

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY
NOTICE OF PUBLIC HEARINGS
SUBJECT: AMENDMENT OF AIRPORTS REGULATIONS

February 8, 2009

PLEASE TAKE NOTICE that, pursuant to Va. Code 5.1-157 and D.C. Code 9-906, the Metropolitan Washington Airports Authority is considering amending, with the full force and effect of law, Metropolitan Washington Airports Regulation 5.6, *Operating Conditions for the Taxicab Dispatch System*, to increase the dispatch fee charged taxicabs operating in the Ronald Reagan Washington National Airport taxicab dispatch system from \$1.75 to \$2.50 and to delete an outdated reference to the regulation's effective date. The Airports Authority will hold a public hearing on Monday, March 2, 2009, at 7:30 p.m., at its Corporate Office Building, 1 Aviation Circle, at the north end of Ronald Reagan Washington National Airport, at which any person may appear and be heard for or against the adoption of this proposed amendment.

PLEASE FURTHER TAKE NOTICE that, pursuant to Va. Code 5.1-157 and D.C. Code 9-906, the Metropolitan Washington Airports Authority is considering adopting, with the full force and effect of law, Metropolitan Washington Airports Regulation 6.6, *Hotel Shuttles, Permit or Contract Required*, to require those providing hotel shuttle service from Ronald Reagan Washington National and Washington Dulles International Airports to first obtain a permit, which would require the permit holders to:

1. Pay \$2.50 each time a hotel shuttle picks up passengers at one of the airports;
2. Carry the minimum insurance set by the President of the Authority;
3. Comply with the requirements established by the Airport Manager for administering the program, including those to facilitate computation of trip fees; and
4. Comply with the provisions of Metropolitan Washington Airports Regulation 4.5, which addresses the locations where hotel shuttles must pick up and discharge passengers.

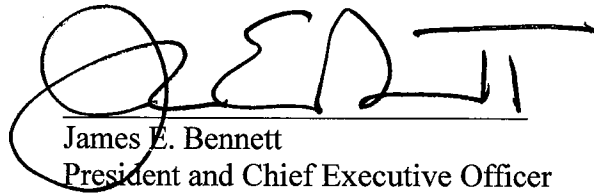
The Airports Authority will hold a public hearing on Monday, March 2, 2009, at 7:00 p.m., at its Corporate Office Building at the north end of Ronald Reagan Washington National Airport, and another public hearing on Tuesday, March 3, 2009, at 7:00 p.m., in Conference Rooms A and B, across from Baggage Claim # 2 at the east end of the lower level of the Washington Dulles International Airport terminal, at which any person may appear and be heard for or against the adoption of this proposed regulation.

Speakers at the public hearings must limit their remarks to five minutes. The complete text of the proposed amendment to Regulation 5.6 regarding taxicab dispatch fees, the proposed, new Regulation 6.6 regarding permits for hotel shuttle service, and the staff

reports are available at the Airports Authority's web site, <http://www.mwaa.com> in the section of the front page labeled "what's new" and from the Office of the General Counsel, 703-417-8615. Copies will be available at the public hearing. Written comments may be addressed to:

Metropolitan Washington Airports Authority
Office of the General Counsel
1 Aviation Circle
Washington, D.C. 20001-6000

or e-mailed to AuthorityRegulations@mwaa.com. Written comments must be received no later than March 3, 2009, to be assured of consideration by the Airports Authority. Final action to adopt these proposals may be taken only by the Airports Authority's Board of Directors.



James E. Bennett
President and Chief Executive Officer

§ 5.6. Operating Conditions for the Taxicab Dispatch System.

In addition to the requirements of Section 5.4, no person shall operate a taxicab in National's taxicab dispatch system unless he is at that time in compliance with each of the following conditions:

(1) The driver must have a current, valid Airport Taxi Operator's Permit issued to him by the Airport Manager. This Permit must be kept in the driver's possession at all times that he is operating a taxicab at the airport and prominently displayed according to the Airport Manager's directions while the taxicab is on the airport.

(2) The driver must display in the taxicab in a place conspicuous to passengers his local license to operate a taxicab (the so-called "face card"), and a schedule of the rates issued by the Washington Metropolitan Area Transit Commission and the jurisdiction that has licensed or certificated his taxicab.

(3) The driver must, upon the request of an Authority police officer, a taxicab dispatcher or the taxicab official, surrender for inspection the Permit required by paragraph (1) of this section. The driver must permit the Authority police, the taxicab dispatcher, and the taxicab official to inspect his taxicab to determine if he is displaying the license and rate schedule required by paragraph (2) of this section.

(4) The driver must wear a shirt with a collar, long pants or a skirt, and shoes (not sandals) and socks or stockings.

(5) The driver must operate a taxicab that is clean and maintained in good repair including, by way of illustration and not limitation, the tires, headlights, brake lights, turn signals, windshield wipers, brakes, window glass, doors, fenders, paint, passenger compartment, trunk, seat belts and upholstery. The driver must permit the Authority police and the taxicab official to inspect his taxicab to determine if the vehicle meets these standards and the driver shall not operate a vehicle in the dispatch system if it has failed an inspection and the condition causing it to fail has not been corrected.

~~(6) (a) Effective January 1, 2000, the driver must operate a taxicab that is not more than ten years old based on the taxicab's model year, i.e., 1990 model year or more recent.~~

~~(b) Effective January 1, 2001, and each subsequent year, the driver must operate a taxicab that is not more than eight years old based on the~~

taxicab's model year, i.e., the difference between the taxicab's model year and the current calendar year is not greater than eight.

(7) The driver must operate a taxicab which is equipped with air conditioning which is in good repair. The driver shall turn on the air conditioning when the outside temperature exceeds 80 degrees Fahrenheit and he or she is directed to do so by the dispatcher. Notwithstanding the foregoing, the driver shall comply in all circumstances with the request of a passenger to turn on or turn off the air conditioning.

(8) The driver must not smoke in the taxicab when passengers are present. If the driver wishes passengers not to smoke, he must post a "No Smoking" sign readily visible to passengers in the taxicab.

(9) The driver must obey all directions and signals of the taxicab dispatcher regarding the orderly flow of traffic and the accommodation of passengers.

(10) The driver must accept any orderly passenger and convey any passenger where directed upon dispatch by the taxicab dispatcher.

(11) The driver must transport only those persons assigned to him by the taxicab dispatcher.

(12) The driver must not act in a discourteous manner towards passengers or persons seeking transportation.

(13) The driver must give a receipt showing the driver's name, name of the taxicab company (if any), the taxicab number, the time and place of origin and destination of each trip and the amount of the fare on an authorized form when requested to do so by a passenger.

(14) The driver must not breach the peace on the Airport. The driver must not impede the operation of the dispatch system, other airport operations, or the flow of traffic to and from the Airport.

(15) The driver must remain within five feet of his taxicab at all times except while it is in the taxicab holding structure or when it is legally parked.

(16) The driver must not give or offer to give any money or anything of monetary value to a taxicab dispatcher.

(17) Effective ~~July 1, 1999~~ June 1, 2009, the driver shall pay a dispatch fee of ~~one~~ two dollars and ~~seventy-five~~ fifty cents (~~\$1.75~~ \$2.50) each time he picks up a passenger or group.

§ 6.6 Hotel Shuttles; Permit or Contract Required.

- (1) No person shall engage in the commercial activity of providing hotel shuttle service at the Airports unless the person has first obtained a permit from or entered a contract with the Authority. The provision of hotel shuttle service at the Airports shall mean the transporting in a motor vehicle, and the picking up and discharging, of guests or potential guests within an Airport, as part of the carrying of such guests from an Airport terminal to a hotel or other business that provides lodging for compensation or from a hotel or other such business to an Airport terminal; provided that, for purposes of this subsection, guests shall not include airline crew members.
- (2) When the commercial activity of providing hotel shuttle service is authorized by permit:
 - (a) the permittee shall not use any vehicle in the provision of such service unless it is specifically identified in the permit;
 - (b) the driver of each vehicle identified in the permit shall comply with the provisions of Section 4.5 of these Regulations, which addresses the locations at the Airports where vehicles providing hotel shuttle service must pick up and discharge passengers;
 - (c) the permittee shall comply with requirements established by the Airport Manager to facilitate the computation of the per trip fee established by this subsection;
 - (d) the permittee shall, for each vehicle identified in the permit, carry the minimum insurance coverage set by the President who, in setting the minimum insurance coverage, shall consider the risk of operating shuttle vehicles, industry practice, and insurance requirements imposed on other businesses at the Airports;
 - (e) the permittee shall pay a fee of two dollars and fifty cents (\$2.50) for each occasion that a vehicle identified in the permit enters the vehicle lane designated by the Airport Manager for hotel shuttles to pick up passengers;
 - (f) the failure by a permittee to comply with the provisions of paragraphs (a), (b), (c), (d), or (e) of this subsection shall be grounds to revoke the permit; and
 - (g) the term of the permit, the dates on which the payments of fees are due, and other requirements necessary to protect Airport users or foster the efficient administration of the permit shall be established by the President.

REPORT TO THE BUSINESS ADMINISTRATION COMMITTEE

PROPOSED AMENDMENT TO METROPOLITAN WASHINGTON AIRPORTS REGULATIONS ON TAXICAB DISPATCH FEE AT RONALD REAGAN WASHINGTON NATIONAL AIRPORT

JANUARY 2009

ACTION REQUESTED

Staff requests the Business Administration Committee to authorize the President and Chief Executive Officer to publish notice that the Airports Authority proposes to amend the Metropolitan Washington Airports Authority Regulation § 5.6 (17) to increase the dispatch fee for taxicab drivers operating in the taxicab dispatch system at Reagan National from \$1.75 to \$2.50 and to advertise and hold a public hearing on the proposed amendment. A final resolution on this proposed amendment will require future Committee and Board action.

BACKGROUND

The proposed regulatory change would increase the taxicab dispatch fee at Reagan National Airport from \$1.75 to \$2.50. The last increase to this fee was effective July 1, 1999. Staff recommends the increase is necessary to cover all costs of operating the system and to align with industry.

Increasing the dispatch fee to \$2.50 would match the per trip fee that Washington Flyer taxicabs pay at Dulles International Airport and would be consistent with levels charged at other airports around the country. Taxicab drivers at Reagan National charge the fares authorized by their licensing jurisdictions. Those jurisdictions have always authorized passing the airport dispatch fee along to the customer, in addition to the regular charges, and staff expects them to continue that practice. Staff expects the fare increase to have a minimal effect on the taxi drivers.

A total of 1,759,108 taxis were dispatched at Reagan National in 2008 with \$3,078,439 collected in gross receipts by the Airports Authority. In 2009, taxicab dispatches are projected to decline five percent to 1,670,000, and produce estimated gross receipts totaling \$2,922,500 based on the current per trip fee of \$1.75. This represents a reduction from 2008 collections of \$155,939. If the recommended increase per trip fee of \$2.50 is approved, estimated gross receipts will increase to \$4,175,000, a \$1,096,561 gain over 2008 collections.

The staff proposes amending the Metropolitan Washington Airports Authority Regulations, Section 5.6 (17) as follows:

§ 5.6 Operating Conditions for the Taxicab Dispatch System.

In addition to the requirements of Section 5.4, no person shall operate a taxicab in Reagan National's taxicab dispatch system unless the driver is at that time in compliance with each of the following conditions:

(1) . . .

(17) ~~Effective July 1, 1999,~~ The driver shall pay a dispatch fee of ~~one two dollars and seventy five~~ fifty cents (~~\$1.75~~\$2.50) each time he picks up a passenger or group.

If authorized by the Committee, the President and Chief Executive Officer will publish notice that the Airports Authority proposes to amend the Metropolitan Washington Airports Authority Regulation § 5.6 (17) to increase the dispatch fee for taxicab drivers operating in the taxicab dispatch system at Reagan National, and place an ad in the area's major newspapers on the proposed amendment, and schedule a public hearing for comment. The public hearing will be held at least 10 days after the newspaper ad. A summary of the public comments received at the hearing will be compiled and a final staff recommendation will be prepared for Committee and Board action.

RECOMMENDATION

The staff requests the Business Administration Committee to authorize the President and Chief Executive Officer to publish notice that the Airports Authority proposes to amend the Metropolitan Washington Airports Authority Regulation § 5.6 (17) to increase the dispatch fee for taxicab drivers operating in the taxicab dispatch system at Ronald Reagan Washington National Airport from \$1.75 to \$2.50 and to advertise and hold a public hearing on the proposed amendment. Final action on the proposed dispatch fee changes will require subsequent action by the Business Administration Committee and the full Board.

Prepared by:

Airport Administration Department
Ronald Reagan Washington National Airport
January 2009

**METROPOLITAN WASHINGTON AIRPORTS AUTHORITY
BUSINESS ADMINISTRATION COMMITTEE**

**PROPOSED ADOPTION OF A METROPOLITAN WASHINGTON AIRPORTS
REGULATION TO
IMPOSE FEES ON COMMERCIAL VEHICLES**

JANUARY 2009

ACTION REQUESTED

Request the Business Administration Committee's authorization for the President and Chief Executive Officer (CEO) to publish notice that the Airports Authority is considering adopting a regulation to set a fee for hotel courtesy vehicles accessing the Airports' commercial vehicle lanes and to hold a public hearing.

BACKGROUND

Both Airports have dedicated vehicle lanes adjacent to the Terminal facilities that serve passengers using several modes of commercial ground transportation. Chief among these are taxicabs, hotel courtesy vehicles, shared ride vans and rental car buses. Access into these lanes is restricted, thereby ensuring manageable vehicle headways and minimal passenger waits. Increased passenger traffic in recent years has added congestion to these commercial lanes making it necessary to actively manage the vehicles that use them. Hotel courtesy vehicles average 630 daily trips at Dulles International and 700 daily trips at Reagan National.

Many local hotels use their airport shuttle services to accommodate patrons who use their parking facilities. In addition to offering competitive parking rates at their facilities, some hotels advertise packages which provide complimentary parking for 7-14 days with one night stay at the hotel ("Park Here, Fly There Escape Package" at Dulles Marriott, "Park, Stay and Fly" at Holiday Inn, "Park, Stay and Go" at Hampton Inn & Suite, etc.). In effect, by offering competitive off-airport parking and providing courtesy service to the airport's primary curbs, local hotels are diverting a portion of revenue that would otherwise be received by the Airports Authority through either the public parking operation or taxicabs' services.

The Airports Authority does not currently assess a fee to courtesy vehicle operators that access our dedicated commercial lanes, although numerous other airports nationwide have or are considering imposing such fees. Airports (such as those listed in Attachment I) collect fees primarily as a means of managing access to their curbs. Commercial operators tend to minimize excessive and unnecessary trips when compelled to pay for

curbside access. More recently, airports have emphasized the benefit of such fee collection as a means of enhancing their revenue base, recovering costs associated with curb and roadway maintenance and encouraging the use of alternative fuel vehicles.

DISCUSSION

Presently, Section 4.5 of the Airports Authority's regulations provides the Airport Managers the ability to designate specific areas for commercial vehicle use. Since this regulation was adopted, both Airports have installed automatic vehicle identification (AVI) systems for their respective taxicab operations. This technology provides a means for queuing and tracking taxicab trips through the taxicab dispatch systems at each facility. The AVI system at Dulles International is robust enough to permit the Airport staff to manage all vehicles using the commercial curb and, with Board approval, to begin assessing fees as may be established. The AVI system at Reagan National requires further expansion before it can be used to the same extent as the system in place at Dulles International. As an alternative and until such expansion at Reagan National is completed, staff proposes to issue annual permits and vehicle decals in lieu of AVI tags to those vehicles accessing the commercial curb, and require them to self-report trips on a monthly basis and remit the established per trip fee.

Staff recommends establishing a regulation that imposes a fee for hotel courtesy vehicles. Since the AVI systems are not identical at both Airports, the implementation plans will reflect the system capabilities at each Airport and be slightly different in the new term. At Dulles International, trips would be recorded by the AVI system and AVI tags for each hotel vehicle transporting patrons to and from the Airport. At Reagan National, hotels that access the commercial lanes would self-report trips on a monthly basis and remit the established per trip fee, until the AVI system can be expanded. A copy of the proposed Regulation is attached as Attachment II.

RECOMMENDATION

Staff requests that the Business Administration Committee authorize the President and Chief Executive Officer to publish notice that the Airports Authority is considering the adoption of a regulation establishing an access fee of \$2.50 per trip for hotel courtesy vehicles that access the commercial vehicle curbs at Dulles International and Reagan National. Upon concurrence by the Business Administration Committee, a notice will be published in a newspaper of general circulation, a public hearing held on the proposed

new Airports Authority Regulation. With completion of the public notice and hearings, staff will report to the Business Administration Committee the public comment received and make a full recommendation to the Board of Directors.

Prepared by: Prepared by:
Airport Administration Departments
Washington Dulles International Airport
and
Ronald Reagan Washington National Airport
January 2009

Attachment I

**DCA PEER AIRPORTS
HOTEL COURTESY SHUTTLE AIRPORT ACCESS FEES**

	<u>Per-Trip Fees</u>	<u>Annual Permit Fees</u>
Fort Lauderdale	N/A	N/A
Chicago Midway	N/A	N/A
Portland	\$1.25	\$200 Bi-annual permit fee
San Diego	N/A	\$200 Annual permit fee
Tampa	N/A	\$150 Annual permit fee

**IAD PEER AIRPORTS
HOTEL COURTESY SHUTTLE AIRPORT ACCESS FEES**

	<u>Per-Trip Fees</u>	<u>Annual Permit Fees</u>
Baltimore	N/A	\$100 annual fee per vehicle
Chicago	N/A	N/A
Dallas	\$1.50	\$500 Permit Fee \$10 Decal Fee
Miami	\$1.00 < 16 pax \$2.00 16+ pax	N/A
Orlando	\$2.15 per trip \$0.65 dwell time	N/A
Philadelphia	N/A	N/A
Richmond	\$2.50	Annual decal fees on sliding scale starting at \$60 for 1 vehicle
Seattle	\$1.15	N/A
Toronto	\$0.30 < 12 seats \$0.40 13-18 seats \$0.55 19-24 seats	\$2,500 Annual Permit Fee \$2,500 Annual Permit Fee