there was a lot of discussion about several potential alternate locations for that garage."

Rayfield said one of the biggest requests from clients when building a parking garage, is that it be as close as possible to the terminal for traveler's convenience.

"When we first started planning for Asheville, there was a lot of discussion about several potential alternate locations for that garage," Rayfield said, "... Ultimately they made the decision knowing that the garage would be their premium parking product and wanted to have it as close and convenient as possible to the terminal for that reason."

When keeping the client in mind, Rayfield said for airports, you really want to think about the benefits of a sloped garage or flat-surface garage.

"One of the things with an airport garage that you do a little different than, say, a shopping mall or an office building garage is you want all your parking to be on a flat surface," Rayfield said. "So, a parking garage in a corporate setting is often a sloped driving surface with parking there, but considering passengers unloading baggage, potentially having children with strollers and things like that, you always want all of the parking to be flat, so your ramping structure and your parking structures are somewhat different in that respect."

Another major item to consider is wayfinding, especially in larger garages.

"Just in general wayfinding is always a challenge for airports," Rayfield said. "Garages are massive. They don't have the same kind of turnover that office or retail garages have. They have different turnover for that, and so that's what drove the parking count facility technology [HUB] at Norfolk. And that's provided by a vendor that works directly with the access control system at the airport."

[Hartsfield-Jackson to relocate cellphone lot](#)

The Atlanta Journal-Constitution - Oct. 17, 2022

Hartsfield-Jackson International Airport is relocating its cellphone lot amid construction near the domestic terminal.

The new cellphone lot will be farther from the terminal, but more centrally located for motorists going to both Terminal South and Terminal North to pick up friends or family arriving on flights.

The Atlanta airport [opened the cellphone lot a decade ago](#) to allow “meeter-greeters” to wait for free in a parking lot set apart from the terminal, until their relatives or friends called on their cellphones that they were ready to be picked up at curbside. But it has always been located at Terminal South, where [Delta Air Lines operates](#). There is not a cellphone lot at the International Terminal on the east side of the airport.

The new domestic terminal cellphone lot location will be a short distance farther for motorists to get to passengers waiting to be picked up after Delta flights but will make it easier for drivers to pick up passengers arriving on Southwest, Frontier, Spirit and other non-Delta airlines. It will open Tuesday, Oct. 18, replacing the old cellphone lot.

The new cellphone lot is located west of the terminal, occupying part of the hold lot used by taxi and shuttle drivers.

Of more than 868,000 ground transportation pickups at Hartsfield-Jackson in the third quarter this year, about 771,896 were by Uber and Lyft and 96,748 were by taxis, according to airport figures.

The airport said motorists should follow signs to the cellphone lot on message boards along airport roads.

[Reno airport approves \\$500 million plan for 2 new concourses, kicks off lobby expansion](#)

Reno Gazette Journal - Oct. 13, 2022

Reno-Tahoe International Airport is on track to receive a major transformation as the airport board approved a half-billion-dollar plan to build two new concourses.

The Reno-Tahoe Airport Authority board of trustees voted unanimously to approve the \$500 million plan on Thursday morning prior to a groundbreaking event for its ticket lobby expansion project.

“The gateway to Reno-Tahoe is being re-imagined and rebuilt for the next century,” said Board Chairman Adam Kramer. “We are making the first and last impression on travelers better than it’s ever been before.”

The new concourses are part of the MoreRNO project, which was officially announced by the airport earlier this year. MoreRNO is a multi-phase initiative that involves various infrastructure at the airport, such as new road work, a remodeled lobby and a new consolidated rental car facility.

Passengers flying to and from Reno-Tahoe International Airport should expect major disruptions from the new projects. Although the concourse work will take some time to start as the airport secures funding for the project, the airport — which held a groundbreaking Thursday morning to commemorate what it described as the “largest announcement in airport history” — is already kicking off the ticketing hall expansion, as well as work on its inner road lanes.

The initial construction work to expand the ticketing hall will impact passenger drop-offs as well as access to the facility, the airport warned. The airport is in the midst of what Reno-Tahoe Airport Authority CEO Daren Griffin described as “an aggressive communications and signage plan” to inform passengers and businesses about the construction work.

The three inner lanes of the airport, for example, are already closed to traffic, limiting passenger drop-offs and pick-ups to the three outer lanes. The outer lane located south of the overpass will

serve as the drop-off point for passengers while the lanes north of the overpass just outside of the baggage claim area will be for picking up passengers.

Access to the ticketing hall will also be consolidated to two entry points. The south entrance will be located at the southernmost point of the airport of the ticketing hall building while the north entrance can be found just underneath the overpass.

The ticketing hall construction will take about a year.

"It's a \$32 million project," Griffin said. "We should be done by the end of 2023."

[Lihue Airport to have fewer public parking spaces starting October 24](#)

Hawaii DOT - Oct. 19, 2022

LIHUE – The Hawai'i Department of Transportation-Airports Division (HDOT-A) alerts the public the Lihue Airport (LIH) Public Parking Lot Repaving Project will formally begin phase 2 on Monday, October 24.

There will be milling, new asphalt, and striping work on the remainder of the main public parking lot. This final phase will take approximately three weeks to be completed by Saturday, November 12, weather permitting.

During this timeframe, the public is strongly encouraged to consider having a family, friend, or Taxi/Uber/Lyft drop you off/pick-up when possible.

The project will include micro phases to allow the public and employee parking lots to remain open during construction, but there will be less parking available during the work. And please note that the entrances and exits into and out of the parking lot may change to accommodate work zones. A color-coded phasing map is included [here](#).

When a zone is shut down it will be out of service for 24 hours. To ensure vehicles do not inadvertently park in a restricted zone where construction is planned, 36-hour prior notices will be placed by the contractor. They will post barricades, signage, and yellow caution tape around the perimeter of each phase. Any vehicles who attempt to park illegally within a posted and barricaded restricted area, may be towed at owner's expense.

[The number of passengers at Austin's airport this year has already surpassed 2021's total](#)

KXAN.com - Oct. 12, 2022

AUSTIN (KXAN) — The number of passengers at Austin's airport so far this year has already surpassed the total for all of 2021.

New numbers from the month of August show more than 13.7 million passengers have boarded a flight out of the Austin-Bergstrom International Airport since the start of the year.

That means 2022 now ranks as the fourth-busiest year ever, with four months of passenger data still to come.

August itself ranks as the sixth-busiest month of all time. The top six months have all occurred this year. In August alone, 1,787,017 passengers were recorded. May remains the busiest month ever at AUS, with [more than 2 million passengers](#).

August's total is a 38% increase compared to August 2021, which saw almost 1.3 million passengers.

Southwest Airlines remains the largest airline operating at AUS in terms of passenger traffic. Almost four in 10 passengers in August traveled on a Southwest flight.

American Airlines is the second largest, with a little less than a quarter of all passengers flying with the airline. Delta Air Lines accounted for 11.8% of passengers at AUS and United Airlines flew about 10% of passengers. Alaska Airlines is a distant fifth, carrying 4.8% of passengers in August.

When looking at individual airlines, August was a mixed bag when it comes to year-over-year growth.

Other than Qantas — which only registered passengers because of a [diverted flight](#) on Aug. 11 — Allegiant Airlines saw the largest growth in passenger totals. In August 2022, the airline flew 42,169 passengers, up from 24,846 in August 2021 — a 70% increase.

American increased its passenger totals by 55%, while both Southwest and Hawaiian Airlines saw growth of 53%.

Several airlines saw lower passenger totals this July compared to last. Frontier Airlines carried 9,318 this year, compared to 18,690 in August 2021, a decrease of 50%. Meanwhile, JetBlue Airways saw a 34% decrease in passenger traffic. Sun County Airlines dropped by 19% and Spirit Airlines dropped by 8%.

Swift Air reported 180 passengers in August 2021 but none in August 2022.

Meanwhile, several airlines flew passengers in August 2022 but not in August 2021, due to COVID-related route cancellations. Air Canada and British Airways returned in October 2021.

[GJ Airport increasing parking prices starting Nov. 1](#)

The Grand Junction Daily Sentinel - Oct. 16, 2022

Beginning Nov. 1, the price to park at the Grand Junction Regional Airport is going to rise.

The airport announced Wednesday that the Grand Junction Regional Airport Authority Board of Commissioners has approved new parking rates that will go into effect at the start of next month, the first change in parking rates at the airport since 2016.

The daily parking rate will increase from \$10 to \$12. Additionally, hourly parking rates will triple from \$2 per hour (\$1 per 30-minute increments) to \$6 per hour (\$2 per 20-minute increments). The parking rates will be higher than those of other airports in the region.

Airport Executive Director Angela Padalecki said that the decision was made based on rising operating costs and needed improvements at the airport.

“We completed a market study to look at parking and see where rates sit and whether they’re competitive and where they should be,” Padalecki said. “Ultimately, we came to the conclusion that rates needed to increase since they haven’t increased since 2016 despite operating costs going up by over 22% (since then). The CPI (concession planning) went up by over 20%, as well, so just looking at basic costs, we all know they’re going up.

“Furthermore, we also learned in our planning study that we need to expand the public paid lot, so by increasing rates, it puts us in a more sustainable position to fund those enhancements in the parking lot and plan to invest in the future.”

Padalecki said that, when she and airport planners presented this price increase to the Board of Commissioners, they estimated conservatively that the airport will see a \$300,000 increase in annual parking revenues as a result. She said this will help the airport realize its plans to expand the airport’s parking lot, a project that is estimated to cost between \$2.5 million and \$3 million.

“Obviously, increasing rates by about 20% should have an immediate effect; because they’ve not increased in so long, that’s why we felt the need to increase them relatively quickly once we came to the conclusion that they were just behind,” Padalecki said.

“When you look along Horizon Drive, there’s parking at hotels that varies from \$10 to \$12 per night. With that, we wanted to make sure that we were being competitive and that we were making sure

that we were charting an amount that felt fair to the public and could also help promote the financial sustainability of the parking operations.”

Currently, the paid lot can be used for free for the first 30 minutes. That will change come November.

With free parking increments shortening from 30 minutes to 20, Padalecki addressed concerns that this shortening could lead to more congestion along the curb and inside the airport.

“The same group of planners who works on parking also works on the curbside,” she said. “Ultimately, what we typically see is that people are not waiting for more than 20 minutes if they park to take folks in or park to come in and pick folks up and take them out, so we hope that it won’t have a negative impact to the public.

“We’re not in the habit of changing our parking rates on a regular basis and we don’t intend to change them every year like you see some rates in town change. We think that could be disruptive.”

While the price increase will help the Grand Junction Regional Airport build up the capital to continue improving the airport experience and recover from rising operating costs over the past seven years, it will also solidify the airport as being more expensive than its Western Slope counterparts.

At Montrose Regional Airport, parking is free for up to 30 minutes and the daily rate is \$8.

At Eagle County Regional Airport, parking is free for up to two hours, and the two parking lots charge \$8 and \$6 per day, respectively.

The Aspen/Pitkin County Airport has two parking lots, both of which provide free parking for 30 minutes. The airport’s Elk Lot charges \$6 per day and its bear lot charges \$12 per day.

Parking options at Denver International Airport are varied, with the garage costing \$30 per day and economy parking costing \$18 a day. However, the airport’s shuttle lot charges \$8 per day and its 61st and Peña lot charges \$7.

[Dulles to join Reagan as the most public transit-accessible Virginia airports](#)

Virginia Mercury - Oct. 12, 2022

Washington Dulles International Airport is preparing to become one of Virginia’s most public transit-accessible commercial airports with the eventual opening of a Metrorail station for travelers.

The Silver Line extension of the Metro system, which includes the station at Dulles, has been in the works for more than 15 years. Construction issues pushed back the estimated completion date for more than three.

“Metro has not set an opening date for the Silver Line extension,” said Sherri Ly, a spokeswoman with Metro, in an email. “We continue to work closely with [Washington Metrorail Safety Commission] and expect to be prepared for safety certification this month.”

The Washington Metrorail Safety Commission, an oversight committee commissioned by Congress, must inspect the rail line before the station can open.

Last year, the commission [took hundreds of railcars out of service](#) after a derailment investigation. The commission approved [Metro’s plan](#) for returning “more reliable” trains to service shortly last month. Ly said the agency is working to add more than 7,000 new railcars as passenger demand is expected to grow.

Dulles International Airport is one of nine public airports in the commonwealth that provide commercial service, according to the Virginia Department of Aviation. Most airports offer designated spaces for shared rides, including Uber and Lyft, rental car services and taxis.

Ronald Reagan Washington National Airport in Arlington, which the Metropolitan Washington Airports Authority operates, has the most ground transportation offerings of the nine airports, including a Metrorail station.

While Reagan's Metro station has an elevated connection to the airport, Dulles's link will be on the ground level.

The first phase of Metro's Silver Line extension opened in 2014, expanding rail service from East Falls Church to Wiehle Avenue in Reston. The second phase includes Metrorail stations at Ashburn, Herndon, Reston and Dulles International Airport, making up 11.4 miles of new track.

Metro has also replaced more than 5,000 Metrorail maps with updated versions to include six new Silver Line stations and the Potomac Yard Station in Northern Virginia.

Metro riders will be able to access Dulles' main terminal via an existing underground passenger walkway that runs from a parking garage to the terminal.

In November 2004, the Metropolitan Washington Airports Authority completed the \$81 million walkway. Subramanyam, who often travels through Dulles, said he hopes the authority will consider operating quicker transportation from the rail station to the main terminal.

The passenger walkway is 1,000 feet long, equivalent to nearly two Washington Monuments laid on their side. The walkway has moving sidewalks in each direction and elevators that can take passengers up to the terminal.
