



Report To The Business Administration Committee

Recommendation to Initiate Process for
Amending the
Metropolitan Washington Airports Authority
Regulations Relating to Commercial Ground
Transportation Services at the Airports

May 2015

Request for Action

Request the Business Administration Committee authorize the President and Chief Executive Officer to publish notice that the Airports Authority is holding public hearings and initiating a public comment period regarding proposed amendments to the Metropolitan Washington Airports Authority Regulations pertaining to commercial ground transportation operations at both Airports.

A final recommendation on amendments to the Regulations will be presented to the Committee upon conclusion of the hearing process for formal action by the Committee and Board of Directors.

Background

- The current Regulations formally address taxicabs, limousines, executive sedans, and courtesy shuttles'. Other modes are addressed through a concession contract or a pre-arrangement requirement.
- TNCs, or Transportation Network Companies, offer a new business model for ground transportation services that enables passengers to arrange transportation directly from a TNC driver via a mobile application.
- TNCs (e.g. Uber, Sidecar and Lyft) offer different service levels, from personal vehicles to executive sedans and limousines (limos). There is increasing customer demand for this service at the Airports.
- Limos operate similar to TNCs and at times limo drivers operate as TNC drivers necessitating their alignment with future Regulations governing TNCs.
- TNCs and limos presently operate at both Airports via a pre-arrangement requirement, adding vehicle volume to Airport roadways and curbs without any operating regulations or payment to the Airports Authority.

Background (continued)

- Local and state jurisdictions have begun formally regulating these services.
 - The District of Columbia authorized TNCs in November 2014
 - The Commonwealth of Virginia enacted new statutory changes recognizing TNCs which are effective July 1, 2015
 - The State of Maryland's new TNC regulations are effective July 1, 2015.



Background (continued)

- Regulations for the Airports need to be revised to formally incorporate the TNC model into the Airports' ground transportation program and align limo/sedan regulations to control access to the Airports' curbs and establish fair and equitable business terms for all ground transportation modes.
- Revised Regulations would ensure a variety of convenient, reliable ground transportation services for the Airports' passengers, consistent with available at the Airports Facilities, that provide compensation to the Airports Authority for the privilege and ability to conduct business on the Airports.
- Outreach meetings with a variety of ground transportation operators, including both TNCs and providers serving the Airports today, were held in February and March 2015 to solicit input on the proposed new approach to the Airports Authority regulating all ground transportation modes.



Proposed Changes to the Metropolitan Washington Airports Authority Regulations

- TNCs, limousines and executive sedans would be required to obtain permits from the Airport Managers to pick up and drop off passengers.
- TNCs, limousines and executive sedans would be required to pay an access fee each time the operator picks up or drops off passengers at the Airports.
- The Airports would provide a designated waiting area for use by permitted vehicles prior to accessing the Airport terminals for passenger pick ups.
- The President and CEO may revise fees, provided the permit holders are given an opportunity to comment; the effective date of any revised fees is not less than 12 months following the effective date of the fees being revised; and the Business Administration Committee is notified 45 days prior to the effective date of the revision.

Proposed Changes to Permit and Access Fees

TNCs

- One time permit application fee of \$5000
- Access Fee of \$5 for each pick up and drop off at the Airports

Limousine and Executive Sedans

- One time permit application fee of \$250, plus \$20 for each Automated Vehicle Identification (AVI) tag
- Access Fee of \$5 for each pick up and drop off at the Airports

Staging Area Dwell Fee

- Reagan National - \$3 per 15 minutes after the first 30 minutes
- Dulles International - \$3 per 15 minutes after the first hour

Proposed Changes to the Metropolitan Washington Airports Authority Regulations (continued)

- Existing taxicab regulations at each Airport are reformatted and incorporated into the new regulatory section with one substantive change. The Airport Manager at Reagan National can establish a limit to the number of taxicab permits issued for the Airport.
- Existing regulations authorizing taxi drop-off and pre-arranged taxicab pickup services remain unchanged.



Recommendation

Request the Business Administration Committee authorize the President and Chief Executive Officer to initiate the process for amending the Code of Regulations relating to commercial ground transportation services at the Airports including issuing a public notice, holding public hearings, and a public comment period.

Schedule

May

Request authorization from Business Administration Committee and issue notice of public hearings.

June

Hold Public Hearings.

July(earliest)

Recommend amendment to the Business Administration Committee and Board of Directors



Ronald Reagan Washington National Airport



Dulles Corridor Metrorail Project



Dulles Toll Road



Washington Dulles International Airport



METROPOLITAN WASHINGTON
AIRPORTS AUTHORITY