

Department of Legislative Services
Maryland General Assembly
2018 Session

FISCAL AND POLICY NOTE
Third Reader - Revised

House Bill 137
Economic Matters

(Delegate McConkey)

Finance

Transportation - Aviation - Nonairport Taxicab Operators at BWI

This bill generally codifies existing regulatory provisions that apply to taxicab operators who are not contracted by the Maryland Aviation Administration (MAA) to provide taxicab services at Baltimore-Washington International Thurgood Marshall Airport (BWI Marshall Airport). However, the bill *does not* include the misdemeanor incarceration penalty that exists in current regulations.

Fiscal Summary

State Effect: The bill does not materially affect State operations or finances. Current information suggests that no one has been incarcerated under the misdemeanor penalty provision being superseded by the bill.

Local Effect: None.

Small Business Effect: None.

Analysis

Bill Summary: A “nonairport taxicab operator” means a licensed taxicab driver who is not employed by, or under contract with, an entity that holds a contract with MAA to provide taxicab services at BWI Marshall Airport.

A nonairport taxicab operator may not solicit commercial passengers at BWI Marshall Airport. A nonairport taxicab operator must immediately depart the terminal after dropping off a commercial passenger but may park in a public parking lot when not transporting commercial passengers to BWI Marshall Airport. An operator who violates these provisions is subject to a civil fine not exceeding \$500.

Current Law/Background: MAA, as a unit of the Maryland Department of Transportation, has responsibility for fostering, developing, and regulating aviation activity throughout the State. MAA is responsible for operating, maintaining, and developing BWI Marshall Airport (a State-owned airport) as a major center of commercial air carrier service in the State and Martin State Airport as a general aviation facility and as a support facility for the Maryland Air National Guard and the Maryland State Police.

MAA regulations govern the taxicabs that transport people to and from BWI Marshall Airport and differentiate between airport taxicabs (which are those contracted with MAA to perform taxicab services) and nonairport taxicabs (which are not contracted with MAA). MAA advises that it currently contracts with one taxi company, BWI Taxi Management Inc.

By regulation, only a licensed airport taxicab is authorized to pick up passengers at the airport; however, any licensed taxicab is able to drop off passengers. After dropping off a passenger at the airport terminal, a nonairport taxicab must immediately depart from the terminal; nonairport taxicab drivers may not solicit passengers at the airport. Nonairport taxicabs are authorized to use the airport's public parking lots when conducting business but must pay standard parking rates when doing so. A violation of these regulations is a misdemeanor, subject to a maximum fine of \$500 and/or imprisonment for up to 90 days.

Additional Information

Prior Introductions: None.

Cross File: None.

Information Source(s): Maryland Department of Transportation; Public Service Commission; Judiciary (Administrative Office of the Courts); Department of Legislative Services

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