

AVIATION AUTHORITY POLICY

800: CONCESSIONS AND REAL ESTATE

Effective: 08/01/19

CONCESSIONS

Revised: 05/06/21

P824 Peer to Peer Vehicle Sharing

PURPOSE: To establish a policy governing the operations of peer-to-peer and similar vehicle sharing at Tampa International Airport (Airport). For the purposes of this Policy, “Peer-to-Peer Vehicle Sharing” means an arms-length, a remote, or web-enabled transaction web-based, or mobile application vehicle sharing platform that enables private where a vehicle owners allows a third party to enter into arms-length transactions by which the private vehicle owner allows a customer to use the vehicle owner’s vehicle(s) for a period of time for a fee (Peer-to-Peer Vehicle Sharing Platform). This includes, but is not limited to, online vehicle platforms that connect vehicle owners with customers seeking to book the vehicle(s), with the vehicle owners either dropping off the vehicle to the customer or picking up the customer anywhere on The Peer-to-Peer Vehicle Sharing transaction includes a reservation for a vehicle to be delivered to a customer at the Airport or for the private vehicle owner to pick up the customer at the Airport.

LEGAL CONSIDERATION: Pursuant to Section 4(2) of the Hillsborough County Aviation Authority Enabling Act (Act), the Authority has “exclusive jurisdiction, control, supervision, and management over all airports in the County and each municipality...” Additionally, Section 6(2)(e) of the Act provides the Authority the power to “[e]mploy, pay and provide benefits . . . for personnel, including law enforcement officers with full police powers...” Section 6(2)(v) of the Act provides the Authority the power to grant concessions and Section 6(2)(ii) of the Act gives the Authority the power to “[f]ix, alter, charge, establish, and collect rates, fees, rentals and other charges . . . for the services of Authority facilities at reasonable and uniform rates.” Sections 6(2)(vv) and 6(2)(xx) authorize the Authority to transact business and do all acts and things necessary or convenient for the promotion of the Authority’s business and general welfare.

BACKGROUND: ~~The Authority engaged a Master Plan Consultant to, among other tasks, provide the Authority with a plan to combat the continuing increased congestion the Authority was experiencing on the roadway systems at the Airport. The Master Plan Consultant created a three phase Master Plan, Phase 1 of which focused on decongestion at the Airport Main Terminal and on the Airport roadway systems. The Authority spent over \$970 million on Phase 1 to decongest the Airport roadway systems and Main Terminal.~~

~~With respect to roadway decongestion, the key projects included the construction of the Rental Car Center and Automated People Mover. These projects were designed to eliminate 3.8 million vehicle trips per year on the Authority’s roadway systems and cost approximately \$736 million.~~

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~~The Master Plan Consultant's report showed that without these projects and the accompanying decongestion, the overall capacity at the Airport would have been impacted in the near future.~~

~~Additionally, the Authority implemented a curbside management program to reduce congestion at the Main Terminal curbsides. As part of the program, the Authority implemented a "no dwelling" policy at the Main Terminal curbsides. The Authority also no longer allows rental car transactions to occur at the Main Terminal or Long Term Parking Garage.~~

~~Authority staff has observed Peer to Peer Vehicle Sharing transactions on the Main Terminal curbsides, with an average of 5 minutes per transaction. Authority staff has also observed Peer to Peer Vehicle Sharing transactions in the various parking garages at the Airport. All of these Peer to Peer Vehicle Sharing transactions require additional traffic on the Authority's roadway systems which increases congestion. Authority staff has observed Peer to Peer Vehicle Sharing owners leave vehicle keys in and around unlocked vehicles, creating security and safety concerns at the Airport.~~

~~The Economy Parking Garage has capacity to handle Peer to Peer Vehicle Sharing transactions.~~

POLICY: All Peer-to-Peer Vehicle Sharing Platforms deriving from any income from any transactions as described in the Purpose Section of this Policy must enter into a concession agreement with the Authority. In addition, all Peer-to-Peer Vehicle Sharing involving a vehicle being delivered to a customer at the Airport or the private vehicle owner picking up a customer at the Airport must comply with the conditions set forth below.

A. Location, ~~and Vehicle Movement~~ Delivery, and Customer Pick-Up

- ~~Peer-to-Peer Vehicle Sharing transactions deliveries or pick-ups will take place on Level 6 of the Economy Parking Garage at areas designated in the concession agreement.~~
- ~~Peer to Peer Vehicle Sharing transactions will be subject to current parking fees.~~
- ~~2. Peer-to-Peer Vehicle Sharing owners will not create unsafe conditions including, but not limited to, leaving keys in or around an unattended vehicle.~~
- ~~3. Unless otherwise permitted by the Authority, neither Peer-to-Peer Vehicle Sharing Platforms nor Peer-to-Peer Vehicle Sharing owners and online platform providers~~

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~~may will not~~ solicit or advertise on Airport property for customers or users or for any other reason whatsoever on Airport property.

~~5.4.~~ Peer-to-Peer Vehicle Sharing vehicles will not circle or cruise continuously through the Airport and such vehicles will not be left unattended, except when parked in on Level 6 of the Economy Parking Garage, parked in the areas designated in the concession agreement.

~~6.~~ ~~5.~~ Peer-to-Peer Vehicle Sharing vehicles are prohibited from conducting deliveries or pick ups at using the Main Terminal roadways and curbsides as well as the Long Term and Short Term Parking Garages, or any other areas on Airport property not expressly provided for in the concession agreement.

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B. Fees and Charges

1. Fees due to the Authority for the right to conduct business as described in the Purpose Section of this Policy will be established in a concession agreement with the Authority.
2. Fees will be established based on a percentage of the gross receipts related to derived from any income from any transactions occurring at the Airport as described in the Purpose Section of this Policy.
3. Fees will be established based on industry best practices, benchmarking, and market conditions (currently 12%) A Peer-to-Peer Vehicle Sharing Platform will also be required to rent an appropriate number of designated parking space established in areas assigned by the Authority, as established in the concession agreement with the Authority.
4. The vehicle owners, renters, and online platform operators are jointly and severally liable for the fees. A Peer-to-Peer Vehicle Sharing Platform will be liable for all fees and charges due to the Authority under the concession agreement.

C. Enforcement

~~Failure to comply with the provisions of this Policy will subject all persons and entities involved in the subject Peer to Peer Vehicle Sharing transaction to the following penalties:~~

- ~~1. First Offense— all involved parties will receive a warning and will be asked to leave Airport property.~~
- ~~2. Second Offense— Following a First Offense, all parties who violate this Policy will receive a trespass notice and will be asked to leave Airport property.~~
- ~~3. Third Offense— Following a First Offense and a Second Offense, all parties who violate this Policy will be banned from Airport property and may be subject to arrest and prosecution for criminal trespass pursuant to Section 810.09, Florida Statutes and other relevant Florida Statutes.~~
- ~~4. Any entity that books or acts as an online vehicle platform that connects vehicle owners and renters for Peer to Peer Peer to Peer Vehicle Sharing may be subject to prosecution for conspiracy to commit criminal trespass under Section 810.09, Florida Statutes.~~