

AGTA News from the Airport Curb - 7/28/22.



## AGTA News from the Airport Curb



In case you missed AGTA's most recent Zoom conference, click on the link below to access a recorded copy of: ***What changes are being made and what is needed in a post pandemic environment.***

**Zoom Recording Information:**

[https://us02web.zoom.us/rec/share/qLYXwcpyY-MGYFqTJ5Os09\\_VrOO-Jn7RQjfOf\\_jAGOVrDDWUobxQkFwB2KKejQvL.xYtufpwKsR-WjPhr](https://us02web.zoom.us/rec/share/qLYXwcpyY-MGYFqTJ5Os09_VrOO-Jn7RQjfOf_jAGOVrDDWUobxQkFwB2KKejQvL.xYtufpwKsR-WjPhr)

Passcode: kI0@6L&!

**SAVE THESE DATES!** Mark your calendar for the **October 23 - 26 "AGTA Airport Ground Trans Rally in Raleigh"**, and watch your mail for further details soon.

### CAREER OPPORTUNITIES

- **Assistant Director, Operations - Business & Strategy, BNA**  
[Click Here for more info. & to Apply](#)
- **Commercial Manager - Ground Transportation, ONT**  
[Click Here for more info. & to Apply](#)

### GROUND TRANSPORTATION NEWS

[Massport and MassCEC Celebrate Electric Vehicle Grant at Logan Airport](#)

AviationPros - July 28, 2022

The Massachusetts Port Authority (Massport) and Massachusetts Clean Energy Center (MassCEC), as well as local elected officials, celebrated MassCEC's recent grant to Massport in support of

planning and facilitating the transition to more electric vehicles (EVs) at Logan Airport. Getting more passengers in an electric vehicle is an important step as Massport moves toward becoming Net Zero by 2031. Participating organizations included representatives from the Executive Office of Environmental Affairs, the rental car companies at Logan including Avis, Enterprise and Hertz, as well as Uber and Lyft. Several rental car company-owned EVs were available for demonstration including Tesla, Kona and Polestar models.

“Offering EVs through rentals and rideshares will catalyze the adoption of EVs and help us achieve our clean transportation and emissions reduction goals,” said MassCEC CEO Jen Daloisio. “The growing deployment of EVs at Logan Airport and accompanying infrastructure will both help to educate consumers and begin to reduce emissions in surrounding communities. MassCEC is proud to support this innovative program.”

In 2019, there were more than 1.3 million rental car transactions at Logan and 2022 is trending to near 1 million transactions. Today, passengers at Logan can rent more than 200 EVs from the Rental Car Center, or choose an EV option from Uber or Lyft. By renting an EV, passengers can see for themselves how easy these are to use and reduce fear about charging the vehicle.

The demand at Logan Airport for more EV charging both landside and airside continues to increase. Massport has more than 40 chargers landside available for the public, in our parking garages and Ride App and taxi pools. These chargers are funded through Massport’s capital budget as well as grant funding.

For those driving their own EV to Logan, there are 173 hybrid, electric, and alternative fuel only parking spaces available and charging ports are located conveniently near the terminals with no cost for electricity use. Massport is also working to transition its own fleet to EVs, and recently ordered 2 electric Ford F-150 trucks and 2 electric Ford Transit vans for use at Logan Airport.

In March 2022, Massport unveiled a new, bold agenda to reduce carbon emissions across all properties and become Net Zero by 2031, coinciding with the Authority’s 75th anniversary and nearly two decades ahead of the 2050 deadline set by the United Nations’ Paris Agreement to limit climate change to 1.5 degrees Celsius.

### [\*\*Boston's Logan Airport Has Most Expensive Parking In Country: Report\*\*](#) **Patch.com** - July 27, 2022

The Boston-based airport also came in as the sixth most expensive airport in the world for weekly parking. Logan was the only airport in the U.S. to make Zutobi - an international driver's education company's top 10 list.

Weekly parking in Logan's economy garage is \$203 - but you can save \$4 if you save a spot in advance, but you'll still have to take a shuttle bus to get to the main gates. Parking in Logan's central parking garage or Terminal B for the full week will run you \$266, or \$230 in advance.

Zutobi named Hamad International Airport in Qatar the most expensive - charging \$278.77 for a week's parking in the cheapest area. London Stansted Airport came in second, charging \$263.66 for the week, and Abu Dhabi International Airport charges \$228.70 for the week.

Rankings were determined by comparing 97 of the busiest airports in the world based on commercial passengers. The U.S. brought in 26 airports, but only Logan made the list.

### [\*\*Transportation Network Companies: New Legislation Addresses Long-Standing Issues\*\*](#) **MRSC.org** - July 27, 2022

This blog summarizes the new statewide regulations contained in ESHB 2076 that apply to Transportation Network Companies (TNCs), such as Uber or Lyft, and their drivers.

For local governments, the key thing to know is that the state legislation preempts most local regulation in certain areas. No local government may impose any tax, fee, or other charge on TNCs or drivers, but they can impose generally applicable business, sales, use, excise, or property taxes. There are some exceptions to the preemption, but these only apply to Seattle and King County.

In addition, the preemption does not prevent an airport operator from requiring TNCs to enter into contracts related to operating on airport property.

The Washington State Legislature addressed some of these issues in ESHB 2076. According to the [House Bill Report](#), the bill:

- Establishes minimum per mile, per minute, and per trip rates for drivers of TNCs and provides drivers with paid sick time and workers' compensation coverage;
- Creates uniform statewide regulations of TNCs;
- Creates a fund for a Driver Resource Center to, among other things, support drivers in resolving disputes related to account deactivations; and
- Establishes statewide preemption of local regulation with exceptions for certain local ordinances from Seattle and King County.

These provisions do not all take effect at the same time but are phased in to allow the TNCs and drivers time to comply.

The new law is lengthy and comprehensive. For those agencies that have adopted regulations which apply to TNCs, the new statute will probably make most of those regulations obsolete. For the agencies that have not adopted TNC-specific regulations, this is a good time to review and update your local code provisions related to "for-hire" vehicles in general to ensure that they are consistent with the statutes related not only to TNCs, but to other for-hire services such as taxicabs ([Chapter 81.72 RCW](#)), limousines ([Chapter 46.72A RCW](#)), and those additional services outlined in [Chapter 46.72 RCW](#).

### [Endera partners with The Mobility House to provide airport electric shuttles and charging technology in San Diego](#)

**Sustainable Bus** - July 27, 2022

**Endera and The Mobility House** announced a new partnership with focus on providing an **integrated technology offering for commercial fleets**

. 40 electric shuttle buses are run by two parking operators – ACE Parking and Aladdin Airport Parking – both servicing the San Diego International Airport.

Endera and The Mobility House have already delivered their **fully-integrated electric shuttles and smart charging solution to two parking operators** – ACE Parking and Aladdin Airport Parking – both servicing the San Diego International Airport.

ACE Parking's electric fleet, which includes **32 Endera shuttle buses, six BTC DC 50 kW chargers and two Proterra DC 60 kW chargers**, became operational in February 2022 and averages 5,000 miles driven per day shuttling passengers to and from the San Diego Airport, the partners say.

With The Mobility House's smart charging and energy management system ChargePilot, ACE Parking is estimated to save \$16,000 a year versus unmanaged charging, based on San Diego Gas & Electric's EV-HP pricing plan.

For Aladdin Airport Parking, a fleet of eight Endera shuttles, four BTC 50 kW chargers and two Delta 25 kW DC wallbox chargers were most recently implemented in June 2022.

**[Elon Musk abandoned plans for a four-mile tunnel at Ontario airport. Locals are picking it up](#)**  
**Los Angeles Times - July 27, 2022**

Five years ago, tech mogul Elon Musk posited a way to curtail rush-hour traffic in Southern California: Build high-speed underground tunnels.

Among those plans, Musk's civil engineering firm, the Boring Co., submitted an unsolicited proposal in 2019 to the San Bernardino County Transportation Authority for a tunnel that would whisk riders from the Rancho Cucamonga Metrolink station to Ontario International Airport in just a few minutes.

The proposed subterranean path would run in one direction and cost less than \$100 million — a far cry from the more than \$1-billion price tag for a surface-level connection system, according to the county transportation agency's spokesperson, Tim Watkins.

Since then, Musk and his company have backed out of the project, Watkins said — but that isn't stopping the transportation authority.

The plan, which will now feature two tunnels stretching 4.2 miles for travel in both directions, is estimated to cost roughly \$492 million and is expected take riders to their destination in less than 10 minutes, Watkins said.

Three above-ground stations will be built — one at the Rancho Cucamonga train station and two at the Ontario airport at Terminals 2 and 4. The San Bernardino County Transportation Authority plans to cover nearly half the cost and is looking to close financing gaps through grants and state and federal dollars. Service could start as early as 2027, officials said.

Ontario International Airport CEO Atif Elkadi said the tunnel is a creative solution to enhance transportation connections to the airport.

But the project still has a long way to go. The agency has to secure at least \$265 million from the state and \$25 million in federal funding. An underground tunnel is also an unprecedented feat in an area infamous for traffic congestion. The project's design and building could take up to three years before it's ready for testing.

The county's transportation agency is looking into self-driving electric vehicles that will be sized to accommodate luggage, as well as shuttles for the tunnels, but it has yet to finalize details. It also hasn't figured out how fast the autonomous vehicles will travel or how often service will run. The group plans to bring on a team to get service started around fall 2027, and then Omnitrans, which operates all buses in San Bernardino, will take over long-term operations.

**[Countersuit claims that buyer of airport shuttle service first breached sales contract](#)**  
**Daily Camera - July 26, 2022**

Contrary to allegations contained in a lawsuit against Flatirons Transportation LLC and Ross Alexander, it was Eight Black Partnership LLC, BoCo Airport Shuttle LLC and its owner, Simon Chen, who first breached the agreement between the companies involved in the sale of the airport shuttle services in Boulder County, according to a counterclaim.

The background: Chen, the Longmont-based operator of Eight Black Partnership and BoCo Airport Shuttle, said in the lawsuit filed June 24 that Green Ride Boulder and Green Ride Longmont seller Alexander of Boulder did not disclose a settlement agreement Alexander had reached with the U.S. Department of Justice over Americans with Disabilities Act compliance. The DOJ contends that Chen's company is the successor company and subject to the terms of the undisclosed settlement agreement, the lawsuit said. The agreement with the DOJ may require Chen's company to buy an ADA-compliant vehicle at a cost of about \$100,000.

The lawsuit also accuses Alexander and the part of the Green Ride company that he retained of poaching employees, even though the sales agreement included a non-solicitation provision.

The counterclaim seeks dismissal of Chen's lawsuit, enforcement of the sales agreement and a judgment also against Chen personally, who Alexander said executed a personal guaranty on the deal.

The case is Eight Black Partnership LLC and BoCo Airport Shuttle LLC versus Flatirons Transportation LLC and Ross Alexander. It is case number 2022cv30417 filed in Boulder County District Court.

**[Bush Airport traveler hit with \\$1,800 bill to replace catalytic converter taken at city-owned lot](#)**  
**ABC Eyewitness News 13 - July 26, 2022**

A man was frustrated after returning from vacation to his car parked in one of the "ecopark" lots at Bush Airport to find his catalytic converters had been stolen.

"I have parked there in the past without issue," Light said. "It seems to be relatively safe. It's gated. There's always staff there."

In addition to the \$45 he paid to park, he is now out more than \$1,800 more to fix his vehicle.

Houston Airports have two ecopark lots. One is on JFK Boulevard and the other is on Will Clayton Parkway.

A look at Houston police crime data found that there have been at least 55 incidents there from January to June 2022 at the JFK location. Most of the reported crimes were thefts of car parts.

The lot on Will Clayton, ecopark 2, has only had three incidents this year.

"After hearing the stats, they have a responsibility at that point," Light said. "This is not a one-time thing. This is almost every week (that) this is happening."

ABC13 looked at crime data at other offsite parking lots and found that none of the numbers were near the ecopark on JFK. So far in 2022:

- **The Parking Spot on JFK: 7**
- **Park and Fly on JFK: 5**
- **The Parking Spot 2 on Will Clayton: 4**
- **Fast Park and Relax: 3**
- **Fine Airport Parking: 0**
- **The Parking Spot 1 on Will Clayton: 0**

We reached out to Houston Airports, which said it does not have liability when it comes to incidents like the one Light suffered from.

They also issued us the following statement:

*"Houston Airports cares about its passengers and their property. There are multiple cameras at all parking locations, our lots are well lit, and each location has a private security guard service. Also, Houston Airports works closely with its parking operators and the Houston Police Department to have crime deterrents at all parking facilities. From January 1, 2022, to June 30, 2022, more than 244,800 ecopark users have experienced our efforts which have resulted in 99.97% of customers using our facilities without a security incident."*

*Houston Airports constantly reviews how to better safeguard passengers' vehicles while they are traveling and in addition to the crime deterrents in our parking facilities, we are grateful to the officers of the Houston Police Department who assist us every day in safeguarding our parking facilities.*

*Houston Airports cares about its passengers and their property. There are multiple cameras at all parking locations, our lots are well lit, and each location has a private security guard service. Also, Houston Airports works closely with its parking operators and the Houston Police Department to have crime deterrents at all parking facilities. From January 1, 2022, to June 30, 2022, more than 244,800 ecopark users have experienced our efforts which have resulted in 99.97% of customers using our facilities without a security incident."*

### **[Navi Singh seeks traction for Buffalo-based startup EzParkSleep](#)** **Bizjournals.com - July 26, 2022**

Navi Singh has built an impressive platform, capable of almost anything prominent travel websites can do.

That includes booking flights, car rentals and hotels. [EzParkSleep](#) also gives users its own unique twist: letting them book parking around the airport.

Now he just needs to get the word out.

"This is a perfect tool for Canadian travelers who want to fly out of an American airport," Singh said. "It's based on my experience working at a hotel near the (Buffalo Niagara International Airport). We used to sell a lot of airport parking to Canadians from Toronto."

Singh said a number of friends, families and associates have used EzParkSleep to organize trips, saying the interface and functionality is on par with Expedia and Priceline.

The problem is he finalized the tech and introduced his startup in 2020, a historically terrible time for the travel industry.

Now he's considering ways to boost the traffic on his website, including partnerships with hotels and taking outside investment.

"People are going to start traveling again," he said. "And online companies are changing the travel game."

### **[Local Ground Transportation Company Kicks Off Summer with New Look](#)** **Benzinga - July 25, 2022**

Executive Transportation, a ground transportation company headquartered in Minneapolis, Minnesota, recently announced the launch of a new website.

Known for its reliable services, private fleet of luxury vehicles, and professional chauffeurs, the company and its CEO, Gus Ortis, decided it was time to design a website that would complement its reputation for quality.

"We provide the ultimate stress-free travel experience and believe that experience should start at the beginning of the customer's journey," said Ortis. "Our goal was to build a website that makes it easy to book reservations online while showcasing the type of first-class amenities our passengers have access to, whether they're traveling for business or leisure."

In addition to providing clear navigation and online reservations, the new website makes it easy for users to connect with coordinating specialists to help plan the logistics of VIP and group travel.

Customers looking for reliable ground transportation in the Metro Area, as well as the company's other service locations, which include Nevada, California, New York, and Florida, can reserve a luxury vehicle to seat any size party, using the website's booking feature.

### **[Sun Country Airline Travelers Can Now Take a Free Landline Bus to MSP](#)**

**AviationPros** - July 24, 2022

Sun Country travelers will get complimentary Landline bus service to and from Duluth to the Minneapolis-St. Paul airport. Flights from Duluth and MSP from August through October are currently the same price, but the deal is only available until Aug. 10. In order to get the deal, travelers can visit [suncountry.com](http://suncountry.com) and select Duluth as the origin and/or destination.

"Landline enjoys a great partnership with Sun Country Airlines, and this special Duluth-only promotion is another way we're working together to maximize convenience for travelers in this region," said David Sunde, Landline Co-Founder and CEO. "This eliminates the stress of driving, cost of gas and airport ramp parking fees."

### **[Loneliness of the Long-Distance Tesla Uber Driver](#)**

**CleanTechnica** - July 24, 2022

For over 6 years, I have provided transportation services for Uber, Didi, Ola, and my own business, while accepting various other rideshare bookings. Last year, I purchased a Tesla Model 3 Standard Range. I have completed 70,000 kilometers (43,500 miles) in 12 months, and every day drive between 250 to 500 km (155 to 310 miles) in a car that is limited to a range of 420 km (260 miles). If you want to earn more and go further than 420 km, you're going to need to visit your closest DC fast charger for about 30–55 mins to recharge. Being a rideshare driver, having fast and reliable EV charging infrastructure available is very important. It means you can save time and plan more effectively — charging in the quiet times, accepting the rides that earn you the most money.

After purchasing my EV, I attempted to encourage the Brisbane Airport Corporation to include chargers in the Ground Transportation Operation (GTO) area for taxis, ridesharing, and limos (this is a rideshare geofencing tagged area where you can wait and receive trips — if a Tesla Uber driver travels outside this area, he won't be allowed to pick up airport trips). Brisbane Airport Corporation offers 4 EV chargers at DFO, intended for staff initially. BAC said "we're not interested" and pushed the issue aside instead of expanding this offering into a dedicated GTO area.

My suggested solution is rows of DC fast chargers with a solar panel shade (carport) placed in the holding area. This would allow for rapid charging while cars are waiting in feeding and holding areas for work. Typically, cars can spend 15 minutes to 1 hour idle in rideshare areas, and that's enough to recharge an EV close to 100% and resolve any range issues that rideshare, taxi and limo ground transportation operators would have.

Airports are missing a great opportunity for revenue and carbon credits. They could control and brand the chargers, or they could contract the service out. There would be many eager bidders — Tesla, Chargefox, Evie Network, and more. As more EVs enter the ground transportation space at airports, there will be pressure for solutions like this to be implemented for Tesla Uber drivers.

### **[Average electric car price hit \\$66,000 in the US, but that's not the whole story](#)**

**electrek.co** - July 24, 2022

The average electric car price in the United States hit \$66,000 last month – a more than 13% increase year over year. That's a bit disappointing since the promise has been that EV prices would come down, but this price increase isn't the whole story.

To be fair, most new cars are not a smart purchase for most people, and EVs are going after the new car market. But there's also the factor that many automakers entering the EV space started with more expensive segments, resulting in electric vehicles being on average more expensive.

Now on top of it all, there's out-of-control inflation that is increasing the price of everything – including electric cars. [Kelley Blue Book](#) is out with a new report tracking average car prices across the United States. Their report confirms that the average EB price has increased 13.7% to \$66,000.

That's a significant year-over-year increase, but it is in line with price increases for the broader car market, which was up 12.7% to \$48,043 last month.

We can't really blame the EV market for these price increases. Inflation is hitting virtually every industry pretty hard. Once things calm down on that front, I think we are going to see improvements in electric vehicle prices through economy of scale and reduction in battery cost.

Of course, if we are looking at the overall average sale price of electric vehicles, models in cheaper segments are going to be the biggest difference maker. I am talking about vehicles like the [VW ID Life](#) and [the newly announced Hyundai \\$20,000 electric car](#).

At the same time, electric pickups are likely going to represent a significant portion of EV sales in the United States in the next few years, and that should push the average higher.

### **[Uber and Lyft Ridership May Be Faring Even Worse Than Transit](#)** **Streetsblog- July 22, 2022**

For all the bad news about our state's transit system this month, the state's app-based ride-hailing companies are having an even harder year, with surging prices, moribund ridership, and an expensive legal blunder that sank an \$18 million lobbying campaign.

In the two years leading up to the pandemic, ridership on Uber and Lyft had been growing explosively; [an analysis of the companies' own data estimated that their drivers logged a staggering 23 to 25 million miles in the City of Boston – roughly 8 percent of all the city's traffic – during the month of September 2018](#).

But during the pandemic, ridership cratered – and it hasn't recovered. According to state regulatory data, Uber and Lyft picked up 45.3 million fares in the City of Boston alone in 2019. But in 2021, the companies served 39.7 million passenger rides in the entire state.

According to [Uber's financial reports to investors](#), the company is now taking in more revenue from deliveries than from passengers. The company's reported gross revenue from passenger bookings in the last three months of 2021 was down by 16 percent compared to the same period of 2019 (from \$13.5 billion in 2019, to \$11.3 billion in 2021), in spite of considerably higher prices. But value of the company's bookings from deliveries in the same time period had more than tripled (from \$4.4 billion in 2019 to \$13.4 billion in 2021).

Labor issues also played into a major loss for the two companies in Massachusetts courts last month. Earlier this year, [the companies had pledged \\$18 million on a ballot initiative campaign](#), modeled after [a similar referendum that passed in California in 2020](#), to formally classify their drivers as "independent contractors," not as employees who would be entitled to minimum wages, overtime pay, and other worker protections.

In June, [the Massachusetts Supreme Judicial Court ruled](#) that the companies' ballot initiative was illegal, because "the petitions contain at least two substantively distinct policy decisions, one of which



(the liability provision for crashes) is buried in obscure language at the end of the petitions... as such, the Attorney General's decision to certify the petitions was in error."

The state's latest data on the companies' activities also suggest that Uber and Lyft have been carrying proportionally fewer passengers in the core of the MBTA service area since the pandemic began.

By contrast, the companies' ridership has been more resilient in gateway cities and suburbs, like Brockton (where 844,803 rides originated in 2021, or 86 percent of the companies' 2019 ridership) and Fall River (220,821 rides in 2021, or 93 percent of pre-pandemic ridership).

### **[Echo of Y2K prompts \\$115K parking fee at Albany International Airport](#)**

**TimesUnion.com** - July 22, 2022

Several travelers trying to leave the airport's garages this week received jaw-dropping parking fees, including one woman whose total came to \$115,000.

Airport spokesman Doug Myers said the problem was a limited one, which was occurred Sunday evening after a power outage caused the parking computer system to restart. At least one machine in both parking garages spit out tickets to travelers as they came into the garage with the date Jan. 1, 2000.

When the travelers tried to leave the garages, they were asked to pay for 22 years of parking. That includes the South Garage that opened two years ago. The daily rate at both garages is \$14.

Myers said no travelers actually paid for two decades of parking. Instead, the payment machine refused to accept tickets with that date and airport staff were able to help travelers pay the correct amount for their stay in the garage.

The Y2K scare was a fear of potential widespread computer errors at the turn of the century. The concern was that many computers' formatting and data storage systems at the time used the last two digits of a year for dates. The fear was that on Jan. 1, 2000, systems across the globe would turn to Jan. 1, 1900, potentially causing billions in damage to industries such as banking and air travel.

### **[More electric shuttle buses coming to Raleigh-Durham International Airport](#)**

**The News & Observer** - July 22, 2022

Raleigh-Durham International Airport is doubling the size of its fleet of electric shuttle buses.

RDU's governing board voted Thursday to buy four 40-passenger electric buses to carry people between the terminals and remote parking lots.

They'll join four electrics that RDU began using in May 2019. The new buses will cost \$924,853 each, or about \$3.7 million all together. A grant from the Federal Aviation Administration will cover nearly \$1.4 million, while the rest will come from RDU.

The electrics cost more than standard diesels, but RDU officials say the savings in fuel and maintenance make them a good deal in the long run. The buses are also quieter and smoother and produce less greenhouse gas emissions than the diesels they'll replace.

With this order, eight of RDU's fleet of 12 shuttle buses will be electric and four will run on diesel.

The buses will be built by Proterra Inc., a California company with a plant in Greenville, South Carolina. It will be about 18 months before they arrive at the airport.

RDU was the first public bus system in the Triangle to begin using electrics. Since then, GoTriangle, GoRaleigh, GoDurham, Chapel Hill Transit and Duke University have each put at least two electric buses on the road, often with the help of federal grants.

### **Can Alto Succeed at Employee-Driven Ride-hail?**

**Techcrunch.com** - July 22, 2022

Ride-hail startup Alto thinks the current gig worker-based market is inherently broken. Drivers' salaries are squeezed by the costs of owning and maintaining a vehicle; riders aren't guaranteed a high-quality service; cities have had to deal with angry taxi drivers; and the app-based companies themselves that have undercharged users to expand into new markets are still not seeing the profits from a growth-at-all costs mindset.

Earlier this month, Alto launched its service in San Francisco, its sixth market across the U.S. The startup also operates in Dallas, Houston, Miami, Washington, D.C. and Los Angeles, and says it is continuing to expand its model. To date, Alto has about 2,000 drivers on its platform driving 400 vehicles, and is awaiting a shipment of 600 more vehicles.

Alto is just one of many new ride-hail startups that are hoping to solve the many flaws of the gig worker model. Revel, for example, has a fleet of Teslas driven exclusively by employees in New York, and Earth is doing something similar in Texas. Meanwhile, worker-owned apps like the Co-Op Ride app is owned collectively by the drivers, which the company says allows drivers to earn 8% to 10% more than those who work for Uber or Lyft.

Alto, which last raised a \$45 million Series B in the summer of 2021, says it has grown 420% year-over-year (although the company didn't say up from what), and attributes this growth to a differentiated level of service.

The vehicles in Alto's fleet are all luxury, midsize SUVs — currently Buick Enclaves and VW Atlases — that feature leather interiors, plexiglass partitions and in-vehicle WiFi, according to the company. The goal is to transition to a full EV fleet starting early next year, depending on vehicle availability.

To ensure a smooth transition to EVs, Alto is working on building electric infrastructure charging hubs for its future fleet in all of the cities in which the company currently operates, plus Silicon Valley.

Riders can only access Alto's service through a membership of \$12.95 per month or \$99 per year, which Coleman says creates a higher bar to acquisition but one that ensures Alto acquires customers who are more profitable over time because they ride more frequently.

While the membership model may be a successful one in the long term, it's all about how you sell it. Multiple app reviews on the Google Play store and on Apple's App Store show customers who are disgruntled at being confronted by a request to put in their credit card details immediately upon opening the app, instead of giving them time to play around, review pricing for rides or even determine if Alto services the passenger's area.

Coleman went on to say Alto is constantly working to improve the app experience and grow its fleet to best serve its members.

### **[Curb management data monetizes parking, boosts safety](#)**

**GCN.com** - July 20, 2022

A smart loading zone pilot project has improved curb management and increased revenue in Pittsburgh in just three months.

The Pittsburgh Department of Mobility and Infrastructure (DOMI) implemented the yearlong project in April with technology and a \$100,000 grant from Automotus' Commercial Curb Challenge, through

which the company provides its technology at no upfront cost using partnerships and revenue share agreements.

Since then, the number of drivers parking in those areas of the city has risen 21% and the amount of time they spend there has fallen almost 30%, said Caroline Seifert, policy analyst for curb management at DOMI.

Additionally, about 30% of those parking are paying users through Automotus' web-based payment system, which is increasing revenue, she said. The city will start mailing bills to drivers who park and aren't registered.

Automotus placed its license plate-reading cameras and associated processing units on streetlights in 20 short-term parking zones with time limits to speed loading and unloading for delivery drivers.

Algorithmic models on the camera units process in real time data on what vehicles – freight truck, delivery van or bicycle, for instance – are accessing the zone, how long they park for and whether they had to double park. They can also determine whether the vehicle is electric or hybrid. The technology blurs faces, capturing only license plates to automate payments and violation citations.

The results are presented to the city via a dashboard that displays aggregated insights on what the computing models detected – for example, the average parking turnover in a certain time period or the average dwell time on a given day or week.

The company then uses that data to make policy suggestions, such as pricing for parking in various zones at different times.

For drivers, Automotus offers a separate, web-based payment application that requires a one-time registration and set up of a digital wallet. Then, when the company's cameras detect the vehicle in a smart loading zone, the system bills for the amount of time the vehicle spends there.

## AIRPORT NEWS

### [New Scanners Ready To Go at Tampa International Airport](#)

**Myq105.com** - July 27, 2022

If you're flying out of Tampa this week, you might see something new as you get ready to board your flight. Biometric screening is something all airports are going to have by 2024. But Tampa International has them now, replacing the traditional boarding pass scanners.

When you walk up to the gate, the scanner takes a photo of you. It compares the photo to what's on your passport photo that's on file. It also checks for things like your name to make sure it matches up with who's booked for that flight. Once you're cleared, you walk in and sensors prevent anyone from trying to piggyback their way in with you.

According to the Tampa International website, a plane carrying 130 passengers boards 3 to 4 times faster. The scanners helped speed things up from about 30-40 minutes to 11 minutes.

### [Airlines mishandle thousands of wheelchairs each year. These New Englanders want you to know how that puts them at risk.](#)

**Boston.com** - July 27, 2022

Thousands of wheelchairs and scooters are damaged or lost in transit by airlines each year, an issue that disability rights advocates have been sounding the alarm about for years. In 2018, Congress required airlines and the Transportation Security Administration to make flying better for passengers with disabilities. Airlines were required to start reporting the number of lost or damaged wheelchairs and scooters at the end of 2018.

In 2019, the first full year of reporting, 10,548 wheelchairs and scooters were lost, damaged, delayed, or stolen — amounting to about 29 incidents a day, according to *The Washington Post*. Because of the COVID-19 pandemic, that number dropped dramatically to 3,464 in 2020, about 9.5 a day.

The number began to rise again in 2021 as more people took to the skies amid the pandemic, with airlines reporting 7,239 wheelchairs and scooters were mishandled of the 532,306 transported — or roughly 19.8 a day.

The most recent data available from the U.S. Department of Transportation shows the trend continuing to rise.

Asked by Boston.com about Laing's experiences, Delta said in a statement it considers wheelchairs an "extension of a person and [understands] that any mishandling of this mobility device directly impacts their daily living."

"We have affirmatively worked with the customer to make things right, and apologize for their experience," the statement read. "We are proactively working with our Advisory Board on Disability and our cross divisional operations teams to continuously improve the travel experience for our customers with disabilities."

Laing said she counts herself lucky because she had another chair to use while the other was out-of-commission.

Most people don't have a backup.

She said it's clear that people don't understand the impact, with some often quick to point out that the airline does reimburse the cost of the repairs.

"It can take six months to a year to get a customized chair fixed, even if it is through insurance or the airline pays for it," Field said. "What people don't understand is that your independence is taken away until you get that new chair."

Too often, people see wheelchairs as a limit, Laing said.

"But it's what gives people with paralysis freedom to get around and really opens things up for us," she said. "So it's hugely important to have your specific chair, because as I said, it's very customized medically to you."

The problem, she said, is that airlines think they're doing the right thing fixing chairs after the fact.

Laing said that's not a real solution; that's a fix after a problem has been created.

Laing, Wetherbee, and Field were in agreement that they'd like to see more training for airline employees for how to handle wheelchairs and care for those traveling in them. Improvements should also be made to the ground wheelchairs used for transport in the airport and on the planes to make them safer and more comfortable.

But the best solution, they agreed, would be to see wheelchairs stored in the cabin, not below with the luggage.

The Department of Transportation held a hearing in March to "listen and learn" from people who use wheelchairs about the difficulties they experience traveling by air.

The department also recently issued the first-ever [Airline Passengers with Disabilities Bill of Rights](#) with the aim of empowering travelers to “understand and assert their rights, and help ensure that U.S. and foreign air carriers and their contractors uphold those rights,” according to the agency.

**[FAA-NREL Report: Electric charging infrastructure will improve airports’ resilience, preparedness for sustainable aircraft](#)**  
**Daily Energy Insider - July 26, 2022**

After partnering for analysis, the Federal Aviation Administration (FAA) and the National Renewable Energy Laboratory (NREL) last week released the results of a new technical report detailing the needs of electrical aircraft and what they will bring to airports.

In the “Electrification of Aircraft: Challenges, Barriers and Potential Impacts” report, the organizational pair determined that the FAA could create safety standards and recommend efficient, resilient airport infrastructure capable of supporting advanced new aircraft designs. Already, multiple electric aircraft are certified to help cargo, passenger, and short-distance, special purpose needs in specific markets.

In an ongoing capacity, NREL is assessing various U.S. airports to ascertain how best to implement electrical infrastructure at scale. It will also determine associated factors like job growth potential and the reduction of greenhouse gas emissions. Utilizing data from airports and generic specifications of certified aircraft, researchers will further determine recommended locations for charging and scenarios for providing energy, as airports tend to be determined by an area’s transportation needs, not its energy supply.

“The question is if you bring a new energy load into a community, can you bring in a source of generation with it?” Cary said. “Smaller airports may receive two scheduled flights per day. That aircraft could recharge using on-site generation or generation on adjacent land leased to an energy provider, and for the remainder of the day, those resources are making the local grid more stable. It establishes energy closer to where people are using it and connects communities.”

Accompanying all this will be a hazard analysis to help develop FAA standards for energy security and resilience in anticipation of disruptions from lightning, infrastructure damage, and other risks.

“Leveraging the U.S. Department of Energy’s laboratory system supplements the FAA’s programs and capabilities,” Wesley Major, FAA airport research specialist, said. “Working with NREL allows the FAA to leverage existing transportation research to aerospace needs.”

**Federal funding will be used to support rehabilitation and construction at airports**  
**Casey.senate.gov - July 26, 2022**

Today, U.S. Senator Bob Casey (D-PA) announced over \$5 million in federal funding for Northwestern Pennsylvania airports. Erie International Airport is receiving \$5,020,986 to reconstruct its taxiway and Bradford Regional Airport is receiving \$150,000 to improve its parking lot. Both projects will improve airport safety and passenger experience while creating jobs in Northwestern PA and supporting tourism in the PA Wilds region.

“Pennsylvania’s airports connect us to each other and the rest of the world. When we upgrade them, we improve air travel and support economic growth in the Commonwealth. I look forward to seeing the improvements these projects will make for Erie International Airport and Bradford Regional Airport and I will continue to bring infrastructure investments to Northwestern Pennsylvania to support economic development in the region,” said Senator Casey.

This investment is made possible through funding provided in the Fiscal Year 2022 federal spending bill for the Federal Aviation Administration’s Airport Improvement Program.

Erie International Airport has already received \$1.4 million from the Infrastructure Investment and Jobs Act (IIJA), bringing the total federal investment to over \$6.4 million since December 2021.

Bradford Regional Airport has already received \$295,000 from the Infrastructure Investment and Jobs Act (IIJA), bringing the total federal investment to \$445,000 since December 2021.

*This message has been sent to you [The Airport Ground Transportation Association](#)*