

PROPOSED AMENDMENTS TO THE REGULATIONS  
OF THE METROPOLITAN WASHINGTON AIRPORTS AUTHORITY  
RELATING TO COMMERCIAL GROUND TRANSPORTATION SERVICES AT  
RONALD REAGAN WASHINGTON NATIONAL AND WASHINGTON DULLES  
INTERNATIONAL AIRPORTS

**Section 1.** Part 5 of the Metropolitan Washington Airports Authority Regulations, entitled “Taxicabs,” shall be amended as set out in Sections 2 and 3 below.

**Section 2.** The title of Part 5 of the Regulations, the chapters, and the sections within such chapters shall be amended to read as follows.

**PART 5 – COMMERCIAL GROUND TRANSPORTATION SERVICES**  
**Chapter I – Commercial Ground Transportation Services – General Provisions**

- § 5.1. Purposes.
- § 5.2. Commercial Ground Transportation Services – Definitions.
- § 5.3. Commercial Ground Transportation Services – Prohibited Activities.
- § 5.4. Commercial Ground Transportation Services – Eligibility for Permit.
- § 5.5. Commercial Ground Transportation Services – Permits.
- § 5.6. Commercial Ground Transportation Services – Requests for Exemption from Requirements Related to Pre-Arranged Trips.
- § 5.7. Commercial Ground Transportation Services – Permit and Other Fees; Administrative Fines.
- § 5.8. Commercial Ground Transportation Services – Suspension and Revocation of Permit; Application for New Permit Following Permit Revocation.
- § 5.9. Commercial Ground Transportation Services – Rules.
- § 5.10. Commercial Ground Transportation Services – Penalties.

**Chapter II – Limousine Service**

- § 5.21. Introduction.
- § 5.22. Purpose.
- § 5.23. Definitions.
- § 5.24. Limousine Service – Prohibited Activities.
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**Chapter III – Transportation Network Company Service**

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§ 5.45. Operating Conditions for Taxicabs Picking Up Passengers Outside the Taxicab Dispatch System.

§ 5.46. Operating Conditions for Providers of Taxicab Dispatch Trips.

§ 5.47. Issuance of Taxicab Operator’s Permits.

§ 5.48. Denial of Taxicab Operator’s Permits.

§ 5.49. Terms and Conditions of Taxicab Operator’s Permits.

§ 5.50. Complaints Against Holders of Taxicab Operator’s Permits.

§ 5.50.1. Suspension and Revocation of Taxicab Operator’s Permits.

**Subchapter C – Taxicab Service at Dulles**

§ 5.50.2. Accepting Taxicab Passengers.

§ 5.50.3. Operating Conditions for Taxicabs.

**Chapter V – Other Vehicles For Hire**

§ 5.51. Purpose.

§ 5.52. Operating Conditions for Other Vehicles for Hire at National and Dulles.

**Section 3.** Part 5 of the Regulations shall be amended (i) by adding new Chapters I through III, which address Commercial Ground Transportation Services in general, Transportation Network Company Service, and Limousine Service, and (ii) by amending and restating the current Chapters I and II of Part 5, which address Taxicab Service at National and Dulles Airports, in new Chapters IV and V, all as follows.

**PART 5 – COMMERCIAL GROUND TRANSPORTATION SERVICES**  
**Chapter I – Commercial Ground Transportation Services – General Provisions**

**§ 5.1. Purposes.**

This Part 5 sets forth regulations applicable to Commercial Ground Transportation Services at National or Dulles that are intended to achieve a number of objectives and purposes which include that the regulations work to ensure:

- (1) that a broad range of convenient and reliable ground transportation services are available to passengers and other individuals using the Airports;
- (2) that such services are delivered in a scope and manner that is consistent with available Airport facilities and that does not produce excess congestion on Airport roadways;
- (3) that the providers of such services reasonably compensate the Authority for the privilege and ability to access the Airports and to conduct their transportation service business on the Airports;
- (4) that the Authority's regulation of the providers of such services is reasonable;
- (5) that the Authority's regulation of the providers of such services is not inconsistent with the laws and regulations that may be applied to them by state and local governments in the Washington, D.C., metropolitan area; and
- (6) that the Authority's regulation of the providers of such services does not unduly interfere with the delivery of interstate ground transportation services to the Airports.

**§ 5.2. Commercial Ground Transportation Services – Definitions.**

Unless it appears from the context that a different meaning is intended, the following words and phrases, when used in this Part 5, shall have the following meanings.

**Access Fee:** A fee charged to the holder of a permit issued under this Part 5 for each occasion a person operating under the permit enters a Terminal Roadway, or other areas of an Airport identified in a permit issued under this Part 5, in order to drop-off or pick-up a passenger or for any other reason.

**Airport Manager:** The manager of National or Dulles and any individual the manager has designated to perform a task, responsibility or function which this Part 5 assigns to the manager.

**Automatic Vehicle Identification (AVI) System:** An electronic or computerized system in operation at an Airport which allows the Authority to control access to certain areas on the Airport, and to monitor and record the presence of CGT Drivers and CGT Vehicles while on the Airport.

**Commercial Ground Transportation Mobile Applications (CGT Mobile Application):** An online-enabled application, software, website and/or system that enables a person providing a CGT Service to make arrangements for Pre-Arranged Pick-Up Trips with individuals seeking transportation from or through such person.

**Commercial Ground Transportation Permit Holder (CGT Permit Holder):** A person to which, and in whose name, a permit has been issued under this Part 5 granting the privilege to provide at an Airport the CGT Service described in the permit.

**Commercial Ground Transportation Driver (CGT Driver):** An individual who, through the operation of a CGT Vehicle, is the direct provider of a CGT Service for which a permit has been issued under this Part 5 or who is operating at an Airport under a contract executed by the Authority.

**Commercial Ground Transportation Service (CGT Service):** A Commercial Transportation Service consisting of the transportation of individuals by motor vehicle (i) from a location outside an Airport to a location on the Airport or (ii) from a location on an Airport to a location outside the Airport or another location on the Airport, which transportation is provided in return for compensation and as part of a for-profit business or activity owned, controlled or undertaken, in whole or part, by the individual operating the vehicle which is providing the transportation or by a person with which such individual is associated (e.g., as an employee, agent or contractor). The term includes and is limited to the following CGT Services which are defined in subsequent Chapters of this Part 5: Limousine Service; Transportation Network Company Service; and Taxicab Service. The term does not include the transportation of individuals by motor vehicle to or from, or within, an Airport that is provided by an airline operating at the Airport, an air freight and cargo business utilizing an air cargo terminal at the Airport, or a person conducting a commercial activity for which the Authority has issued a permit under Part 6 of these Regulations.

**Commercial Ground Transportation Vehicle (CGT Vehicle):** A motor vehicle that is used in the provision of a CGT Service.

**Commercial Transportation Service:** The transportation of individuals by motor vehicle from one location to another that is provided in return for compensation and as part of a for-profit business or activity.

**Designated Waiting Area:** One or more areas or facilities on an Airport which have been identified in a permit issued under this Part 5, or in or pursuant to a contract executed by the Authority, where CGT Drivers may park their CGT Vehicles while waiting to arrange a Pre-Arranged Pick-Up Trip with one or more passengers located on the Airport.

**Drop-Off Area:** One or more specific areas on an Airport which have been designated by the Authority for the drop-off of passengers by persons providing one or more specified categories of CGT Service at the Airport; such designations may be made in permits issued under this Part 5, in or pursuant to contracts executed by the Authority, or otherwise by the Airport Manager.

**Geofence:** A software application utilizing the global positioning system to establish a virtual “fence” or perimeter around a specified geographical area within an Airport which, when used in conjunction with a CGT Mobile Application, is capable of recording, and showing in real time on hand-held devices being carried by CGT Drivers, information specified by the Authority relating, among other things, to the on-Airport location of the CGT Drivers and to the Pre-Arranged Trips that such CGT Drivers are in the course of providing.

**Government or Governmental Authority:** The government of the United States, the Commonwealth of Virginia, the District of Columbia and the State of Maryland; any department or agency of such governments; any interstate compact entity established by the Commonwealth

of Virginia, the District of Columbia, and/or the State of Maryland; and any county, city, commission, authority or other political subdivision of the Commonwealth of Virginia, the District of Columbia, or the State of Maryland.

**Government Authorization:** A license, certificate, permit or other form of authorization issued by a Governmental Authority authorizing (i) a person to provide a specified Commercial Transportation Service within the jurisdiction of the Governmental Authority or (ii) an individual to operate a motor vehicle in the provision of a specified Commercial Transportation Service within the jurisdiction of the Governmental Authority.

**Person (person):** An individual or an entity, including without limitation in the case of the latter a corporation, company, limited liability company, partnership, limited partnership, limited liability partnership, proprietorship, association, or other form of organization with the legal capacity to enter contracts, assume obligations, and sue and be sued. When used in this Part 5, the term may mean an individual only, an entity only, or both an individual and an entity.

**Pick-Up Area:** One or more specific areas on an Airport that have been designated in permits issued under this Part 5, in or pursuant to contracts executed by the Authority, or otherwise by the Airport Manager for the pick-up of passengers by one or more specified categories of CGT Service at the Airport.

**Pre-Arranged Drop-Off Trip:** The transportation by a person providing a CGT Service of an individual from a location outside an Airport to a location on the Airport, where an arrangement for the transportation is made between the person providing the service and the passenger in advance of the person picking up the passenger.

**Pre-Arranged Pick-Up Trip:** The transportation by a person providing a CGT Service of an individual from a location on an Airport to a location outside the Airport or to another location on the Airport, where an arrangement for the transportation is made between the person providing the service and the passenger both in advance of the person picking up the passenger and either (i) before the person enters the Airport for the purpose of picking up the passenger or (ii) when authorized by a permit issued under this Part 5 or a contract executed by the Authority to pre-arrange a trip from an area or facility on the Airport, while the person is located in such area or facility.

**Pre-Arranged Trip:** A Pre-Arranged Drop-Off Trip or Pre-Arranged Pick-Up Trip.

**President:** The President and Chief Executive Officer of the Authority.

**Solicitation (Solicit):** Any action or series of actions by an individual, while located on an Airport, which represents, or can be reasonably construed to represent, an offer to transport by motor vehicle another individual located on the Airport, for compensation, to a location outside the Airport, or another location on the Airport, where a Pre-Arranged Pick-Up Trip, authorized by a permit issued under this Part 5 or by a contract executed by the Authority, has not been arranged in advance of the action or series of actions.

**Terminal Roadway:** Each roadway within an Airport which runs adjacent and parallel to a passenger terminal, including all travel lanes within the roadway whether or not separated from other lanes by curbs and passenger waiting or loading areas.

**§ 5.3. Commercial Ground Transportation Services – Prohibited Activities.**

In addition to activities which are prohibited in Chapters II through V of this Part 5, and for which criminal sanctions are provided, the following activities relating to the provision of CGT Services are prohibited.

- (1) No person providing or attempting to provide, or for the purpose of providing, a Commercial Ground Transportation Service on an Airport shall pick up an individual located on the Airport, or otherwise allow such an individual to enter the person's CGT Vehicle, unless the person (i) is acting under and in compliance with a permit issued under this Part 5 which authorizes such action, (ii) is acting under and in compliance with a contract executed by the Authority which authorizes such action, or (iii) absent such permit or contract, is providing a Taxicab Pre-Arranged Pick-Up Trip in compliance with Sections 5.44 and 5.45, applicable to National, or Sections 5.50.2 and 5.50.3, applicable to Dulles.
- (2) No person providing or attempting to provide, or for the purpose of providing, a Commercial Ground Transportation Service on an Airport shall drop off an individual on the Airport unless the person (i) is acting under and in compliance with a permit issued under this Part 5 which authorizes such action, (ii) is acting under and in compliance with a contract executed by the Authority which authorizes such action, or (iii) absent such permit or contract, is providing a Taxicab Drop-Off Trip in compliance with Section 5.44, applicable to National, or Section 5.50.3, applicable to Dulles.
- (3) No person providing or attempting to provide, or for the purpose of providing, a Commercial Ground Transportation Service on an Airport, whether or not possessing or covered by a permit issued under this Part 5 or operating under a contract executed by the Authority, shall engage in the Solicitation of an individual who is located on the Airport.
- (4) No person providing a Commercial Ground Transportation Service on an Airport shall pick-up an individual, or drop-off an individual, at any location on the Airport other than at a Pick-Up Area or a Drop-Off Area.
- (5) No person which is providing a Commercial Ground Transportation Service on an Airport or is present on an Airport for the purpose of providing such a service shall utilize the roadways or any other facilities at the Airport except:
  - (a) after entering the Airport, to travel directly to a Pick-Up Area or Drop-Off Area and, following the pick-up or drop-off of passengers, to immediately and directly depart the Airport, unless expressly authorized by a permit issued under this Part

5 or by or pursuant to a contract executed by the Authority to utilize other designated Airport facilities for specified purposes between the times the person enters and exits the Airport; or

- (b) when expressly authorized by a permit issued under this Part 5 or by or pursuant to a contract executed by the Authority, after entering the Airport, (i) to travel directly to a Designated Waiting Area; (ii) to occupy such area for the purpose described in the permit or in or pursuant to the contract; (iii) after exiting the area, either to travel directly to a Pick-Up Area in order to pick up one or more passengers or to immediately and directly depart the Airport; and (iv) after exiting a Pick-Up Area, to immediately and directly depart the Airport.

**§ 5.4 Commercial Ground Transportation Services – Eligibility for Permit.**

- (1) No person shall be eligible for a permit under this Part 5 unless the person possesses one or more Governmental Authorizations which authorize the person to provide within the jurisdiction of the authorizing Government the type of Commercial Transportation Service which the person wishes to be permitted to provide at an Airport.
- (2) To be eligible for a permit, a person shall:
  - (a) submit a permit application on a form supplied by the Authority and pay all applicable fees;
  - (b) provide evidence that it possesses one or more of the Governmental Authorizations referenced in paragraph (1);
  - (c) certify that it is in compliance with the terms, conditions and requirements of each such Governmental Authorization, including without limitation those terms, conditions and requirements that relate to the following matters:
    - (i) the possession of certain types and amounts of insurance coverages;
    - (ii) the review of records showing the criminal histories of individuals operating vehicles under the Governmental Authorization;
    - (iii) the possession of motor vehicle operating licenses by individuals operating vehicles under the Governmental Authorization;
    - (iv) the review of records showing the motor vehicle driving histories of individuals operating vehicles under the Governmental Authorization; and
    - (v) the safety inspections of the motor vehicles operated by individuals operating vehicles under the Governmental Authorization;

- (d) provide information acceptable to the Airport Manager (e.g., certificates of insurance) which demonstrates that the types and amounts of insurance coverages referenced in subparagraph (c)(i) are in force and effect, and that, in the event a permit is issued to the applicant, the Authority will be named as an additional insured under all or specified policies providing such coverages;
- (e) certify that, to the best of its knowledge, it is in compliance with all federal, state and local laws and regulations applicable to the CGT Service for which it seeks a permit; and
- (f) meet such additional eligibility requirements as may be established by an Airport Manager.

**§ 5.5. Commercial Ground Transportation Services – Permits.**

The Airport Managers are authorized to issue permits which provide to eligible persons the privilege of undertaking a specified Commercial Ground Transportation Service at an Airport, and to place such terms, conditions and requirements in the permits as the managers deem reasonable to achieve the purposes set out in Section 5.1 above and in other chapters of this Part 5, to protect the travelling public, and otherwise to be in the interest of the Authority and the traveling public. When determining the terms, conditions, requirements and other provisions to place in permits issued under this Part 5, the Airport Managers should consider inclusion of provisions which, among others, address the following matters:

- (1) the continued validity of the permit holder's Governmental Authorizations, as referenced in Section 5.4(1), and the permit holder's compliance with the terms, conditions and requirements of each such authorization;
- (2) the permit holder's compliance, both on and off Airport, with all federal, state and local laws and regulations applicable to the CGT Service which the permit holder is authorized to provide on an Airport by the permit;
- (3) the permit holder's compliance with all applicable Authority Regulations, including those governing the operation of motor vehicles on the Airports;
- (4) the permit holder's identification of the vehicles operating under the permit, and its provision of information regarding the drivers of such vehicles;
- (5) the types and amounts of insurance coverages to be maintained by the permit holder, and the policies of insurance, if any, on which the Authority shall be named as an additional insured;
- (6) the obligations of the permit holder to indemnify the Authority;
- (7) the displays, trade dress or other physical identifiers to be maintained on vehicles operated under the permit which evidence the Governmental Authorizations under



which the vehicles are operating, as well as the display of a decal or marker evidencing the Authority permit under which the vehicle is operating;

- (8) the Designated Waiting Area or areas, if any, at which the drivers operating vehicles under the permit may park while waiting to arrange a Pre-Arranged Pick-Up Trip with one or more passengers located on the Airport, and conditions relating to the use of any such area;
- (9) the Pick-Up Area or areas on the Airport where vehicles operating under the permit are to pick-up passengers and, if applicable, the Drop-Off Area or areas where passenger drop-offs are to occur;
- (10) the permit holder's utilization of the Authority's Automatic Vehicle Identification System or an alternative vehicle identification system (including without limitation a Geofence system) which performs the same, or many of the same, functions as the AVI system and, in addition, is capable of providing to the Authority, and showing on a real time basis, information relating to the permit holder's on-Airport operations and activities; in the event a permit provides for such alternative system, a description of the information the system is to provide and to show on a real time basis;
- (11) a description of the charges, and their amounts, which the permit holder may be required to pay for equipment, services or other matters provided or made available to the permit holder by the Authority under or pursuant to the permit (e.g., charges for use of equipment related to the Authority's AVI system);
- (12) the permit holder's obligation to pay the applicable Access Fees and other fees identified in Section 5.7, and any charges described in the permit, and to pre-fund one or more accounts, on a regular basis, from which the Authority will be able to draw funds whenever such fees and charges become due;
- (13) a schedule of administrative fines, consistent with Section 5.7, which may be assessed for violations of specified terms, conditions and requirements of the permit, and the process for the assessment and the permit holder's payment of such fines;
- (14) in permits authorizing Pre-Arranged Trips, the preparation and possession by drivers operating vehicles under the permit of written or electronic reports containing specified information relating to each Pre-Arranged Trip, and the obligation of such drivers to provide such reports to Authority personnel when requested;
- (15) a description of the records relating to the permit holder's operations and activities under the permit which are to be prepared and maintained by the permit holder, including those records which are to be made available;

- (16) the ability of the Authority to conduct audits of the permit holder's operations and activities under the permit;
- (17) a prohibition of Solicitation by the permit holder and any driver operating a vehicle under the permit;
- (18) a description of the process, and related obligations of the permit holder, whereby (i) passengers may submit complaints regarding the transportation they have received from a driver operating under the permit, including complaints involving the conduct of the driver, the condition of the vehicle, and the fare which was charged, (ii) the complaint will be investigated, and (iii) when warranted, remedial action will be taken;
- (19) the conditions under which the permit may be suspended or revoked by the Airport Manager and the period of time following the permit's revocation before the permit holder may apply for a new permit under this Part 5; and
- (20) the term and expiration date of the permit, if any.

**§ 5.6. Commercial Ground Transportation Services – Requests for Exemption from Requirements Related to Pre-Arranged Trips.**

- (1) Under Chapters II and III of this Part 5, any person not a party to a contract executed by the Authority which is engaged in the provision of certain CGT Services – Limousine Service and Transportation Network Company Service – is prohibited from providing Pre-Arranged Drop-Off Trips and Pre-Arranged Pick-Up Trips at an Airport unless it is authorized to do so by a permit issued under this Part 5.
- (2) Any person referenced in paragraph (1) which believes it is entitled by law (including without limitation the provisions of Section 14501 of Title 49 of the United States Code) to provide Pre-Arranged Drop-Off Trips and/or Pre-Arranged Pick-Up Trips at an Airport without a permit from the Authority may submit a written request for an exemption from the permit requirement imposed by this Part 5. The request shall be submitted to the manager of the Airport at which the person seeks to provide Pre-Arranged Drop-Off and/or Pick-Up Trips without a permit, and shall describe the basis for the person's claimed entitlement. The Airport Manager shall respond to the request in a written decision within 30 days of the request submission.
- (3) Any person referenced in paragraph (1) and holding a permit issued under this Part 5 which believes it is entitled by law (including without limitation the provisions of Section 14501 of Title 49 of the United States Code) to provide one or more particular Pre-Arranged Drop-Off Trips and/or Pre-Arranged Pick-Up Trip outside of, and not subject to the terms and conditions of, its permit may submit a written request for an exemption of such trips from the permit and its terms, conditions and requirements. The request shall be submitted to the manager of the Airport that is covered by the permit, shall identify the particular trips as to which the entitlement is

claimed, and shall describe the basis for the claimed entitlement. The Airport Manager shall respond to the request in a written decision within 30 days of the request submission.

- (4) In the event a request submitted under paragraph (2) or (3) is granted and an exemption from the requirement of paragraph (1) is provided by the Authority, the person receiving the exemption shall thereafter maintain a copy of the written decision providing the exemption in any vehicle the person operates on an Airport for the purpose of providing a CGT Service that is subject to Chapter II or III.

**§ 5.7. Commercial Ground Transportation Services – Permit and Other Fees; Administrative Fines.**

- (1) The following fees shall apply to Commercial Ground Transportation Services provided on an Airport under a permits issued under this Part 5:

CGT Service	Permit Fee	Access Fee	Dispatch Fee	Fee for Excess Dwell Time in a Designated Waiting Area
Limousine Service	\$250.00	\$5.00	NA	\$3.00 for each 15-minute period (or part thereof) following expiration of a no-fee period of: <ul style="list-style-type: none"> <li>• 1 hour at Dulles</li> <li>• 30 minutes at National</li> </ul>
Transportation Network Company Service	\$5,000.00	\$5.00	NA	\$3.00 for each 15-minute period (or part thereof) following expiration of a no-fee period of: <ul style="list-style-type: none"> <li>• 1 hour at Dulles</li> <li>• 30 minutes at National</li> </ul>
Taxicab Service (at National only)	\$100.00 (every 2 years)	NA	\$3.00	NA

- (2) An Airport Manager may include in any permit issued under this Part 5 a schedule of administrative fines that may be assessed against the permit holder for violations of the permit’s terms, conditions, requirements and other provisions which do not warrant the suspension or revocation of the permit; provided, that no such fine for the violation of a single permit provision may exceed \$250.00. These administrative fines are not intended to be punitive in nature or purpose, but rather to compensate the Authority for a portion of the cost it incurs in the enforcement of permits issued under this Part 5.
- (3) The fees set out in paragraph (1) and the maximum administrative fine set out in paragraph (2) may be revised by the President or his designee; provided, that (i) notice of any proposed revised fees or maximum fine and of an opportunity to comment on the proposal shall be given to all CGT Permit Holders affected by the

proposed revision; (ii) the effective date of any revised fees or maximum fine shall be no less than 12 months following the effective date of the fees or maximum fine being revised; and (iii) at least 45 days before the effective date of any revised fees or maximum fine, notice of the revised fees or maximum fine shall be provided to the Business Administration Committee of the Authority's Board of Directors.

**§ 5.8. Commercial Ground Transportation Services – Suspension and Revocation of Permit; Application for New Permit Following Permit Revocation.**

- (1) An Airport Manager, after providing notice and an opportunity to be heard, may for good cause suspend for any period of time or revoke a permit issued to any CGT Permit Holder under this Part 5. Good cause includes without limitation any the following:
  - (a) suspension, revocation or expiration of any of the Governmental Authorizations required by a permit to be held by the permit holder;
  - (b) one or more continuing, or repeated, violations by the permit holder of the terms, conditions or requirements of any of the Governmental Authorizations required by a permit to be held by the permit holder;
  - (c) one or more continuing, or repeated, violations by the permit holder of any of federal, state or local laws or regulations applicable to the permit holder's provision of the CGT Service covered by the permit;
  - (d) one or more continuing violations, or repeated violations, by the permit holder of the terms, conditions, requirements or other provisions of the permit; and
  - (e) in the case of a permit issued to and held by an individual:
    - (i) the individual's conviction, plea of guilty, or plea of nolo contendere to the violation of any law involving the commission of a felony, any sex offense, driving while intoxicated or under the influence of alcohol or unlawful drugs, or, in the last five (5) years, any other crime reasonably indicating that the individual may not be fit to provide service to the public;
    - (ii) the suspension, revocation or expiration of the motor vehicle operating license which authorizes or allows the individual to operate a CGT Vehicle;
    - (iii) the suspension or revocation by a Government, or the expiration, of the license or registration of the CGT Vehicle used by the individual to provide the CGT Service covered by the permit; or
    - (iv) the failure of the CGT Vehicle used by individual to pass any safety inspections required by a Government.

- (2) Prior to suspending or revoking a permit issued under this Part 5, the Airport Manager shall notify the CGT Permit Holder of the specific reasons for which the permit is proposed to be suspended or revoked and of the permit holder's opportunity to submit to the Airport Manager a written request for a meeting. If no such request is submitted within the period stated in the notice, which shall be no less than seven (7) days, the permit may be suspended or revoked by order of the Airport Manager. If a meeting is timely requested, it shall be scheduled by the Airport Manager as soon as feasible, and notice of the date, time and place of the meeting shall be provided to the permit holder.
- (3) At a requested meeting, the permit holder may provide to the Airport Manager testimony and other information relevant to the reasons given for the proposed suspension or revocation. Following the meeting, the Airport Manager shall issue a written decision which affirms and implements the proposed action, modifies the proposed action, or does not impose any action, and this written decision shall be furnished to the permit holder. This decision of the Airport Manger shall be final.
- (4) In the event of a final decision which suspends or revokes a permit, the permit holder shall immediately surrender the permit.
- (5) Each party shall bear its own expenses associated with the process set out in this Section 5.8.
- (6) Notwithstanding any provision to the contrary in this Section 5.8, the Airport Manager or the Vice President of Public Safety, or a designee of the vice president, may suspend a permit issued under this Part 5, or the privilege of certain individuals to operate a Commercial Ground Transportation Service Vehicle under the permit, immediately and without prior notice whenever the manager or vice president (or designee) determines that the failure to do so would present a substantial threat to public safety, to an Airport's operations, or to the flow of traffic to and from the Airport. The permit holder and any individual vehicle operators shall be notified of such suspension as soon as feasible. In the event the Airport Manager decides that a permit which has been suspended under this paragraph (6) should be revoked, the process set out in paragraphs (2) and (3) shall apply; provided, that the suspension under this paragraph (6) shall continue in effect until the conclusion of such revocation process, unless the suspension is earlier terminated by the manager or vice-president (or designee) who initially issued it.
- (7) A person whose permit has been revoked may not apply for a new permit sooner than the date set out in the final decision of revocation or the expiration of the period set out in the revoked permit during which an application for a new permit may not be made.

**§ 5.9. Commercial Ground Transportation Services – Rules.**

The President is authorized to establish any administrative rules and procedures that are reasonably necessary to promote the effective and efficient (i) administration of the process and system for the issuance of permits under this Part 5, (ii) administration and enforcement of the permits which are issued under this Part 5, and (iii) enforcement of the Regulations in this Part 5 which have the force and effect of law and for which a criminal sanction is provided.

**§ 5.10. Commercial Ground Transportation Services – Penalties.**

Any person who violates any provision of Section 5.3 shall be guilty of a Class 3 misdemeanor.

**§ 5.11 through § 5.20 – RESERVED**

## **PART 5 – COMMERCIAL GROUND TRANSPORTATION SERVICES**

### **Chapter II – Limousine Service**

#### **§ 5.21. Introduction.**

The provisions of this Chapter II are in addition to and supplemental to the provisions of Chapter I which also apply to Limousine Service. However, in the case of a conflict between any provisions in this Chapter II and in Chapter I, the provisions of this chapter are intended to apply.

#### **§ 5.22. Purpose.**

The purpose of this Chapter II is to ensure that reliable Limousine Service is available for passengers and other individuals on the Airports; that the use of Airport facilities by the providers of such service does not produce undue traffic congestion, passenger drop-offs and pick-ups at Airport locations that are not intended for such purposes, or excessive use of designated drop-off and pick-up locations; that the providers of such service do not engage in the Solicitation of passengers or other individuals who are on an Airport; that, like other providers of CGT Services, the providers of such service pay fair compensation for the ability to access and conduct their business on the Airports; and that the regulation of the providers of such service is consistent with the regulation of comparable providers of CGT Services.

#### **§ 5.23. Definitions.**

Unless it appears from the context that a different meaning is intended, the following words and phrases, when used in this Chapter II and other chapters of Part 5, shall have the following meanings.

**Limousine Pre-Arranged Drop-Off Trip:** The transportation by a provider of Limousine Service of an individual from a location outside Airport to a location on the Airport, where an arrangement for the transportation is made between such provider and the passenger in advance of the provider picking up the passenger.

**Limousine Pre-Arranged Pick-Up Trip.** The transportation by a provider of Limousine Service of an individual from a location on an Airport to a location outside the Airport or to another location on the Airport, where an arrangement for the transportation is made between such person and the passenger in advance of the person picking up the passenger and either (i) before the person enters the Airport for the purpose of picking up the passenger or (ii) when authorized by a permit issued under this Part 5 to pre-arrange a trip from an area or facility on the Airport, while the person is located in such area or facility.

**Limousine Service:** The provision of a CGT Service consisting of the transportation of individuals to or from, and within, an Airport in a motor vehicle which is not a Taxicab, pursuant to a contract or other arrangement which is made between the provider and an individual prior to the transportation and which establishes the compensation to be paid for the transportation. The term includes the provision of such transportation service by vehicles typically characterized as

“limousines” or “executive sedans.” The term also includes without limitation service provided by persons which are a “contract passenger carrier,” as defined in the laws of the Commonwealth of Virginia, by persons operating a “limousine” within the category of “public vehicle[s]-for-hire,” as defined in the laws of the District of Columbia, or by persons operating a “limousine” within the category of “passenger-for-hire service” as defined in the laws of the State of Maryland.

**Other Limousine Service:** The transportation of individuals to and from locations entirely outside an Airport in a motor vehicle which is not a Taxicab, pursuant to a contract or other arrangement which is made between the provider and passenger or passengers prior to the transportation and which establishes the compensation to be paid for the transportation.

#### **§ 5.24. Limousine Service – Prohibited Activities**

- (1) No person shall provide or attempt to provide on an Airport, or shall be present on an Airport for the purpose of providing, Limousine Service consisting of the transportation of one or more individuals from a location outside the Airport to a location on the Airport, or any part of such transportation, unless (i) such service constitutes a Limousine Pre-Arranged Drop-Off Trip and the person is authorized to provide Limousine Pre-Arranged Drop-Off Trips by a permit issued under this Part 5 or (ii) such service is authorized by a contract executed by the Authority; provided, that the provisions of this paragraph (1) shall not apply to Limousine Pre-Arranged Drop-Off Trips which have been exempted from the paragraph by the Authority pursuant to Section 5.6
- (2) No person shall provide or attempt to provide on an Airport, or shall be present on an Airport for the purpose of providing, Limousine Service consisting of the transportation of one or more individuals from a location on the Airport to a location outside the Airport or to another location on the Airport, or any part of such transportation, unless (i) such service constitutes a Limousine Pre-Arranged Pick-Up Trip and the person is authorized to provide Limousine Pre-Arranged Pick-Up Trips by a permit issued under this Part 5, or (ii) such service is authorized by a contract executed by the Authority; provided, that the provisions of this paragraph (2) shall not apply to Limousine Pre-Arranged Pick-Up Trips which have been exempted from the paragraph by the Authority pursuant to Section 5.6;
- (3) No person which is licensed, certified or otherwise authorized by a Governmental Authority to provide Other Limousine Service, whether or not such persons hold a permit issued under this Part 5, shall provide or attempt to provide while on an Airport, or shall be present on an Airport for the purpose of providing, the transportation of any individual for compensation other than as part of a Limousine Pre-Arranged Drop-Off Trip or a Limousine Pre-Arranged Pick-Up Trip, except when travelling, immediately after entering the Airport, to a Designated Waiting Area that is described in a permit issued under this Part 5 which authorizes the person to pre-arrange trips while located within that described Designated Waiting Area. Any person which is so authorized by a Governmental Authority and which is present on



an Airport Terminal Roadway, at another location on an Airport while carrying a passenger, or in an Airport terminal, and does not, when requested, provide the written or electronic record of a pre-arranged Limousine Drop-Off Trip or a Limousine Pre-Arranged Pick-Up Trip, as described in and required by paragraph (4) below, shall be presumed to be in violation of this paragraph (3), and the person's presence on the Airport, under these circumstances, shall constitute prima facie evidence of the person's violation of this paragraph.

- (4) Except as otherwise provided pursuant to Section 5.6:
- (a) No person shall provide or attempt to provide on an Airport, or shall be present on an Airport for the purpose of providing, Limousine Service consisting of a Limousine Pre-Arranged Drop-Off Trip or Limousine Pre-Arranged Pick-Up Trip without possession of or immediate access to a written or electronic record of the pre-arranged trip which shall consist of the following:
    - (i) the date and time when the trip was pre-arranged;
    - (ii) the name of the passenger being or to be transported;
    - (iii) when the passenger is traveling either to the Airport to board a flight or from the Airport after having disembarked from a flight, the number of the flight and the name of the airline providing the flight; and
    - (iv) in the case of a Limousine Pre-Arranged Pick-Up Trip, the date and time when, and the approximate location on the Airport where, the passenger is to be, or was, picked up, and the location to which the passenger is to be transported;
  - (b) No person which is licensed, certified or otherwise authorized by a Governmental Authority to provide Other Limousine Service, and which is present on an Airport, including any such person which holds or is operating under a permit issued under this Part 5 or is operating under a contract executed by the Authority, and whether such person is located in or outside a motor vehicle, shall refuse to make available, or provide access to, the written or electronic record, as described in subparagraph (a), of the Limousine Pre-Arranged Drop-Off Trip or Limousine Pre-Arranged Pick-Up Trip which the person is, or claims to be, in the process of providing, to an Authority law enforcement officer, another Authority employee or a representative of the Authority, upon the officer's, employee's or representative's request.

#### **§ 5.25. Limousine Service – Eligibility for Permit**

- (1) No person shall be eligible for a permit under this Part 5 authorizing the person to provide Limousine Service on an Airport unless the person possesses one or more Governmental Authorizations authorizing the person to provide, or conduct the

business of providing, Other Limousine Service within the jurisdiction of the Government issuing the authorization.

- (2) To be eligible for a permit under this Part 5 authorizing the person to provide Limousine Service on an Airport, a person shall submit a permit application on a form supplied by the Authority, shall pay all applicable fees, and shall meet all eligibility requirements as may be established by the Airport Manager under Section 5.4.

**§ 5.26. Limousine Service – Permits**

- (1) The Airport Managers are authorized to issue permits which provide to eligible persons the privilege of providing Limousine Service on an Airport, and to place such terms, conditions and requirements in the permits as the managers deem reasonable to achieve the purposes set out in Sections 5.1 and 5.21, to protect the travelling public, and otherwise to be in the interest of the Authority and the traveling public. When determining the terms, conditions, requirements and other provisions to place in such permits, the Airport Managers shall consider the inclusion, among others, of provisions which address the matters that are described in Section 5.5.
- (2) Permits authorizing the provision of Limousine Service on an Airport may only authorize the provision of Limousine Pre-Arranged Drop-Off Trips and Pre-Arranged Limousine Pick-Up Trips at the Airport.

**§ 5.27. Limousine Service – Penalties.**

Any person who violates any provision of Section 5.24 shall be guilty of a Class 3 misdemeanor.

**§ 5.28 - § 5.30 – RESERVED**

## **PART 5 – COMMERCIAL GROUND TRANSPORTATION SERVICES**

### **Chapter III – Transportation Network Company Service**

#### **§ 5.31. Introduction.**

The provisions of this Chapter III are in addition to and supplemental to the provisions of Chapter I which also apply to Transportation Network Company Service. However, in the case of a conflict between any provisions in this Chapter III and in Chapter I, the provisions of this chapter are intended to apply.

#### **§ 5.32. Purpose.**

The purpose of this Chapter III is to ensure that the transportation services provided by Transportation Network Companies are available to passengers arriving and departing and other individuals present on the Airports; that these services become an integral part of the system of commercial ground transportation services that are provided on the Airports; that these services are delivered in a safe and reliable on the Airports; that the use of Airport facilities by the providers of these services does not produce undue traffic congestion, passenger drop-offs and pick-ups at Airport locations that are not intended for such purposes, or excessive use of designated drop-off and pick-up locations; that the providers of the services do not engage in the Solicitation of passengers or other individuals who are on an Airport; that, like other providers of CGT Services, the providers of these services pay fair compensation for the ability to access and conduct their business on the Airports; and that the regulation of the providers of these services is consistent with the regulation of comparable providers of CGT Services.

#### **5.33. Definitions.**

Unless it appears from the context that a different meaning is intended, the following words and phrases, when used in this Chapter III and other chapters of Part 5, shall have the following meanings.

**Transportation Network Company (TNC):** A person operating a business or activity that provides transportation (i) in the form of pre-arranged trips which have been arranged in advance of the actual transportation utilizing a TNC Mobile Application and (ii) in vehicles with a capacity of not more than eight (8) individuals (including the driver) that are operated by a TNC Driver. The term includes without limitation persons constituting a “transportation network company,” as defined by the laws of the Commonwealth of Virginia, and a “private vehicle-for-hire company,” as defined by the laws of the District of Columbia.

**Transportation Network Company Mobile Application (TNC Mobile Application):** An online-enabled application, software, website and/or system that enables a Transportation Network Company to make arrangements for TNC Pre-Arranged Trips with individuals seeking transportation from or through the TNC.

**Transportation Network Company Driver (TNC Driver):** An individual authorized by a TNC to use the individual’s personal vehicle or a vehicle owned or leased by the TNC to provide TNC

Pre-Arranged Trips. A TNC Driver is considered to be associated with the TNC which has provided such authorization to the driver.

**Transportation Network Company Pre-Arranged Drop-Off Trip (TNC Pre-Arranged Drop-Off Trip):** The transportation by a TNC and a TNC Driver, for compensation, of an individual from a location outside an Airport to a location on the Airport, which transportation is pre-arranged through a TNC Mobile Application before the passenger is picked up by the driver and culminates in the passenger's drop-off at the Airport.

**Transportation Network Company Pre-Arranged Pick-Up Trip (TNC Pre-Arranged Pick-Up Trip):** The transportation by a TNC and a TNC Driver, for compensation, of an individual from a location on an Airport to a location outside the Airport or to another location on the Airport, which is arranged in advance of the actual transportation through a TNC Mobile Application either (i) before the TNC Driver enters the Airport for the purpose of picking up the pre-arranged passenger or (ii) when authorized by a permit issued under this Part 5 to pre-arrange a trip from an area or facility on the Airport, while the TNC Driver is located in such area or facility.

**Transportation Network Company Pre-Arranged Trip (TNC Pre-Arranged Trip):** A TNC Pre-Arranged Drop-Off Trip or TNC Pre-Arranged Pick-Up Trip.

**Transportation Network Company Service (TNC Service):** The provision of a CGT Service consisting of the transportation by a TNC and its TNC Drivers of individuals to or from, or within, an Airport consisting of TNC Pre-Arranged Drop-Off Trips and TNC Pre-Arranged Pick-Up Trips.

**Transportation Network Company Service Vehicle (TNC Vehicle):** The vehicle used by a TNC Driver in the provision of TNC Service.

**Transportation Network Company Permit Holder (TNC Permit Holder):** A Transportation Network Company to which a permit has been issued by an Airport Manager under this Part 5.

#### **§ 5.34. Transportation Network Service – Prohibited Activities.**

- (1) No person shall provide or attempt to provide on an Airport, or shall enter or be present on an Airport for the purpose of providing, Transportation Network Company Service consisting of the transportation of one or more individuals from a location outside the Airport to a location on the Airport, or any part of such transportation, unless (i) such service constitutes a TNC Pre-Arranged Drop-Off Trip and the person is authorized to provide TNC Pre-Arranged Drop-Off Trips by a permit issued under this Part 5 or (ii) such service is authorized by a contract executed by the Authority; provided, that the provisions of this paragraph (1) shall not apply to TNC Pre-Arranged Drop-Off Trips which have been exempted from the paragraph by the Authority pursuant to Section 5.6.

- (2) No person shall provide or attempt to provide on an Airport, or shall enter or be present on an Airport for the purpose of providing, Transportation Network Company Service consisting of the transportation of one or more individuals from a location on the Airport to a location outside the Airport or to another location on the Airport, or any part of such transportation, unless (i) such service constitutes a TNC Pre-Arranged Pick-Up Trip and the person is authorized to provide TNC Pre-Arranged Pick-Up Trips by a permit issued under this Part 5, or (ii) such service is authorized by a contract executed by the Authority; provided, that the provisions of this paragraph (2) shall not apply to TNC Pre-Arranged Pick-Up Trips which have been exempted from the paragraph by the Authority pursuant to Section 5.6.
- (3) No Transportation Network Company or TNC Driver, whether or not holding or operating under a permit issued under this Part 5, shall provide or attempt to provide while on an Airport, or shall be present on an Airport for the purpose of providing, the transportation of any individual for compensation other than as part of a TNC Pre-Arranged Drop-Off Trip or a TNC Pre-Arranged Pick-Up Trip, except when travelling, immediately after entering the Airport, to a Designated Waiting Area that is described in a permit issued under this Part 5 which authorizes the TNC and its TNC Drivers to pre-arrange trips while located within that described Designated Waiting Area. Any TNC Driver who is present on an Airport Terminal Roadway, at another location on an Airport while carrying a passenger, or in an Airport terminal, and does not, when requested, provide the written or electronic record of a TNC Pre-Arranged Drop-Off Trip or a TNC Pre-Arranged Pick-Up Trip, as described in and required by paragraph (4) below, shall be presumed to be in violation of this paragraph (3), and the presence of the TNC Driver and the TNC on the Airport, under these circumstances, shall constitute prima facie evidence of the person's violation of this paragraph.
- (4) Except as otherwise provided pursuant to Section 5.6:
  - (a) No TNC or TNC Driver shall provide or attempt to provide on an Airport, or shall be present on an Airport for the purpose of providing, TNC Service consisting of a TNC Pre-Arranged Drop-Off Trip or TNC Pre-Arranged Pick-Up Trip without possession of or immediate access to an electronic record of the pre-arranged trip, which shall consist of the following:
    - (i) the name of the TNC with which the TNC Driver is associated;
    - (ii) the identification number assigned to the TNC Driver by the TNC with which the driver is associated;
    - (iii) the license plate number, along with the state issuing the license plate, of the TNC Vehicle which the TNC Driver is operating; and
    - (iv) the date and approximate time when, and the location on the Airport at which, the passenger is to be, or was, picked up.

- (b) No TNC Driver who is present on an Airport shall refuse to make available, or to provide access to, the electronic record, as described in paragraph (a), of the TNC Pre-Arranged Drop-Off Trip or TNC Pre-Arranged Pick-Up Trip, which the TNC Driver is, or claims to be, in the course of providing, to an Authority law enforcement officer, another Authority employee or a representative of the Authority, upon the officer's, employee's or representative's request.

**§ 5.35. Transportation Network Company Service – Eligibility for Permit**

- (1) No person shall be eligible for a permit under this Part 5 authorizing the person to provide Transportation Network Company Service on an Airport unless the person possesses one or more Governmental Authorizations authorizing the person to be, and to conduct the business of, a Transportation Network Company within the jurisdiction of the Government issuing the authorization.
- (2) To be eligible for a permit authorizing the person to provide Transportation Network Company Service on an Airport, a person shall submit a permit application on a form supplied by the Authority, shall pay all applicable fees, and shall meet all eligibility requirements as may be established by the Airport Manager under Section 5.4.

**§ 5.36. Transportation Network Company Service – Permits**

- (1) The Airport Managers are authorized to issue permits which provide to eligible persons the privilege of providing Transportation Network Company Service at an Airport, and to place such terms, conditions and requirements in the permits as the managers deem reasonable to achieve the purposes set out in Sections 5.1 and 5.31, to protect the travelling public, and otherwise to be in the interest of the Authority and the traveling public. When determining the terms, conditions, requirements and other provisions to place in such permits, the Airport Managers shall consider the inclusion, among others, of provisions which address the matters that are described in Section 5.5.
- (2) Permits authorizing the provision of Transportation Network Company Service at an Airport will be issued only to a Transportation Network Company and such permits may only authorize a TNC, acting solely through its TNC Drivers, to provide TNC Pre-Arranged Drop-Off Trips and TNC Pre-Arranged Pick-Up Trip at the Airport.

**§ 5.37. Transportation Network Company Service – Penalties**

Any person who violates any provision of Section 5.34 shall be guilty of a Class 3 misdemeanor.

**§§ 5.38 - § 5.40 – RESERVED**

## **PART 5 – COMMERCIAL GROUND TRANSPORTATION SERVICES**

### **Chapter IV – Taxicab Service**

#### **Subchapter A – General Provisions**

##### **§ 5.41. Introduction.**

The provisions of this Chapter IV are in addition to and supplemental to the provisions of Chapter I which also apply to Taxicab Service. However, in the case of a conflict between any provisions in this Chapter IV and in Chapter I, the provisions of this chapter are intended to apply.

##### **§ 5.42. Purpose.**

The purpose of this Chapter IV is to ensure that the traveling public obtains safe, convenient, clean, and courteous Taxicab Service on National and Dulles and at a fair price, to avoid congestion of the roadways and curbs at the Airports, and to achieve these ends in harmony with the laws and regulations of the jurisdictions making up the Washington, D.C., metropolitan area. The Authority finds it necessary to manage the hiring of Taxicabs at National by means of a dispatch system, except under narrow circumstances, and to restrict the Taxicabs operating in that dispatch system to those which conform to Authority Regulations and Airport rules, as well as the laws of the jurisdiction in which the Taxicabs are licensed.

(§ 5.1; Res. No. 94-4, 1-5-94)

##### **§ 5.43. Definitions.**

Unless it appears from the context that a different meaning is intended, the following words and phrases, when used in this Chapter IV and other chapters of Part 5, shall have the following meanings.

**Taxicab:** Any motor vehicle that is operated for the purpose of transporting passengers for compensation, which is based on metered rates, between points along the public streets and roadways as the passengers may direct and is not being operated on a regular route or schedule or between fixed terminals. The term includes motor vehicles regulated as “taxicabs” under the laws of the Commonwealth of Virginia and the State of Maryland, their political subdivisions, and the District of Columbia. The term does not include limousines, executive sedans, or other for hire vehicles for which passengers contract on an hourly basis.

**Taxicab Dispatch System:** The system established and operated by the Authority at National to direct and control the movement and operation of Taxicabs operated by individuals holding a Taxicab Operator’s Permit.

**Taxicab Dispatch Trip:** The transportation provided by the operator of a Taxicab of one or more passengers from a location on National to a location outside the Airport or to another location on the Airport which is at the direction of the Taxicab Dispatcher.

**Taxicab Dispatcher:** The individual designated and authorized by the Authority to direct the movement and operation of Taxicabs at National as part of the Taxicab Dispatch System.

**Taxicab Drop-Off Trip:** The transportation by an operator of a Taxicab of one or more passengers from a location outside an Airport to a location on the Airport.

**Taxicab Official:** The employee of the Authority charged with administering and supervising the Taxicab Dispatch System.

**Taxicab Operator's Permit:** The permit issued by the Authority which authorizes an individual to provide Taxicab Dispatch Trips at National .

**Taxicab Pre-Arranged Pick-Up Trip:** The transportation by an operator of a Taxicab of one or more passengers from a location on an Airport to a location outside the Airport or to another location on the Airport which is arranged in advance of the actual transportation and before the Taxicab operator enters the Airport for the purpose of picking up the pre-arranged passenger.

**Taxicab Service:** The provision of a CGT Service consisting of the transportation of individuals to and from, and within, an Airport by Taxicab.

(§ 5.2; Res. No. 94-4, 1-5-94)

## **Subchapter B – Taxicab Service at National**

### **§ 5.44. Operating Conditions for Providers of Taxicab Service.**

- (1) Every individual operating a Taxicab at any time on National, including to provide Taxicab Drop-Off Trips, shall comply with each of the following requirements.
  - (a) The individual must possess a current, valid motor vehicle operator's license.
  - (b) The individual must possess a current, valid license, registration or other certificate, issued by one or more Governments, which is applicable to the individual's Taxicab.
  - (c) The individual must possess a current, valid license, issued by at least one Government, to operate a Taxicab within the jurisdiction of that Government.
  - (d) The individual must not engage in the Solicitation of passengers, directly or indirectly, personally or in concert with another.
  - (e) When transporting passengers to destinations outside Virginia, the individual must charge the passenger fares prescribed by the Washington Metropolitan Area Transit Commission for the jurisdiction in which the individual's Taxicab is licensed, certified or otherwise authorized. When transporting passengers within Virginia, including from one to another location on National, the individual must



charge the passenger fares prescribed by the Virginia Governmental Authority which has licensed, certified or otherwise authorized the individual's Taxicab.

- (f) The individual must comply with the laws governing Taxicabs in the jurisdiction of each Governmental Authority which has licensed the individual to operate a Taxicab or has licensed, registered or certified the individual's Taxicab. In case of any inconsistency between these Regulations and the laws of such jurisdictions, the more restrictive law shall apply.
- (g) The individual must comply with all conditions set out in the Taxicab Operator's permit, if any, issued to the individual under Section 5.47.

- (2) Any individual operating a Taxicab on National while not in compliance with any of the requirements in subparagraphs (a) through (e) of paragraph (1) shall be guilty of a Class 3 misdemeanor.

(§ 5.4; Res. No. 94-4, 1-5-94; Res. 99-5, 4-7-99)

**§ 5.45. Operating Conditions for Taxicabs Picking Up Passengers Outside the Taxicab Dispatch System.**

- (1) No individual who lacks a Taxicab Operator's Permit shall operate a Taxicab on National to pick up or attempt to pick up one or more passengers at the Airport between the hours of 6:00 a.m. and 2:00 a.m. the following day, except at the express direction of the Taxicab Dispatcher; provided, that the foregoing prohibition does not apply to any individual who is operating a Taxicab under one of the following circumstances:
  - (a) the individual, or a person by which the individual is employed or for which the individual operates as an independent contractor, is authorized by a contract executed by the Authority to pick up passengers for hire at National; or
  - (b) the individual comes to National to provide a Taxicab Pre-Arranged Pick-Up Trip and the individual possesses a manifest or trip sheet which shows (i) the date and time the trip was pre-arranged, (ii) the name of the passenger to be picked up and transported, (iii) where applicable, the number of the flight on which the passenger has just flown to National and the name of the airline providing the flight, (iv) the passenger's destination, and (v) the date, time, and location of the pickup. Such manifests or trip sheets may be maintained in written or electronic format, and must clearly set out the above information.
- (2) Any individual who operates a Taxicab on National in violation of any provision of this Section 5.45 shall be guilty of a Class 3 misdemeanor.

(§ 5.5; Res. No. 94-4, 1-5-94; Res. No. 01-17, 11-8-01; Res. No. 04-30, 12-1-04)

**§ 5.46. Operating Conditions for Providers of Taxicab Dispatch Trips.**

No individual shall operate a Taxicab in the Taxicab Dispatch System at National unless the individual is in compliance with each of the following conditions.

- (1) The individual must possess a current, valid Taxicab Operator's Permit issued under Section 5.47. This Permit must be kept in the driver's possession at all times that the individual is operating a Taxicab at National and must be prominently displayed according to the Airport Manager's directions while the Taxicab is on the Airport.
- (2) The individual must display in the Taxicab, in a place conspicuous to passengers, the driver's license from a Government to operate a Taxicab, and a schedule of the fare rates issued by the Washington Metropolitan Area Transit Commission and by the Government that has licensed, certified or otherwise authorized the individual's Taxicab.
- (3) The individual must, upon the request of an Authority law enforcement officer, a Taxicab Dispatcher, or the Taxicab Official, surrender for inspection the individual's Taxicab Operator's Permit and must permit any such Authority representative to inspect the individual's Taxicab to determine if the individual is displaying the license and fare rate schedule required by paragraph (2).
- (4) The individual must wear a shirt with a collar, long pants or a skirt, shoes (not sandals), and socks or stockings.
- (5) The individual 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.
- (6) The individual 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 individual must operate a Taxicab that is equipped with air conditioning which is in good repair. The individual must turn on the air conditioning when the outside temperature exceeds 80 degrees Fahrenheit and the individual is directed to do so by the Taxicab Dispatcher. Notwithstanding the foregoing, the individual shall comply in all circumstances with the request of a passenger to turn on or turn off the air conditioning.
- (8) The individual must not smoke in the Taxicab when passengers are present. If the individual wishes passengers not to smoke, the individual must post a "No Smoking" sign in the Taxicab that is readily visible to passengers.

- (9) The individual must obey all directions and signals of the Taxicab Dispatcher regarding the orderly flow of traffic and the accommodation of passengers.
- (10) The individual must accept any orderly passenger and convey any passenger where directed upon dispatch by the Taxicab Dispatcher.
- (11) The individual may transport only those persons assigned to the individual by the Taxicab Dispatcher.
- (12) The individual may not act in a discourteous manner towards passengers or persons seeking transportation.
- (13) When requested by a passenger, the individual must give a receipt showing the individual's name, the name of the Taxicab company (if any), the taxicab number, the time and place of the trip's origin and destination, and the amount of the fare.
- (14) The individual must not breach the peace on the Airport. The individual must not impede the operation of the Taxicab Dispatch System, other airport operations, or the flow of traffic to and from the Airport.
- (15) The individual must remain within five feet of the individual's Taxicab at all times except while it is in a Taxicab holding structure at National or when it is legally parked on the Airport .
- (16) The individual must not give or offer to give any money or anything of monetary value to the Taxicab Dispatcher.
- (17) The individual must pay a dispatch fee, set pursuant to Section 5.7, on each occasion the individual picks up one or more passengers.
- (18) The individual must maintain in the individual's Taxicab electronic credit card processing equipment that enables passengers to use credit cards to pay fares.
- (19) The individual must accept major credit cards as payment for fares.
- (20) The individual must permit Authority law enforcement officers and the Taxicab Official to inspect the individual's Taxicab to determine whether the vehicle meets the standards set forth in this Section 5.46. The individual shall not operate a vehicle in the Taxicab Dispatch System that has failed such an inspection until an Authority law enforcement officer or the Taxicab Official has determined that the conditions causing the vehicle to fail have been corrected.

(§ 5.6; Res. No. 94-4, 1-5-94; Res. 99-5, 4-7-99; Res. No. 09-13, 4-1-09; Res. No. 14-12, 5-1-14)

**§ 5.47. Issuance of Taxicab Operator's Permits.**

Except when the Airport Manager at National, based on the number of outstanding permits and on the projected need for additional Taxicabs at the Airport, has determined to cease accepting applications for a Taxicab Operator's Permit, the Airport Manager shall issue a Taxicab Operator's Permit to each individual whom the manager finds to be of good, moral character and who:

- (1) completes and submits an application to the Airport Manager on a form provided by the manager;
- (2) possesses a current, valid motor vehicle operator's license;
- (3) possesses a current, valid license, registration or other certificate, issued by one or more Governments, which is applicable to the individual's Taxicab.
- (4) possesses a current, valid license to operate a Taxicab issued by one or more of the following Governments: Montgomery County or Prince George's County, Maryland ; the District of Columbia; or the City of Alexandria, the City of Falls Church, Fairfax County or Arlington County, Virginia;
- (5) presents an official copy of the individual's current driving record from the Government by which the individual is licensed to operate motor vehicle and an office copy of the individual's criminal record, if any (the Airport Manager may require the individual to submit a complete set of legible fingerprints in order to request a criminal background record check from the Federal Bureau of Investigation);
- (6) is in compliance with all applicable laws, regulations and requirements of the Government which has licensed the individual, including by way of illustration and not limitation, the minimum insurance requirements for the Taxicab that the individual is operating;
- (7) has more than six months driving experience in the Washington, D.C., metropolitan area; provided, that Airport Manager may require the individual to demonstrate a working knowledge of the metropolitan area by means of an examination;
- (8) is at least twenty-one years of age;
- (9) is not currently subject to an order of suspension or revocation of a previously issued Taxicab Operator's Permit;
- (10) meets those eligibility requirements set out in Section 5.4 which the Airport Manager has determined to apply to applicants for a Taxicab Operator's Permit; and
- (11) pays all applicable fees set pursuant to Section 5.7.

(§ 5.7; Res. No. 94-4, 1-5-94; Res. 99-5, 4-7-99; Res. No. 14-12, 5-21-14)

**§ 5.48. Denial of Taxicab Operator's Permits.**

The Airport Manager may refuse to issue a Taxicab Operator's Permit to any applicant for any of the following reasons:

- (1) repeated or serious violations of the motor vehicle laws of any Government or applicable provisions of this Part 5; the accumulation of twelve or more uniform demerit points, calculated according to the Commonwealth of Virginia's demerit system, against the applicant's motor vehicle operator's license within a twenty-four month period shall be prima facie grounds for denial of a permit application;
- (2) the conviction, plea of guilty, or plea of nolo contendere to the violation of any law involving the commission of a felony, any sex offense, soliciting for prostitution, driving while intoxicated or under the influence of alcohol or unlawful drugs, or, in the last five (5) years, any other crime reasonably indicating that the individual may not be fit to provide service to the public;
- (3) procuring or attempting to procure a Taxicab Operator's Permit by fraud, misrepresentation, false or misleading statements, evasions, or suppression of material facts;
- (4) procuring or attempting to procure more than one Taxicab Operator's Permit; or
- (5) failing to meet the eligibility requirements as may be established for individuals seeking Taxicab Operator's permit by the Airport Manager under Section 5.4.

(§ 5.8; Res. No. 94-4, 1-5-94; Res. No. 04-30, 12-1-04)

**§ 5.49. Terms and Conditions of Taxicab Operator's Permits.**

- (1) A Taxicab Operator's Permit shall expire every other year on the last day of the month of the permit holder's birthday.
- (2) A Taxicab Operator's Permit remains the property of the Authority, and its use by the Taxicab driver is subject to the following requirements.
  - (a) The permit is issued for the exclusive use of the named driver and shall not be made available by the driver for the use of any other person.
  - (b) The permit shall not be altered or defaced in any way after it is issued to the named driver.

- (c) The permit shall be invalid and may not be used after the expiration date shown on the permit.
  - (d) The permit shall be returned to the Authority immediately upon an order of suspension or revocation of the permit by the Airport Manager.
  - (e) The holder of the permit shall notify the Taxicab Official within seventy-two (72) hours of being convicted or pleading guilty to any felony, any sex offense, driving while intoxicated or under the influence of alcohol or unlawful drugs, a moving vehicle violation, or of any other crime reasonably indicating that the individual may not be fit to provide service to the public.
- (3) A Taxicab Operator's Permit may contain such other terms, conditions, requirements and other provisions deemed appropriate by the Airport Manager, including without limitation provisions addressing any of the matters described in Section 5.5.

(§ 5.9; ; Res. No. 94-4, 1-5-4)

**§ 5.50. Complaints Against Holders of Taxicab Operator's Permits.**

- (1) Any complaint, whether from a Taxicab Dispatcher, Authority employee, passenger or member of the public regarding the conduct of the holder of a Taxicab Operator's Permit while on, or during the transportation of a passenger picked up at, National, including a complaint of fare overcharge, must be made in written or electronic form to the Taxicab Official, and include the name of the complainant and a means of contacting the complainant in order for the Authority to act upon the complaint. All such complaints shall be investigated by the Taxicab Official or other Authority employee designated by the Airport Manager. The Taxicab Official may summarily dismiss the complaint if it is determined that the complaint does not warrant a reprimand or is without merit.
- (2) If the complaint is not summarily dismissed, the Taxicab Official shall provide the permit holder with a copy of the complaint. The permit holder may present information orally or in writing at a designated time and place to refute or explain the complaint. The Taxicab Official, or the designee of the Airport Manager, shall consider the information presented, and may dismiss the complaint, issue a written reprimand to the permit holder, or, in the case of repeated or serious violations, recommend the suspension or revocation of the permit. Any recommendation of suspension or revocation shall be provided to the Airport Manager who may move forward with the recommendation by commencing the process set out in Section 5.8.

(§ 5.10; Res. No. 94-4, 1-5-94; Res. No. 99-5, 4-7-99)

**§ 5.50.1. Suspension and Revocation of Taxicab Operator's Permits.**

- (1) The Airport Manager may, after notice and an opportunity to be heard have been provided under Section 5.8 and pursuant to the process provided in such section, suspend for up to 90 days or revoke the Taxicab Operator's Permit of any permit holder who:
  - (a) violates a provision of a term, condition, requirement or other provision of the permit or of this Subchapter B;
  - (b) violates the motor vehicle laws of a Government;
  - (c) is convicted of or pleads guilty to any felony, any sex offense, driving while intoxicated or under the influence of alcohol or unlawful drugs, or any other crime reasonably indicating that the individual may not be fit to provide service to the public;
  - (d) has his or her motor vehicle operator's license suspended or revoked by a Government;
  - (e) has his or her license to operate a Taxicab suspended or revoked by a Government: or
  - (f) could be denied a Taxicab Operator's Permit for any of the reasons listed in Section 5.48.
- (2) In determining whether to suspend or revoke a Taxicab Operator's Permit, the Airport Manager may take into account any prior violations of this Part 5 or of the permit by the permit holder which could have been grounds for suspension or revocation of the permit, as well as any mitigating circumstances.

(§ 5.11; Res. No. 94-4, 1-5-94; Res. No. 99-5, 4-7-99)

**Subchapter C – Taxicab Service at Dulles**

**§ 5.50.2. Picking Up Taxicab Passengers.**

No individual shall operate a Taxicab on Dulles to pick up or attempt to pick up one or more passengers at the Airport unless:

- (1) the individual, or a person by which the individual is employed or for which the individual operates as an independent contractor, is authorized by a contract executed by the Authority to pick up passengers for hire at Dulles; or
- (2) the individual comes to Dulles to provide a Taxicab Pre-Arranged Pick-Up Trip and the individual possesses a manifest or trip sheet which shows (i) the date and time the

trip was pre-arranged, (ii) the name of the passenger to be picked up and transported, (iii) where applicable, the number of the flight on which the passenger has just flown to Dulles and the name of the airline providing the flight, (iv) the passenger's destination, and (v) the date, time and location of the pickup. Such manifests or trip sheets may be maintained in written or electronic format, and must clearly set out the above information.

(§ 5.21; Res. No. 94-4, 1-5-94; Res. No. 99-5, 4-7-99; Res. No. 01-17, 11-8-01; Res. No. 04-30, 12-1-04)

### **§5.50.3. Operating Conditions for Providers of Taxicab Service.**

Every individual operating a Taxicab at any time on Dulles, including to provide Taxicab Drop-Off Trips, shall comply with each of the following conditions.

- (1) The individual must possess a current, valid motor vehicle operator's license.
- (2) The individual must possess a current, valid license, registration or other certificate, issued by one or more Governments, which is applicable to the individual's Taxicab.
- (3) The individual must possess a current, valid license, issued by at least one Government, to operate a Taxicab within the jurisdiction of that Government.
- (4) The individual must not engage in the Solicitation of passengers, directly or indirectly, personally or in concert with another.
- (5) When transporting passengers to destinations outside Virginia, the individual must charge the passenger fares prescribed by the Washington Metropolitan Area Transit Commission for the jurisdiction in which the driver's Taxicab is licensed, certified or otherwise authorized. When transporting passengers within Virginia, including from one to another location on Dulles, the individual must charge the passenger fares prescribed by the Virginia Governmental Authority which has licensed, certified or otherwise authorized the individual's Taxicab.
- (6) The individual must comply with the laws governing Taxicabs in the jurisdiction of each Governmental Authority which has licensed the individual to operate a Taxicab or has licensed, registered or certified the individual's Taxicab. In case of any inconsistency between these Regulations and the laws of such jurisdictions, the more restrictive law shall apply.

(§ 5.22; Res. No. 94-4, 1-5-94; Res. No. 94-13, 5-4-94; Res. No. 99-5, 4-7-99; Res. No. 01-17, 11-08-01)



**§ 5.50.4 Penalties**

Any individual who violates any provision of Section 5.50.2, or who operates a Taxicab on Dulles while not in compliance with any of the requirements in paragraphs (1) through (5) of Section 5.50.3, shall be guilty of a Class 3 misdemeanor.

(§ 5.24; Res. No. 94-4, 1-5-94; Res. No. 94-13, 5-4-94; Res. No. 99-5, 4-7-99)

**PART 5 – COMMERCIAL GROUND TRANSPORTATION SERVICES**  
**Chapter V – Ground Transportation Provided by Other Vehicles For Hire**

**§ 5.51. Purpose.**

The purpose of this Chapter V is to require that the provision of for-hire ground transportation services at the Airports which are not subject to Chapters I through IV of this Part 5, and which are not being provided under a contract executed by the Authority, meets certain requirements, including that the service is provided by persons which are authorized to provide such services pursuant to licenses, certificates or other authorizations issued by one or more Governmental Authorities.

**§ 5.52. Operating Conditions for Other Vehicles for Hire at National and Dulles.**

- (1) No individual who is operating a vehicle with a seating capacity not larger than fifteen (15) (including the driver) for hire at National or Dulles, and is not subject to and governed by Chapters I through IV of this Part 5 shall:
  - (a) pick up or attempt to pick up one or more passengers at an Airport unless:
    - (i) the individual, or a person by which the individual is employed or for which the individual operates as an independent contractor, is authorized by a contract executed by the Authority to pick up passengers at the Airport; or
    - (ii) the individual comes to the Airport to pick up a passenger in response to a request to transport that passenger received prior to the individual's entry onto the Airport, and the individual possesses a manifest or trip sheet which shows (i) the date and time such request was received, (ii) the name of the passenger to be picked up and transported, (iii) where applicable, the number of the flight on which the passenger has just flown to the Airport, (iv) the passenger's destination, and (v) the date, time, and location of the pickup. Such manifests or trip sheets may be maintained in written or electronic format, and must clearly set out the above information;
  - (b) operate such vehicle to pick up passengers for hire on an Airport unless:
    - (i) the individual is licensed, certified or otherwise authorized by one or more Governments to operate the vehicle for hire;
    - (ii) the vehicle is licensed, registered or certified to operate as a for hire vehicle by one or more Governments; and
    - (iii) the individual and vehicle are in compliance with the applicable laws and regulations governing vehicles for hire in the jurisdiction of each of the Governments referenced in subparagraph (b)(i) and (b)(ii); or

(c) engage in the Solicitation of passengers, directly or indirectly, personally or in concert with another.

(2) Any individual who violates any provision of paragraph (1) shall be guilty of a Class 3 misdemeanor.

(§ 5.3 and 5.23; Res. No. 94-4, 1-5-94; Res. No. 94-13, 5-4-94; Res. No. 99-5, 4-7-99; Res. No. 01-17, 11-8-01; Res. No. 04-30, 12-1-04)

**Section 4.** The effective date of the regulations set out in Section 3 shall be \_\_\_\_\_.