

DAVID FRASER-HIDALGO  
*Legislative District 15*  
Montgomery County

Environment and Transportation Committee

*Chair*  
Motor Vehicle and Transportation  
Subcommittee



The Maryland House of Delegates  
6 Bladen Street, Room 223  
Annapolis, Maryland 21401  
410-841-3186 · 301-858-3186  
800-492-7122 Ext. 3186  
David.Fraser.Hidalgo@house.state.md.us

THE MARYLAND HOUSE OF DELEGATES  
ANNAPOLIS, MARYLAND 21401

**Sponsor Testimony in Support of HB1304**  
**State Airports-Commercial Activity-Rental Vehicles and Peer-to-Peer**  
**Car Sharing**

Testimony by Delegate David Fraser-Hidalgo  
February 25, 2020- The Economic Matters Committee

HB1304 requires that companies in the business of renting cars – whether they are a rental car company or a Peer-to-Peer car sharing platform – operate under the same set of rules at BWI Thurgood Marshall Airport.

In 2017, this committee, along with the Senate Finance committee, created a statutory framework for Peer-to-Peer car sharing companies. That framework, which included insurance and various consumer protections, is nearly identical to the requirements set forth for traditional rental car companies. And, because Peer-to-Peer operators had ignored several cease-and-desist requests from the Maryland Aviation Administration (MAA), this committee tried to make it clear in that 2017 legislation, that Peer-to-Peer companies conducting operations at BWI had to first enter into a concession contract.

However, in the years since, Peer-to-Peer companies are still conducting operations at the airport without a concession agreement. On the other hand, incumbent rental car companies operating at BWI are required to charge customers concession, facility, and transportation fees. Operationally, customers are required to take a shuttle bus from the airport terminal to the consolidated rental car facility – in an effort to keep rental activity away from the terminal.

Yet for years, Peer-to-Peer operators have conducted commercial activity at BWI without charging the consumer any airport fees and have simultaneously utilized the terminal or on-site parking garage to conduct their business. This unfair

advantage undercuts existing operators who employ hundreds of Marylanders at BWI and also results in lost revenue to the State.

HB1304 helps ensure that businesses competing for the same customers are competing on equal footing, whether they are internet car sharing platforms based out of state with no employees, or they are businesses with hundreds – and in some cases thousands – located right here in Maryland. Ultimately, we should not be in the business of picking winners and losers within the same industry.

For these reasons, I ask for a favorable report on HB1304. Thank you.