PART 100. COMMERCIAL TRANSPORTATION RULES AND REGULATIONS

100.01 BASIS; APPLICABILITY

100.01-1 Basis and Purpose

The rules and regulations in this Part 100 are adopted by the CEO pursuant to their authority under Article II, Part 11 of the Charter of the City and County of Denver, Chapter 5 of the Denver Revised Municipal Code, and Title 41, art. 4, Colorado Revised Statutes, to provide for the orderly, lawful, efficient and safe delivery of first class commercial ground transportation services to the traveling public at Denver International Airport ("DEN"), for the orderly, lawful, efficient and safe use of the roadways and commercial ground transportation loading and holding areas at Denver International Airport, and for collection of revenues from ground transportation operators doing business at Denver International Airport.

100.01-2 Applicability

The rules and regulations in this Part 100 govern the operation of all commercial ground transportation operators upon Airport premises, and all matters related to such operators' permits to operate at the Airport, including eligibility, application, denial, suspension, and revocation, except for "Taxicab Companies" as defined in the Part 90 Airport rules and regulations. Except for the Taxicab Companies which are subject to the Part 90 rules and regulations, commercial operators of all types are subject to this Part 100, including the following: Car Rental Operators; Passenger Operators including Bus, Commuter, Hotel and Motel, Luxury Limousine, Commuter Taxicab, Mountain, and Parking Operators; Transportation Network Companies (TNCs), and Courier Operators. These Part 100 rules and regulations also apply to one-day permit users and non- commercial users of Airport ground transportation facilities.

100.01-3 Access to Commercial Loading and Unloading Areas

Under Chapter 5, Denver Revised Municipal Code, and the rules and regulations governing the Denver Municipal Airport System, in order for its vehicle to access the Airport's Commercial Loading and Unloading Areas:

A Commercial Operator must hold a valid Permit issued under this Part 100;

Its vehicle must have a valid, active properly mounted AVI Tag, except TNCs; and

The driver of the vehicle may be required the issuance of an Airport Security Badge, the issued badge must be displayed, and the valid Airport Security Badge shall identify him or her as an employee or representative of the Commercial Operator.

These requirements are more specifically addressed in this Part 100.

100.02 DEFINITIONS

The following definitions apply throughout this Part 100 and control irrespective of conflict with the general definitions contained in Part 10 of the Airport Rules and Regulations.

100.02-1 Airport

Denver International Airport ("DEN"), which is a part of the Denver Municipal Airport System.

100.02-2 Director of Commercial Transportation

The City's Director of Airport Commercial Transportation ("Director"), or their authorized representative. The Director of Airport Commercial Transportation manages the Airport Commercial Transportation Office of the Aviation Department's Operations Division.

100.02-3 Automated Vehicle Identification Tag

A device issued by the Airport (or one of the Airport's approved partners) to Commercial Operators for each motor vehicle in their fleets, which allows the Airport to record the number of trips of each motor vehicle through the fourth, fifth, or sixth level commercial roadways on the east and west sides of the Terminal and other movement within the Airport's revenue control system including the Transit Center at the Westin Hotel. Also referred to as "AVI Tag."

100.02-4 Reserved

100.02-5 Colorado Public Utilities Commission

A regulatory agency of the state of Colorado which issues authorities and registrations regulating commercial transportation carriers within the state and performs inspections for safety and continuing fitness to operate pursuant to state rules and regulations.

100.02-6 Commercial Operator

Any person or entity using Airport roadways or operating motor vehicles upon the Airport in furtherance of or in connection with any activity carried on for a profit. The acts of all drivers, employees, and representatives of a business entity which is a Commercial Operator are considered to be those of the Commercial Operator. The following are not Commercial Operators under these Regulations: airline companies; air freight and cargo companies utilizing air cargo terminals; schools; universities; non-profit organizations; organ donor companies; hospitals; ambulance services; governmental units including local, state and federal agencies; Airport tenants not primarily engaged in the ground transportation business; and construction and maintenance contractors, suppliers and service providers of the Airport or its tenants.

100.02-7 Commercial Operator Types

100.02-7.1 Bus Operators

Commercial Operators engaged in the business of providing passenger transportation in vehicles having a capacity of twenty-six or more persons or as otherwise defined by the Colorado Public Utilities Commission, excluding Car Rental Operators.

100.02-7.2 Car Rental Operators

Commercial Operators engaged in the business of renting or leasing motor vehicles to the public, whether their facilities are located on or off the Airport.

100.02-7.3 Commuter Operators

Commercial Operators which are engaged in the business of providing Scheduled Service, on-demand or charter transportation of passengers and their property to and from the Airport and which do not qualify as any other type of Passenger Operator, whether or not for compensation, but excluding Taxicab Operators as defined in Part 90 of the Airport Rules and Regulations.

100.02-7.4 Courier Operators

Commercial Operators engaged in the business of transporting property, baggage or parcels.

100.02-7.5 Hotel and Motel Operators

Commercial Operators engaged in the business of providing temporary or short-term lodging and associated services to the public and transporting passengers to facilities used for temporary or short-term lodging.

100.02-7.6 Luxury Limousine Operators

Commercial Operators engaged in the business of providing specialized luxurious passenger transportation to the public for hire on a prearranged, charter basis, using chauffeur-driven luxury motor vehicles which are "luxury limousines" as defined in C.R.S., § 40-16-101, and which are registered as luxury limousine operators with the Colorado Public Utilities Commission as required by law.

100.02-7.7 Mountain Operators

Commercial Operators engaged in the business of providing transportation of passengers and their property predominately to and from mountain destinations and the Airport, whether or not for compensation, and whether or not providing scheduled service.

100.02-7.8 Parking Operators

Commercial Operators engaged in the business of operating off-airport facilities for the parking of motor vehicles and transporting passengers to and from those facilities, and Commercial Operators engaged in the business of operating on-airport facilities for the parking of motor vehicles and transporting of passengers to and from those facilities, pursuant to a valid lease or concession agreement with the City.

100.02-7.9 Passenger Operators

"Passenger Operators" are Bus Operators, Commuter Operators, Hotel and Motel Operators, Luxury Limousine Operators, Mountain Operators, Car Rental Operators, and

Parking Operators.

100.02-7.10 Commuter Taxicab Operators

"Commuter Taxicab Operators" are taxicab companies operating under authority of the Colorado PUC, whose taxicabs do only the following at the Airport: (1) drop off passengers, (2) pick up Pre-Booked Passengers, or (3) both. No taxicab operated by or for a Commuter Taxicab Operator picks up passengers at the Airport except Pre-Booked Passengers. Commuter Taxicab Operators are not subject to Part 90 of the Airport Rules and Regulations; they are subject to this Part 100. If the driver of a taxicab for a Taxicab Company as defined in Rule 90.02-33 chooses to only drop off passengers, pick up Pre-Booked Passengers at the Airport, or both, that driver is nevertheless subject to Part 90 of the Airport Rules and Regulations, as are all drivers for that Taxicab Company, and not to this Part 100.

100.02-7.11 Hybrid Commuter Vehicle

A motor passenger vehicle operated by Commercial Operators which are engaged in the business of providing scheduled service, on-demand or charter transportation of passengers and their property to and from the Airport, that is propelled with a hybrid propulsion system that uses an alternative fuel by operating on electricity (battery) and a traditional fuel.

100.02-7.12 Transportation Network Company

"Transportation Network Company" (TNC) means a corporation, partnership, sole proprietorship, or other entity, operating in Colorado, that uses a digital network to connect riders to drivers for the purpose of providing transportation. A transportation Network Company does not provide taxi service, transportation service arranged through a transportation broker, ridesharing arrangements, as defined in section 39-22-509 (1) (a) (ii), C.R.S., or any transportation service over fixed routes at regular intervals. A Transportation Network Company is not deemed to own, control, operate, or manage the personal vehicles used by transportation network company drivers.

100.02-7.13 Transportation Network Company Driver

"Transportation Network Company Driver" means an individual who uses his or her personal vehicle to provide services for riders matched through a transportation network company's digital network.

100.02-8 Company Representative

Anyone employed by or acting on behalf of a Commercial Operator, including persons who are independent contractors of a Commercial Operator.

100.02-9 Concession Agreement

A contractual agreement between the City and County of Denver and a Commercial Operator granting the right to exclusive use of premises at the Airport together with the non-exclusive privilege of operating commercial motor vehicles and conducting certain business activities upon Airport premises.

100.02-10 Cruising

Operation of a motor vehicle upon Airport roadways by a Commercial Operator for the purposes of picking up or attempting to pick up passengers in any location other than in the loading areas specifically authorized for such use in these regulations.

100.02-11 Loading

Loading passengers, property, baggage, or parcels at the doors on the east and west sides of the Terminal outside of the commercial loading areas authorized for each type of Commercial Operator as depicted on the Exhibits.

100.02-12 Double Parking

Parking parallel to and alongside another motor vehicle.

100.02-13 Dwell Time

The period of time during which a motor vehicle remains upon the roadways and in the loading and unloading areas on the east and west sides of the fourth, fifth, and sixth levels of the Terminal.

100.02-14 Exhibits

The documents attached to this Part 100 and incorporated herein by this reference as part of these rules and regulations, which are intended to illustrate the layout of the Airport' commercial ground transportation areas and facilities. In the event of a conflict between any provision of rules 100.01 through 100.20 and any information in an Exhibit, such that effect cannot be given to both, the provisions of rules 100.01 through 100.20 shall control over the Exhibit. The Exhibits consist of the following separately marked documents:

Exhibit 1:	Commercial Vehicle Route to and from Terminal
Exhibit 2:	Terminal Level 6 Curbside Drop-off Areas (East and West Sides)
Exhibit 3:	Terminal Level 5 Curbside Drop-off and Pick-up Areas (East and West Sides)
Exhibit 4:	Commercial Vehicle Holding Lot
Exhibit 5:	Transit Center

Curbside Drop-off and Pick-up Area locations are subject to change. The CEO or their designee may change the location of Commercial Vehicle Drop-off and Pick-up Area locations at any time.

100.02-15 Federal Motor Carrier Safety Administration

An agency of the United States Department of Transportation which regulates carriers who are engaged in transportation in interstate commerce and are subject to the successor statute(s) to the Interstate Commerce Act; the Federal Motor Carrier Safety Administration has succeeded to the functions formerly performed by the Interstate Commerce Commission.

100.02-16 Fee Types

100.02-16.1 Access Fee

A fee for the use of Airport facilities levied upon certain Commercial Operators conducting business activities at the Airport which must be paid for each Trip of such Commercial Operators' motor vehicles through commercial loading and unloading areas and roadways adjoining such areas on the east and west sides of the fourth, fifth, or sixth level of the Terminal, according to their AVI registration, with the amount of the fee varying according to the passenger carrying capacity of such motor vehicles and the Dwell Time of the vehicles upon such roadways.

100.02-16.2 Concession Fee

A fee levied upon Commercial Operators who are parties to a Concession Agreement which is measured by any combination of the following forms of compensation for the use of Airport facilities: (1) a percentage of the Commercial Operator's gross revenues derived from or related to its doing business at the Airport; (2) a rental rate per square foot of exclusive use premises; and (3) access fees.

100.02-17 Commercial Transportation Employees

The Director of Commercial Transportation and other employees of the City and County of Denver assigned to the Airport's Commercial Transportation section, who may be identified by airport identification badges worn by or presented by such persons.

100.02-18 Reserved

100.02-19 Holding Lot

The commercial holding lot located as depicted on the Exhibits, located on Shady Grove Street approximately two miles from the Terminal Building.

100.02-20 Non-Permitted User

A Commercial Operator which does not have a Permit to operate at Denver International Airport to transport passengers or commodities to and from the Airport.

100.02-21 Loading and Unloading Areas

Those areas authorized for passenger and parcel loading and unloading on the east and west sides of the fourth, fifth and sixth levels of the Terminal as shown on the Exhibits.

100.02-22 CEO

The Chief Executive Officer City and County of Denver Department of Aviation.

100.02-23 Non-Commercial Users

Persons or entities using Airport roadways or operating motor vehicles upon Airport premises and roadways, who are not commercial operators as defined in Rule 100.02-6, either because they do not fit within the definition or because they are a type of person or entity listed in that Rule as excepted from the definition of "Commercial Operator."

100.02-24 Operations Employees

Employees of the City and County of Denver assigned to the Airport's Operations division who may be identified by Airport identification badges worn by or presented by such persons.

100.02-25 Permit

A written authorization issued by the City which grants a Commercial Operator the non-exclusive privilege of operating commercial motor vehicles and of conducting certain business activities upon Airport premises.

100.02-26 Positive Claim Area

The carpeted portion of the bag claim area separating baggage carousels from other areas of the fifth level of the Terminal.

100.02-27 Prearranged Transportation

"Prearranged," in reference to a transportation service, means that the transportation has been arranged or reserved prior to the passenger's entry upon the Airport.

100.02-28 Pre-Booked Passenger

A passenger for whom reservations have been made for ground transportation services prior to the passenger's entry upon the Airport, sometimes also referred to as a "pre-arranged passenger."

100.02-29 Principal

An officer, director, shareholder, or manager of a Commercial Operator which is a corporation. A general partner or manager of a Commercial Operator which is a general or limited partnership. A manager or member of a Commercial Operator which is a limited liability company. An owner, proprietor, or manager of a Commercial Operator which is a sole proprietorship, or any other form of business entity not specified herein.

100.02-30 Revocation

The discontinuance of a Commercial Operator's Permit.

100.02-31 Scheduled Service

Specific point-to-point ground transportation passenger service at designated times filed with or approved by the Colorado Public Utilities Commission and sold on a per seat basis.

100.02-32 Service Animal

Any emotional support animal, guide dog, signal dog, or other animal individually trained to do work or perform tasks for the benefit of an individual with a disability, including, but not limited to, emotional support animal, guiding individuals with impaired vision, alerting individuals with impaired hearing to intruders or sounds, providing minimal protection or rescue work, pulling a wheelchair, or fetching dropped items.

100.02-33 Solicitation

Any attempt or act, direct or indirect, verbal, non-verbal or written, of whatever nature to obtain passengers or baggage by or for a Commercial Operator. By way of example and not of limitation, "solicitation" includes inviting business or customers or attracting attention of the public (a) by means of word of mouth, signals, nods, flashing of lights, or other signs from the Commercial Operator's vehicle for hire, or (b) by means of word of mouth, signals, nods or other signs by the Commercial Operator, the vehicle's driver, or a representative who is located outside the Commercial Operator's vehicle for hire, whether at curbside or elsewhere on the Airport. Also, by way of example and not of limitation, "solicitation" includes calling out or "announcing" the destination(s) served by the Commercial Operator. "Solicitation" does not include passenger meeting and greeting activities which are conducted in compliance with these Regulations.

100.02-34 Suspension

The temporary discontinuance, for a specified period, of a Commercial Operator's Permit.

100.02-35 Trip

The operation of a motor vehicle through the roadways and the loading and unloading areas on the east and west sides of the fourth, fifth and sixth levels of the Terminal, beginning at the entry points or gates along the roadways leading to the Terminal and ending at the exit points as shown on the Exhibits.

100.02-36 Vehicle Class Size

Class I Vehicles: Vehicles with a maximum passenger carrying capacity (including the driver), as established by the vehicle manufacturer, of up to 15 passengers.

Class II Vehicles: Vehicles with a maximum passenger carrying capacity (including the driver), as established by the vehicle manufacturer, of up to 31 passengers.

Class III Vehicles: Vehicles with a maximum passenger carrying capacity (including the driver), as established by the vehicle manufacturer, of 32 or more passengers.

100.02-37 Walk-Up Passenger

A passenger for whom reservations have not been made for ground transportation services prior to the passenger's entry upon the Airport, also sometimes referred to as an "unaffiliated passenger."

100.02-38 DEN or Department of Aviation

The City and County of Denver Department of Aviation, a department of the City and County of Denver which operates Denver International Airport.

100.03 COMPLIANCE WITH LAWS AND DIRECTIVES

100.03-1 Compliance with Laws

Commercial Operators and Non-Commercial Users operating motor vehicles upon Airport premises shall comply with all laws of the United States and the State of Colorado and the Charter and Ordinances of the City and County of Denver while upon the Airport. Commercial Operators shall comply with all laws of the United States and the State of Colorado and the Ordinances, rules and regulations of the City and County of Denver in their transportation operations.

100.03-2 Compliance with Directives

No Commercial Operator or Non-Commercial User upon Airport property shall fail to obey any lawful directive of any Denver Police Officer, authorized law enforcement officer, Commercial Transportation Employee, Operations Employee, or authorized DEN contractors (including but not limited to DEN contracted security personnel). Authority is hereby vested in Commercial Transportation Employees and Operations Employees to enforce these Part 100 regulations by taking all actions necessary or appropriate to carry out the functions assigned to them in these regulations, including, for example, controlling vehicular traffic upon the Airport, directing motor vehicle movements within commercial loading and unloading areas, and requiring the removal of motor vehicles from loading and unloading areas, in order to alleviate congestion.

100.03-3 Airport Security

The security status of the Airport is subject to change without notice from time to time. As a result of a change in security status or in response to an emergency, changes may be made without advance notice in the operations of the Airport affecting ground transportation, notwithstanding the specific content of these Part 100 regulations or any attachments hereto. The operations affected may include, without limitation, designated Loading and Unloading areas; the issuance or duration of driver's passes; permission for drivers to leave vehicles at curbside; meeting and greeting of passengers inside the Terminal and/or Concourses; and the amount of time allowed for vehicles to stand or dwell at curbside. Directives issued to Commercial Operators and Non-Commercial users by any Denver police officer, authorized law enforcement personnel, Commercial Transportation Employee, Operations Employee, or authorized DEN contractors (including but not limited to DEN contracted security personnel) pursuant to any such changed security status or emergency shall be obeyed.

100.04 PERMIT OR CONCESSION AGREEMENT REQUIREMENT

Each Commercial Operator seeking to conduct business activities and operate motor vehicles upon Airport premises shall obtain either a Permit or a Concession Agreement or a One Day Permit authorizing it to conduct business upon the Airport.

It shall be prohibited for any motor vehicle operated by or under agreement with any Commercial Operator to enter the Airport for the purpose of loading or unloading passengers or property unless such Commercial Operator has obtained and possesses a currently valid Permit or Concession Agreement, or the motor vehicle is operated by or under agreement with a One Day Permit.

100.05 PROCEDURES FOR OBTAINING PERMITS AND CONCESSION AGREEMENTS

100.05-1 Permit Application; Required Submittals

The CEO shall issue a Permit to any Commercial Operator who agrees to continuously satisfy the terms and conditions of such a Permit and submits the following items:

100.05-1.1 Operating Authority

Commercial Operators who engage in ground transportation activities requiring authorization by or registration with the Colorado Public Utilities Commission or the Federal Motor Carrier Safety Administration must hold all such authorizations, registrations and tariffs required by law to be issued to the Commercial Operator by those agencies, and shall submit current copies of all such authorizations, registrations, and tariffs with the application for Permit. Additionally, each Commercial Operator holding a Permit shall provide to the Commercial Transportation Office copies of all new, amended, or renewed authorizations, registrations, and tariffs, during the term of the Permit.

100.05-1.2 Insurance

Commercial Operators shall submit certificates of insurance in a form acceptable to the CEO with coverages and in amounts required by the terms of the Permit or Concession Agreement.

100.05-1.3 Performance Bond

Commercial Operators shall deliver and deposit with the CEO a performance bond, letter of credit, cashier's check, or other surety acceptable to the CEO for each motor vehicle to be operated upon Airport premises by or under agreement with the Commercial Operator, which bond or deposit shall be held by the City to guarantee full and faithful performance of the terms and conditions of the Permit or Concession Agreement. The amount of each such performance bond or deposit shall be the amount specifically required in the Commercial Operator's Permit or Concession Agreement, and if no amount is so specified, shall be as follows:

> For a Commercial Operator which has not had six months of continuous activity at the Airport within the 12 months preceding the date of submission of the bond or deposit, $500.00 per vehicle.
>
> For all other Commercial Operators, the greater of either: (i) the total of its highest and lowest monthly bills sent by the Airport Commercial Transportation Office in the previous 12 months per vehicle, or (ii) $200.00 per vehicle.

The Regional Transportation District, on-Airport parking operators, and on-Airport rental car companies are excluded from this performance bond requirement, except as otherwise

required by their Permits, Leases, or Concession Agreements.

100.05-1.4 Route and Destination Information

In addition to the documents to be provided under Rule 100.05-1.3 above, each Commercial Operator who carries passengers in ground transportation activities requiring authorization by or registration with the Colorado Public Utilities Commission or the Federal Motor Carrier Safety Administration shall submit to the CEO complete detailed route information disclosing all destinations served by such Commercial Operator in trips originating at, terminating at, or passing through the Airport. Each such Commercial Operator shall keep such information current at all times, by providing to the CEO revised and updated information as and when there are changes in its routes. However, the requirements of this Rule 100.05-1.4 shall not apply to Luxury Limousine Operators or Commuter Taxicab Operators.

100.05-1.5 AVI Tag Deposit or DEN RFID Charge

Commercial Operators shall submit fully executed AVI Tag Applications in a form established by the CEO together with a deposit or DEN RFID charge fee payable by credit card, which deposit will be forfeited in the event any AVI Tag is misused, damaged, lost or otherwise not returned to the Airport by the Commercial Operator. The Regional Transportation District is excluded from the deposit fee requirement.

100.05-2 Grounds for Denial of Permit

The CEO may deny a Permit to an applicant Commercial Operator for any one or more of the following reasons:

100.05-2.1 Previous Revocation

The Commercial Operator previously held a Permit or Concession Agreement that was revoked for a deliberate and willful violation of these rules and regulations or the requirements of such Permit or Concession Agreement.

100.05-2.2 Previous Revocation - Principal

A Principal of the applicant Commercial Operator was at the time of such violation, a Principal of a Commercial Operator which held a Permit or Concession Agreement that was revoked for a deliberate and willful violation of these rules and regulations or the requirements of such Permit or Concession Agreement.

100.05-2.3 Violation of Law

The Commercial Operator has violated the laws of the United States or the State of Colorado in connection with its commercial ground transportation operations, and such violations have been proven in a court of law or in a proceeding before a federal, state, or local agency within the past five (5) years.

100.05-2.4 Previous Violation - Principal

A Principal of the applicant Commercial Operator was at the time of such violation(s), a Principal of a Commercial Operator which violated the laws of the United States or the State of Colorado in connection with its commercial ground transportation operations, and such violation(s) have been proven in a court of law or in a proceeding before a federal, state, or local agency within the past five (5) years.

100.05-2.5 Default or Delinquency in Obligation to City

The applicant Commercial Operator is or has been within the past five (5) years in arrears to the City and County of Denver upon debt or contract, including but not limited to an Airport permit, or is or has been within the past five (5) years a defaulter, as surety or otherwise, upon any obligation to the City.

100.05-2.6 Default or Delinquency in Obligation to City - Principal

A Principal of the applicant Commercial Operator was a Principal of a Commercial Operator, or any other business entity, which is or has been within the past five (5) years in arrears to the City and County of Denver upon debt or contract, including but not limited to an Airport permit, or is or has been within the past five (5) years a defaulter, as surety or otherwise, upon any obligation to the City, whether or not such Commercial Operator or other business entity has ceased operations.

100.05-2.7 Likelihood of Suspension or Revocation

The City has reasonable grounds to believe that any new Permit issued to the applicant Commercial Operator is likely to be revoked or suspended.

100.05-2.8 Ineligibility

The applicant Commercial Operator is not eligible for the issuance or reinstatement of a Permit pursuant to any provision of Rule 100.19.

100.05-3 Authority of CEO

The CEO shall have authority to receive from Commercial Operators the documents required or requested under this Rule 100.05, to determine the willfulness of prior violations and the likelihood of revocation or suspension of new Permits where a revocation has previously occurred, to determine whether any reasons exist to deny a Permit, to determine whether a Permit will be issued to an applicant Commercial Operator, and to execute and issue Permits to Commercial Operators. Notices of denial of applications for Permits shall be mailed by certified mail, return receipt requested, to the Applicant at the most recent mailing address provided by the Applicant.

100.05-4 Denial; Hearing

An Applicant who has submitted all of the information and documentation required by this Rule 100.05, and who is denied a Permit by the CEO, may have a hearing before the CEO or a Hearing Officer designated by the CEO to appeal such denial. The right to such hearing shall be exercised

by the Applicant delivering to the CEO a written request for such hearing, no later than thirty (30) days after the date when the notice of denial was mailed. If such request for hearing is not delivered within such time, the denial is final, and the Applicant shall not be eligible to submit another Permit application within six (6) months after the date the denial notice was mailed. The hearing provided for under this Rule 100.05 shall be conducted in accordance with the procedures set forth in Section 5-17, Revised Municipal Code of the City and County of Denver and hearing rules adopted by the CEO. If violations of law, rule or regulation have been proven in a civil or criminal case in a court of law or in a proceeding before a federal, state, or local agency, such violations shall be established at hearing by proof of the prior case or proceeding, regardless of whether an appeal is pending. The CEO's determination resulting from the administrative hearing provided under this Rule 100.05 shall be final, subject only to the right of the Applicant whose Permit was denied to seek judicial review of the CEO's determination under Colorado Rule of Civil Procedure, Rule 106(a)(4)

100.05-5 Concession Agreements

Concession Agreements authorizing the use of counter space in the Jeppesen Terminal Building may be awarded from time to time by the CEO to Commercial Operators who meet all Permit requirements, on the terms and conditions established by the CEO for the selection of Commercial Operators for the award of such Concession Agreements. Neither taxicab service nor luxury limousine service may be conducted from any Terminal counter space.

100.06 AUTOMATED VEHICLE IDENTIFICATION TAG REQUIREMENTS

100.06-1 Required

Before operating motor vehicles upon Airport premises, except as otherwise hereinafter provided, a Commercial Operator shall secure a functioning AVI Tag for each of its vehicles which will be operated upon the Airport. TNCs shall not be subject to the requirement that Commercial Operators shall secure an AVI Tag prior to operating motor vehicles upon Airport premises. Although TNCs are not required to secure an AVI Tag they may be required to secure and display airport provided identification such as (but not limited to) a vehicle sticker or dashboard placard on the front windshield of the vehicle.

100.06-2 Use of Assigned AVI Tags

Motor vehicles operated by or under agreement with Commercial Operators, other than Courier Operators, shall not enter the commercial lanes on the east and west sides of the fifth or sixth level of the Terminal without using the AVI Tag assigned to the particular vehicle.

Motor vehicles operated by or under agreement with Courier Operators shall not enter the authorized loading areas on the east and west sides of the fourth or fifth level of the Terminal without having attached to the vehicle the AVI Tag assigned to the particular vehicle in order that the Airport may record the number of trips of each vehicle through the Airport commercial roadways.

Motor vehicles operated by TNCs shall use the fifth level areas for drop offs and for pickups on the east and west sides of the terminal. TNCs may also pick up and drop off at the Transit Center and at the Westin Hotel Valet. TNCs must obey all traffic laws and orders when using the drop off and pick up levels at the terminal.

Motor vehicles operated by or under agreement with Commercial Operators who are authorized to use the drop off areas on the east and west sides of the sixth level of the terminal shall not enter such areas without having specific permission of the Commercial Transportation staff for each such visit, or when the necessary equipment is installed and functioning, without having attached to the vehicle the AVI Tag assigned to the particular vehicle in order that the Airport may record the number of trips of each vehicle through the Airport commercial roadways.

100.06-3 Use on Assigned Vehicle

Commercial Operators shall use AVI Tags only for operation upon the Airport of the vehicle to which the AVI Tag is assigned. With the exception of primarily interstate Bus Operators which operate more than 2,000 vehicles, AVI Tags shall not be transferred between or among vehicles within the fleet of a Commercial Operator. AVI Tags shall remain affixed to the vehicles to which they are assigned at all times. The use by a Commercial Operator of an AVI Tag issued to a different Commercial Operator is strictly prohibited.

100.06-4 Tags Property of City

AVI Tags issued to Commercial Operators remain the property of the City. AVI Tags will be deactivated and may be returned to the City in the event of misuse. AVI Tags which are deactivated because of misuse may be removed from the vehicle and retained by Commercial Transportation or Operations Employees. In the event of misuse, the AVI Tag and tag deposit may be forfeited.

100.06-5 Deactivation for Default or Delinquency

If a Commercial Operator fails to pay to the City fees due as required by its Permit, or fails to provide to the City proof of current insurance as required by its Permit, then its AVI Tags will be deactivated and may only be reactivated when the Commercial Operator completely cures the delinquency or other default. A reactivation fee may be assessed as provided in the Permit. The CEO may suspend or revoke the Permit of a Commercial Operator which has AVI Tags deactivated for delinquency or other default three times in three consecutive calendar months.

100.06-6 Suspension or Revocation; Deactivation and Return

Upon suspension of a Permit or operating privileges, all AVI Tags assigned to the Commercial Operator or person whose privileges have been suspended will be deactivated. Upon the revocation of the Permit of a Commercial Operator, the Commercial Operator shall return to the CEO all AVI Tags which have been issued to it.

100.07 AIRPORT SECURITY REQUIREMENTS

100.07-1 General

Each Commercial Operator at DEN shall conduct all its activities at the Airport in compliance with the Airport security system, which is administered by the Airport Security Office of the Airport Operations Division. A copy of the Contractors' section of the Airport Security rules and regulations is available for review at the Airport Security Satellite Office. Each Commercial Operator is responsible for compliance with all Airport Security regulations, which are separate from this Part 100. Under those regulations and under federal law, as they may be amended from time to time,

certain Company Representatives will be required to have Airport Security badges for access to certain areas of the Airport, including the commercial lanes on the Fifth Level of the Terminal Building. The procedures for issuance, suspension, revocation, expiration, seizure, activation, and deactivation of Airport Security Badges are governed by applicable security regulations and laws and by this Part 100.

100.07-2 Badging of Company Representatives

Each Commercial Operator may be required to obtain security access badges for its Company Representatives, including drivers, whether employees or independent contractors, and shall be responsible for such persons' compliance with all Airport rules and regulations, including those regarding security. Any Company Representative who violates those rules may be subject to revocation of his access authorization, including authorization for access to the Terminal's Fifth Level commercial lanes and to secured areas. Each Commercial Operator is responsible for immediately notifying the Airport Security Office when one of its badged Company Representatives resigns, is terminated, or otherwise ceases to function as a Company Representative, and also for returning such person's badge to the Airport Security Office.

100.07-3 Access to Terminal Fifth Level Lanes

Without limiting the foregoing, no commercial vehicle, except TNCs, will be allowed to enter the commercial lanes located on the Fifth Level of the Terminal Building unless the vehicle has affixed a valid AVI tag.

100.08 CONDUCT OF COMMERCIAL OPERATORS AND REPRESENTATIVES

100.08-1 Demeanor

Company Representatives of Commercial Operators shall be courteous to the public, clean, and neat in appearance. Commercial Operators shall not allow Company Representatives on the Airport to use foul language or to act in a loud or boisterous or otherwise inappropriate manner. Disagreements may arise from time to time between and among Commercial Operators. However, Commercial Operators and their Company Representatives shall not engage on the Airport, whether or not in the presence of members of the traveling public, in open, notorious and public disputes, disagreements, or disparagement of competitors; such behavior is incompatible with the delivery of high-quality ground transportation services to the public at the Airport.

100.08-2 Deception of the Public

No Commercial Operator or its Company Representatives shall deceive or attempt to deceive the public through false representations concerning its prices or services or those of any other ground transportation provider.

100.08-3 Obedience to Signs

Commercial Operators shall obey all posted signs located upon Airport property.

100.08-4 Use of Airport Security Badges

100.08-4.1 Reserved

100.08-4.2 Display of Airport Security Badges

Company Representatives to whom Airport Security Badges have been issued shall at all times while upon Airport property wear such badges, above the waist, in a manner which displays the front of the badge and complies with the Airport Security rules.

100.08-4.3 Use of Airport Security Badge

No Company Representative, including but not limited to Taxicab Drivers, shall lend his/her Airport Security Badge to any person for any reason or use whatsoever. Each Company Representative shall immediately report the loss or theft of his Airport Security Badge to the Airport Security Office. Nothing in this Part 100 is intended to alter or limit the obligations imposed on holders of Airport Security Badges under the laws and rules governing Airport security.

100.08-5 Reserved

100.08-6 Food and Drinks Prohibited

No Commercial Operator shall provide food or drinks to its customers at any location upon Airport premises other than in motor vehicles operated by Commercial Operators.

100.08-7 Luggage Carts for Passengers

No Commercial Operator shall issue luggage carts to its passengers upon Airport property for the purpose of allowing its passengers to retrieve their luggage or other parcels. It shall be further prohibited for a Commercial Operator to rent or use self-service luggage carts provided by the Airport or its contractors for the conduct of its business activities. If allowed to enter the Terminal, Commercial Operators and their Company Representatives shall remain outside of the Positive Claim Area and shall not enter into baggage carousel areas of the fifth level of the Terminal to assist passengers with the handling of luggage and other parcels, unless assistance is specifically requested by a skycap servicing that carousel.

100.08-8 Uniforms

In order to maintain a professional, businesslike, and orderly environment at the Airport, uniforms worn by Company Representatives upon Airport property shall comply with the following requirements:

(1) Uniforms may display the company name only upon the front and back of shirts and jackets. No written information shall be displayed on pants.

(2) Lettering on the front of the shirt or jacket shall not be more than one inch in height.

(3) Lettering on the back of the shirt or jacket shall be no more than two inches in height.

(4) Caps shall not display lettering in excess of two inches in height.

100.08-9 Gratuities

Commercial Operators and their representatives while upon Airport property shall not solicit gratuities or tips, directly or indirectly, from customers, including solicitation from other service providers (including Ground Transportation operators). Unsolicited gratuities or tips can be accepted by Commercial Operators. In the event that an airline customer asks what an appropriate tip would be, the answer given will be, "Whatever you wish to give."

100.08-10 Threatening or violent behavior; weapons

All Company Representatives are prohibited from using threatening or abusive language towards any person, and from engaging in threatening or violent behavior, while upon the Airport. The carrying of weapons on Airport premises is expressly prohibited.

All Company Representatives are prohibited from using threatening or abusive language towards any airport employee via electronic transmission (i.e., email, text message, tweets), parcel post (including but not limited to U.S. Mail, Fed Ex, UPS, or similar means), telephone (including but not limited to voice message), or written message.

100.08-11 Gambling prohibited

All Company Representatives are prohibited from participating in gambling, as defined in Denver Revised Municipal Code Section 38-146(b), while upon the Airport.

100.08-12 Alcoholic beverages or other drugs

Company Representatives shall not be on duty at the Airport or operate any vehicle on the Airport while in the possession of alcoholic beverages or any illegal drugs, or while under the influence of, or with ability impaired by, alcoholic beverages or any drug.

100.08-13 Commercial Operator Responsibility for Representatives' Conduct

100.08-13.1 Actions Required

Each Commercial Operator is responsible for the conduct on the Airport of its Company Representatives and shall take all reasonable actions to regulate such conduct in order that those persons comply with all laws and Airport Rules and Regulations.

100.08-13.2 Violation by Individual – Notice and Procedure

The Director of Commercial Transportation may notify a Commercial Operator in writing of any instance of activity at the Airport by any of the Operator's Company Representatives which violates any law or Airport Rule or Regulation. Within five days after the date of such notice, the Operator shall promptly investigate the matter and shall respond to the Director of Commercial Transportation. The response shall include an explanation of the facts of the matter, a statement of the actions taken by the Operator to review the incident and to discuss

it with its Company Representatives who were involved, and a statement of any disciplinary or other action taken by the Operator on account of the incident. If the Operator fails to respond to the notice, such failure shall be an admission by the Operator that the notice is factually correct, that the stated violation(s) occurred, and that the Operator has taken no action in connection with the violation(s). If the Operator believes that no violation occurred or that the notice was based on significant errors of fact concerning the incident, the Operator shall request an informal meeting with the Director of Commercial Transportation or his designee at which the parties will discuss the facts.

100.08-13.3 Serious or Repeated Violations - Procedure

If the Company Representative of a Commercial Operator has engaged in conduct at the Airport which shows a pattern of violations of the laws or Airport Rules and Regulations, or if he commits a serious violation of the laws or Airport Rules and Regulations, or if he commits a breach of the peace at the Airport (including threats or acts of physical violence), the Director of Commercial Transportation may notify the Commercial Operator of the violations and direct that the Operator take appropriate action, which action may be, but is not required to be, specified in the notice. Appropriate action may include removing the individual from the Airport for a specified period. The Operator shall respond to the Director of Commercial in writing within ten days after the date of the notice, stating the actions which it has taken in response to the notice. If the Operator fails to respond to the notice, such failure shall be an admission by the Operator that the notice is factually correct, that the stated violation(s) occurred, and that the Operator has taken no action in connection with the violation(s). If the Operator believes that the notice was based on significant errors of fact, or that the requested action is not appropriate, it shall request an informal meeting with the Director of Commercial Transportation or his designee, at which the parties will discuss the facts.

100.08-13.4 Failure to Take Reasonable Action

If a Commercial Operator has received one or more notices under this Rule 100.08 in a twelve-month period, citing violations by one or more of its Company Representatives, and the Commercial Operator has not taken reasonable action to regulate the conduct of its Company Representatives at the Airport in response to such violation notices, the Director of Commercial Transportation may suspend or revoke the Commercial Operator's Permit as provided in Rule 100.19.

100.08-13.5 Not Exclusive Remedy

The procedures provided in this Rule 100.08-13 are not exclusive and may be pursued by the City in addition to any other actions which may be taken by the City against the Commercial Operator and the individuals involved in any incident, under any Airport Rules and Regulations, whether or not contained in this Part 100, any federal regulation, any state or federal law, or any ordinance of the City and County of Denver.

100.08-14 Directive to Leave the Airport – Public Safety

Notwithstanding any other provision of this Part 100, a Company Representative may be directed to leave the Airport, and to remain off the Airport for a period of up to 48 hours, by a Denver Police

Officer, a Commercial Transportation Employee, or an Operations Employee, when the individual has engaged in threatening, disruptive or violent speech or behavior on the Airport, or the person directing the Company Representative to leave the Airport has reasonable cause to suspect that the individual is under the influence of any drug, including alcoholic beverages. The Company Representative shall comply with such directive, and the Commercial Operator will be immediately notified of the directive and of the reasons why it was issued. The Commercial Operator shall within 48 hours, and prior to the Company Representative's return to the Airport, contact the Director of Commercial Transportation and explain the reasonable measures taken by the Commercial Operator in response to the incident, in order to prevent a recurrence. Nothing in this Rule 100.08-14 shall be construed to limit or affect the ability of the CEO or other duly authorized official to seize, revoke, restrict or suspend the Company Representative's Airport security badge, under the laws and regulations applicable to Airport security.

100.09 SOLICITATION AND DOING BUSINESS

100.09-1 Authorized Business Activities Only

Commercial Operators shall conduct on the Airport only the business activities specifically authorized in these Rules and Regulations and their Permit or Concession Agreement. Commercial Operators are prohibited from conducting any other business activities upon Airport property.

100.09-2 Solicitation Prohibited

Commercial Operators are prohibited from engaging in Solicitation at any location on the Airport. Commercial Operators are further prohibited from entering into or attempting to make any arrangement with any person, including skycaps, maintenance employees, airline or other tenant or vendor employees, or City employees, whether or not for compensation, whereby such person undertakes or agrees to engage, at any location on the Airport, in Solicitation for a Commercial Operator. A violation of this Rule 100.09 may result in a suspension and/or revocation of driving privileges at the Airport.

100.09-2.1 Luxury Limousines

Without limiting the other provisions of this Rule 100.09-2, a luxury limousine driver anywhere on the Airport in a luxury limousine shall make available, on request by a Denver Police officer, Operations Employee, or Commercial Transportation Employee, a manifest or charter order containing information required by the Colorado Public Utilities Commission (PUC). Failure or refusal of such driver to make such document available, the driver's display of a document showing a prearranged drop-off or pickup time which is not reasonable in relation to the time when the driver is present at the Airport, or failure of the driver to provide information confirming his or her presence at the Airport for other business such as a meeting or an appointment for badging, shall constitute prima facie evidence that the driver is on the Airport for purposes of engaging in Solicitation. A violation of this Rule 100.09-2 may result in the suspension and/or revocation of driving privileges for the driver at the Airport. An appeal of a suspension/revocation of driver driving privileges may be made following the procedures found in these rules at 100.19.

The failure of a limousine driver to produce a manifest or charter order containing the name

and pickup address of the passengers who have arranged for use of the vehicle either for pickup or drop-off at the Airport may result in a suspension of driving privileges at the Airport.

100.09-2.2 "Announcing" Destinations

Without limiting the other provisions of this Rule 100.09-2, no Commercial Operator or Company Representative shall call out or "announce" in or near vehicle loading and unloading areas or at any other place upon the Airport, the destination(s) served by the Commercial Operator. Such action constitutes solicitation and is not an approved manner in which to greet either pre-booked or walk-up passengers.

100.10 MEETING AND LOADING PASSENGERS

100.10-1 General

100.10-1.1

Commercial Operators who have Concession Agreements shall meet passengers in the Terminal only in exclusive use areas described in their Concession Agreements. All other Commercial Operators may meet passengers in the Terminal only as permitted in this Rule 100.10, and as and when allowed by the current security status of the Airport.

100.10-1.2

Commercial Operators shall not retrieve baggage from airline baggage carousels or other areas of the Airport for their passengers.

100.10-1.3

Self-service luggage carts located throughout the Airport for use by the traveling public shall not be gathered or retained by Commercial Operators or Company Representatives for resale, re-rental, for use in the operation of their businesses, or for any other purpose. Commercial Operators or Company Representatives shall not contract verbally or in writing with any other parties for the purpose of utilizing self-service luggage carts in the operation of their businesses.

100.10-2 Pre-Booked Passengers

100.10-2.1

Commercial Transportation Employees at the information counter on the fifth level of the Terminal will assist Commercial Operators in the meeting of Pre-Booked Passengers by referring such passengers to the authorized loading areas on the east and west sides of the fifth level of the Terminal. Drivers or other Company Representatives may be granted permission to enter the Terminal or Concourses to meet passengers, unless prohibited by the security status of the Airport. As of November 1, 2003, the security status of the Airport may prohibit drivers or other Company Representatives of Commercial Operators from entering the Terminal or Concourses to meet passengers.

100.10-2.2

If required, a driver's pass may be obtained at the Holding Lot which will allow access to the Commercial Loading Areas on Level 5 of the Terminal. Company Representatives shall provide the names of the passengers or groups whom they wish to greet, the flights upon which such passengers are expected to arrive, and the times at which the flights are expected to arrive. Company Representatives shall keep the driver's pass in their possession while waiting for and loading the passengers and shall provide the pass for inspection upon the request of any Commercial Transportation Employee, Operations Employee or Denver Police Officer. The driver's pass does not allow the driver or other Company Representative to leave the vehicle and enter the Terminal to meet passengers.

100.10-2.3

It is prohibited for any person to give false or misleading information for the purpose of obtaining authorization to meet Pre-Booked Passengers.

100.10-2.4

No more than two Company Representative's names may appear on each driver's pass and a pass may only be used by the person whose name appears on the pass.

100.10-2.5

If a Commercial Operator wishes to meet one or more large groups of pre-booked passengers arriving on the same day, it may apply at least twenty-four (24) hours in advance to the Director of Commercial Transportation or his designee for authorization for a Company Representative to meet the passengers at such location and time as the group members are expected to arrive. The decision whether to issue any such authorization is within the sole discretion of the Director of Commercial Transportation, and the existence of this rule does not confer on any Commercial Operator the right to the issuance of such discretionary pass.

100.10-2.6

With prior approval of Commercial Transportation Employees, Company Representatives meeting passengers inside the Terminal as authorized in Rule 100.10-2.5 above may carry signs indicating the name of the passengers or groups to be met. Approval shall be granted provided the signs comply with the specifications set forth in any pertinent Airport CEO's Bulletin, Tenant Development Guidelines, or other Airport publication.

100.10-3 Walk-Up Passengers

100.10-3.1

Unless otherwise authorized as provided in these rules, Commercial Operators shall meet Walk-Up Passengers only in areas described in Concession Agreements as available for the exclusive use of such operators and in authorized loading areas, provided that drivers and Company Representatives shall remain with their vehicles.

100.10-3.2

Walk-up Passengers who inquire about ground transportation services at the information counter operated by the City on the fifth level of the Terminal shall be furnished information regarding the Commercial Operators who serve the destinations identified by the passengers, including information as to the types of services.

100.10-3.3

In the event Walk-Up Passengers at the City's information counter require special assistance, the CEO or Commercial Transportation Employees may authorize the selected Commercial Operator to meet such passengers at the information counter. Commercial Operators otherwise, must meet passengers at the authorized loading areas on the east and west sides of the fifth level of the Terminal.

100.10-4 Unlawful discrimination

Under no circumstances will a Commercial Operator refuse service to a passenger at the Airport on account of the race, citizenship, color, gender, immigration status, gender identity, gender expressions, military status, protective hairstyle, religion, national origin, ethnicity, marital status, or sexual orientation of the passenger. Under no circumstances will a Commercial Operator refuse service to a passenger at the Airport solely on account of or on the basis of disability. Without limiting the foregoing, under no circumstances will a Commercial Operator refuse service to a passenger at the Airport solely on account of the passenger's being accompanied by an emotional support animal, service animal, or a service dog in training.

100.11 MOTOR VEHICLE REQUIREMENTS

100.11-1 Unattended Vehicles

Commercial Operators shall not leave a motor vehicle unattended upon Airport roadways or in the commercial lanes. A vehicle left without a driver shall be ticketed and towed from the Airport. However, drivers may park in designated areas of the Holding Lot.

100.11-2 Movement of Vehicles

Commercial Transportation Employees, Denver Police Officers, authorized law enforcement personnel, Operations Employees, or authorized DEN contractors (including but not limited to DEN contracted security personnel) shall have authority, in their sole discretion, to require Commercial Operators to move their vehicles in order to maintain efficient traffic movement in any area of the Airport.

100.11-3 Traffic Routes and Passenger and Parcel Loading and Discharging

100.11-3.1

Commercial Operators shall not circulate through Airport roadways along any route other than those shown upon the attached Exhibits.

100.11-3.2

Commercial Operators other than Courier Operators shall load passengers and parcels upon Airport property only in the authorized loading areas in the roadways adjoining the fifth level of the Terminal as shown on the Exhibits, and in such other areas as may be directed by Commercial Transportation Employees, Operations Employees, or Denver Police Officers.

Courier Operators shall load parcels upon Airport property only in the public parking structure or the Dock Lot on the north side of the Terminal, and in such other areas as may be directed by Commercial Transportation Employees, Operations Employees or Denver Police Officers.

TNCs shall load and discharge passengers on Level 5 of the Terminal and in such other areas as may be directed by Commercial Transportation Employees, Operations/Security Employees, or Police Officers. The loading and unloading of passengers in any parking structure including Airport garages is strictly prohibited. TNCs shall not conduct <u>any</u> business or park commercial vehicles in any airport parking facility unless specifically authorized by their TNC permit.

100.11-3.3

Door Loading by Commercial Operators is prohibited except upon approval by Commercial Transportation employees, Denver Police officers, authorized law enforcement personnel, or Operations Employees and that Commercial Operators carrying persons whose presence may disrupt the normal course of Airport activities, or carrying persons with disabilities, older persons or unaccompanied children may load such passengers at specifically authorized locations with prior approval of Commercial Transportation Employees.

100.11-3.4

Commercial Operators other than Courier Operators shall discharge passengers at the Terminal only in the drop off lanes or their designated pickup lanes as shown on the Exhibits, on the east and west sides of the fifth level of the Terminal. Courier Operators shall drop off parcels at the Terminal as directed by Commercial Transportation Employees, Operations Employees, Denver Police officers or authorized law enforcement personnel, or in the Dock Lot on the north side of the Terminal. It shall be prohibited for any Commercial Operator to unload passengers and parcels upon Airport property in any other areas of the Airport unless directed by Commercial Transportation Employees, Operations Employees or Denver Police Officers, or authorized law enforcement personnel to another specific area, and in such case the Commercial Operator shall use the area indicated by such personnel.

100.11-4 Use of Holding Lot

All Commercial Operators who have either a Permit or Concession Agreement (Including TNCs with approval by the Director or his/her designee) may make use of the Holding Lot and related facilities and may park their vehicles within the temporary parking areas of the Holding Lot shown on the Exhibits. No overnight parking is permitted unless authorized by Commercial Transportation

Employees, Operations Employees, or Police Officers.

The Holding Lot likewise is available for such uses to Non-Commercial Users of the Airport who wish to obtain access to the roadways adjoining Level 5 of the Terminal. Access to such roadways adjoining Level 5 of the Terminal, and to the Holding Lot, is granted by Commercial Transportation Employees, upon request, and may be denied to Non-Commercial Users. The cell phone waiting area outside of Final Approach shall not be used as a waiting area for more than fifteen minutes by Commercial Operators (including TNCs) while conducting commercial operations, including but not limited to waiting for passengers, at Denver International Airport.

100.11-5 Airport Public Parking Lots and Garages

Commercial Operators (including TNCs) shall not conduct <u>any</u> business or park commercial vehicles in the Airport's public parking facilities. Exceptions to this rule may be granted at the discretion of the Director of Commercial Transportation if requested in advance. It is the intent of this rule that such exceptions shall be granted on a one-time basis and not for multiple occasions. It shall be the responsibility of the owner and/or operator of any such vehicle to request such an exception in advance from the Commercial Transportation Office, and to furnish the license number of the vehicle which is to be parked in an Airport public parking facility to the Commercial Transportation office and to the Airport Parking Office if the request is granted. When parking at the Airport under such an exception, the operator of the vehicle must enter the Airport public parking facility by taking a parking ticket at an entrance lane and displaying the ticket on the dashboard of the vehicle, and not by using the vehicle's AVI tag. The vehicle operator must then pay for the parking at regular Airport rates by surrendering the parking ticket at a regular exit lane booth upon exiting the public parking facility.

100.11-6 Cruising Prohibited

Commercial Operators are prohibited from engaging in Cruising upon Airport property.

100.11-7 No Personal Business in Loading Areas

No Commercial Operator shall enter the fourth, fifth or sixth level Loading or Unloading Areas or the Holding Lot for the purpose of conducting personal business nor leave a motor vehicle in the fourth or fifth level Loading Areas while engaging in personal business at the Airport.

100.11-8 Double Parking Prohibited

Double Parking of motor vehicles by Commercial Operators upon Airport roadways and on the fourth and fifth level drive lanes is prohibited.

100.11-9 No Food Deliveries

Commercial Operators shall not deliver or hire for delivery upon Airport property any food and beverages for use in the conduct of their businesses or for any other purpose except through authorized Airport concessionaires.

100.11-10 Motor Vehicle Markings

100.11-10.1

Motor vehicles operated upon Airport property by Commercial Operators, whether or not for hire, shall have displayed on both sides of the vehicle the name of the company and all applicable Colorado Public Utilities Commission and Federal Motor Carrier Safety Administration authority numbers. The required name and numbers shall be clearly visible and legible to persons located 100 feet from the vehicle; without limiting the foregoing, the required name and numbers shall be at least four (4) inches in height and shall be rendered in a color or colors which are readily distinguishable from the background color(s) against which they appear. Commercial Operators may use magnetic, removable, or other temporary signage to display this information only on a temporary, short-term basis. Commercial Operator vehicles operating at the Airport in violation of the requirements of this Rule 100.11-10 are subject to having their AVI tag deactivated; such tag will be reactivated upon demonstration that the vehicle has been brought into compliance with this rule. Luxury limousines are exempt from this vehicle marking requirement. Courier Operators shall at a minimum display a 4x12 inch legible, pre-printed dashboard placard.

100.11-10.2

For purposes of TNC vehicle identification, Operator shall equip TNC Drivers with vehicle trade dress, using recognizable TNC emblems, which will allow the City to identify TNC Vehicles times when such vehicles are on Airport property and active on Operator's TNC network. Such trade dress shall be a visual indicator designating that the TNC Vehicle is authorized to operate at the Airport.

100.11-11 Vehicle Safety

Commercial Operators shall maintain all motor vehicles operated upon Airport roadways in accordance with all applicable vehicle safety requirements of the Colorado Public Utilities Commission, other state law, and federal law.

100.11-12 Vehicle Appearance

All motor vehicles operated by Commercial Operators at the Airport shall be kept clean, inside, and out, and free of dents and other body damage. The City will notify the Operator of complaints received concerning the condition or appearance of its vehicles and the Commercial Operator shall respond to such notice within ten days.

100.12 <u>CAR RENTAL OPERATORS</u>

100.12-1 Fees for Concession Car Rental Operators ("On-Airport")

Car Rental Operators which have Concession Agreements granting the exclusive use of counter space in the Terminal, and/or other premises on the Airport, along with a concession right to operate a rental car business at such Airport location(s), shall pay to the City and County of Denver concession fees in the amount determined by the concession agreement. These Car Rental Operators are sometimes referred to as "On-Airport" Car Rental Operators.

100.12-2 Fees for Car Rental Operators with Permits ("Off-Airport")

Car Rental Operators which do not have Concession Agreements granting the exclusive use of any Airport premises, and have Permits granting the privilege of operating motor vehicles and conducting business activities upon the Airport, shall pay to the City and County of Denver privilege fees as determined by their agreement with DEN. These Car Rental Operators are sometimes referred to as "Off-Airport" Car Rental Operators.

The CEO in their discretion may require such Car Rental Operators to pay a minimum monthly sum for the privilege of operating motor vehicles and conducting business activities upon the Airport.

Effective August 1, 2024, Off-Airport Car Rental Operators which have Permits additionally shall pay to the City an Access Fee for each Trip by a motor vehicle operated by them or on their behalf through the roadways adjoining the fifth level of the Terminal as follows:

Class I Vehicles (maximum carrying capacity of up to 15 passengers)

$3.13 for the first 15 minutes
$2.82 for each additional 10 minutes

Class II Vehicles (maximum carrying capacity of up to 31 passengers)

$6.18 for the first 15 minutes
$4.33 for each additional 10 minutes

Class III Vehicles (maximum carrying capacity of 32 or more passengers)

$9.37 for the first 25 minutes
$6.56 for each additional 10 minutes

Car Rental Operators which have Permits shall receive a discount of ten percent (10%) of the foregoing Access Fees for motor vehicles powered by alternative fuels including compressed natural gas, liquid natural gas under specific conditions mandated by the Denver Fire Department, methanol, electricity (battery) and such other alternative fuels acceptable to the City.

Car Rental Operators which have Permits and which operate dual powered vehicles upon the Airport shall submit to the CEO documentation satisfactory to the City evidencing the purchase of alternative fuels for its operation of such motor vehicles upon the Airport in order to receive the discount. All vehicles for which an application for such discount has been made or granted, are subject to inspections by the City, with or without advance notice, to verify that the vehicle is capable of operating on the cited alternative fuel and has been so operated during the periods for which the discount has been sought or granted.

100.13 PASSENGER OPERATORS

100.13-1 Fees for Passenger Operators

Effective August 1, 2024, Passenger Operators, with the exception of the Regional Transportation

District, On-Airport Car Rental Operators, and On-Airport Parking Operators, shall pay to the City an Access Fee for each Trip of a motor vehicle operated by them or on their behalf through the roadways adjoining the fifth or sixth level on the east and west sides of the Terminal as follows:

Class I Vehicles (maximum carrying capacity of up to 15 passengers)

$3.13 for the first 15 minutes
$2.82 for each additional 10 minutes

Class II Vehicles (maximum carrying capacity of up to 31 passengers)

$6.18 for the first 15 minutes
$4.33 for each additional 10 minutes

Class III Vehicles (maximum carrying capacity of 32 or more passengers)

$9.37 for the first 25 minutes
$6.56 for each additional 10 minutes

Passenger Operators shall receive a discount of ten percent (10%) of the foregoing Access Fees for motor vehicles powered by alternative fuels including compressed natural gas, liquid natural gas under specific conditions mandated by the Denver Fire Department, methanol, electricity (battery) and such other alternative fuels acceptable to the City.

Additionally, Commuter Operator hybrid vehicles as defined in section 100.02-7.11 of these regulations, shall be eligible for the 10% per trip discount afforded to alternative fuel vehicles.

Transportation Network Company drivers operating vehicles powered by alternative fuels including electricity (battery), hydrogen and such other alternative fuels acceptable to the City, shall be eligible for the 10% per trip discount afforded to alternative fuel vehicles.

Passenger Operators which operate dual powered vehicles upon the Airport shall submit to the CEO documentation satisfactory to the City evidencing the purchase of alternative fuels for its operation of such motor vehicles upon the Airport in order to receive the discount. All vehicles for which an application for such discount has been made or granted, are subject to inspections by the City, with or without advance notice, to verify that the vehicle is capable of operating on the cited alternative fuel and has been so operated during the periods for which the discount has been sought or granted.

The Regional Transportation District, operating under Colo. Rev. Statutes 32-9-101 et. seq., shall not be required to pay Access Fees for operations upon the Airport.

The CEO in their discretion may require Passenger Operators which have Concession Agreements to pay a minimum annual sum, an additional rental rate per square foot and such other amounts as may be mutually agreed upon by the City and the Passenger Operator for the premises made available to such operators.

100.13-1.1 Transportation Network Company Driver Fees

Individual Transportation Network Drivers shall pay a per trip fee of $4.00 per trip for motor

vehicle access to conduct commercial business at Denver International Airport. A trip is defined as a Drop- off or Pick-up. The failure to pay fees may result in the revocation of any permit the TNC may have to conduct business at Denver International Airport.

100.13-2 No Brokering by Passenger Operators with Concession Agreements

Passenger Operators which have Concession Agreements shall not broker, sell, provide, advertise, or promote the ground transportation services of any other Commercial Operator from the premises made available for their exclusive use, nor shall such operators broker, sell, provide, advertise, promote, or refer passengers to any common carrier by motor vehicle operating for hire within the Denver metropolitan area.

100.14 COURIER OPERATORS

100.14-1 Fees for Courier Operators

Effective August 1, 2024, Courier Operators shall pay to the City: (1) the current public parking rates in effect when they park in any of the Airport's public parking facilities, or (2) an Access Fee in the amount of $3.13 for each thirty minutes or portion thereof of each Trip of a motor vehicle operated by them or on their behalf through the roadways adjoining the fourth or fifth level on the east and west sides of the Terminal, if the operator has been allowed access to such roadways.

100.15 ONE DAY PERMIT COMMERCIAL USERS

100.15-1 One Day Permit User Traffic and Loading

One Day Permit Users shall not conduct activities upon Airport property without first having applied for and having received authorization to do so from the Commercial Transportation Employees at the Holding Lot. One Day Permit Users shall provide to Commercial Transportation Employees proof of insurance for their vehicle and operation. One Day Permit Users shall check in at the Holding Lot building.

One Day Permit Users who have received authorization to do business or conduct other activities upon the Airport from Commercial Transportation Employees shall circulate through Airport roadways in the manner approved by Commercial Transportation and shall load and unload passengers and property only in areas approved by Commercial Transportation for such activities. Vehicle circulation and use of loading areas will be determined upon the basis of vehicle size, type of service and availability of space. Ground Transportation at the Holding Lot will arrange for access to the fifth level lanes by having a Commercial Transportation agent open the gate.

100.15-2 One Day Permit Users and Automated Vehicle Identification Tags

One Day Permit Users shall not be subject to the requirement that Commercial Operators shall secure an AVI Tag prior to operating motor vehicles upon Airport premises.

100.16 ONE-DAY PERMIT PROGRAM FOR COMMERCIAL OPERATORS

Commercial Operators who do not hold a Permit may obtain a One-Day Permit which will allow the Commercial Operator's vehicle to make trips to and from the fifth level for a period of 24 hours

from its issuance. Such permit is not a substitute for the temporary purchase of AVI tags for Operators who hold Permits. A Commercial Operator is eligible for the issuance of a One-Day Permit only if the vehicle is to be used on the Airport during a period not exceeding 24 hours. If such use extends past 24 hours, the Operator must obtain an additional One-Day Permit . A Commercial Operator eligible for a One-Day Permit shall request such permit from Commercial Transportation at the Commercial Transportation Holding Lot and shall provide proof of insurance and such other documentation as the employee may request. The fee for a One Day Permit is $25.00 for each vehicle, regardless of its size or class. Commercial Operators holding One-Day Permits shall comply with all laws and rules while upon the Airport. If the operator cannot purchase a pass on the day of that they serve Denver International Airport, then a promissory note may be issued, per the provisions of the applicable Airport policies and procedures.

100.17 NON-COMMERCIAL GROUND TRANSPORTATION USERS

100.17-1 Loading and Unloading Areas

Non-Commercial Users may load and unload passengers and property on the roadways adjoining the fifth level of the Terminal only in the areas designated by Commercial Transportation Employees. Access to the roadways adjoining the fifth level will be determined by Commercial Transportation Employees based on vehicle size and space availability.

Non-Commercial Users may obtain access to the fifth level roadways when such access is available by contacting Commercial Transportation Employees in the Holding Lot.

Non-Commercial Users additionally may load and unload passengers and property in the public areas of the roadways adjoining the fourth and sixth levels of the Airport Terminal.

100.17-2 Motor Vehicle Requirements

100.17-2.1 Obedience to Signs

Non-Commercial Users of Airport ground transportation facilities shall obey all posted signs located upon Airport property.

100.17-2.2 Unattended Vehicles

Non-Commercial Users shall not leave their motor vehicles unattended upon the roadways adjoining the Terminal unless authorized to do so by Commercial Transportation Employees. Vehicles left without a driver unless so authorized shall be ticketed and towed from the Airport.

100.17-2.3 No Food Deliveries

Non-Commercial Users of the Airport shall not deliver or hire for delivery upon Airport property any food or beverages except in the case of deliveries to Airport tenants, concessionaires or vendors authorized to sell food or beverages under the terms of their leases or concession agreements.

100.17-2.4 Double Parking Prohibited

Double Parking of motor vehicles by Non-Commercial Users upon Airport roadways and drive lanes is prohibited.

100.17-3 Fees for Non-Commercial Users

Non-Commercial Users shall obtain a parking ticket and pay applicable parking charges for any public parking facilities which they enter at the Airport.

100.18 NOTICE OF VIOLATION; OPPORTUNITY TO CURE; MEETING

100.18-1 Notice of Violation

The CEO may, in their discretion and in order to obtain compliance by a Commercial Operator with these Rules and Regulations, issue a written notice of violation to a Commercial Operator, citing the provision(s) of the Rules and Regulations, or of the Permit, as to which the Commercial Operator is not in compliance or is in default. Such notice shall grant to the Commercial Operator fifteen (15) days in which to cure such noncompliance or default or to request a meeting as described in subsection 100.18-2.

100.18-2 Informal Meeting

Such violation notice shall also grant the Commercial Operator the right to request, within fifteen days after the issuance of the notice, an informal meeting with the Director or his designated representative. At such meeting the non-compliance or default will be discussed, and the Commercial Operator will be given the opportunity to present information showing that the Commercial Operator was not in default or out of compliance, or that such default or non-compliance has been cured, and other relevant information in mitigation. The Director or his designated representative shall, at the conclusion of the meeting, state to the Commercial Operator whether as a result of the meeting any or all of the defaults or instances of non-compliance stated in the notice of violation have been cured or shown to be alleged in error. The Commercial Operator shall have fifteen days following the informal meeting in which to cure the defaults or instances of non-compliance which remain outstanding. If the Commercial Operator does not request the meeting within fifteen days after the date of the notice, the right to such meeting shall be waived.

100.18-3 Failure to Cure

If the Commercial Operator does not cure any default, violation, or non-compliance within fifteen days following the date of the notice, if no meeting is requested, or within fifteen days following the date of the informal meeting as provided in subsection 100.18-2, the Director may proceed to suspend or revoke the Commercial Operator's Permit in accordance with these Rules and Regulations.

100.18-4 Exclusions

The provisions of this Rule 100.18 shall not apply to notices concerning nonpayment of fees owed

by Commercial Operators under these Rules and Regulations or their Permits, or concerning the failure of a Commercial Operator to have provided evidence that the required insurance coverage is currently in effect.

100.18-5 Applicability

It is the intention of this Rule 100.18 that this informal procedure shall be used prior to initiation of suspension or revocation actions in those cases where the instances of non-compliance or default are by their nature curable and are not aggravated or egregious, there are no other violations by the Commercial Operator, and it appears to the Director that this informal procedure may be expected to resolve problems and result in the Commercial Operator being in compliance with Rules and Regulations and its Permit. However, nothing in this Rule 100.18 shall be construed to require the use by the Director of the informal procedure described in this Rule in any case when there is probable cause to believe that grounds for suspension or revocation under Section 100.19 exist.

100.19 SUSPENSION AND REVOCATION

The Director shall have the power to suspend or revoke the Permit of any Commercial Operator in accordance with these Rules and Regulations.

100.19-1 Grounds for Suspension or Revocation

The Director may suspend or revoke the Permit or driving privileges of any Commercial Operator and/or individual driver for any one or more of the following reasons:

(1) Violation of, default under, or failure to comply with and satisfy, any condition or requirement of a Permit or any Denver International Airport Rules and Regulations. This includes, without limitation, failure to pay to the City all amounts due under the Permit within fifteen days after receiving notice of such default, and deactivation of the Commercial Operator's AVI Tags for delinquency or default under its Permit three times in three consecutive months.

(2) Violation of any law of the United States or the State of Colorado or any provision of the Charter and Ordinances of the City and County of Denver while on Airport property. Violation of any law of the United States or the State of Colorado, or any provision of the Charter and Ordinances of the City and County of Denver, in the operation of a ground transportation business, which violation(s) have been proven in a civil or criminal case in a court of law or in a proceeding before a federal, state, or local agency.

(3) If at any time while the Commercial Operator does not hold a Permit or such Permit is properly suspended, motor vehicles operated by or under agreement with the Commercial Operator seek to enter Airport roadways for the purpose of loading and unloading passengers or property upon the Airport in derogation of the suspension of the Permit.

(4) The operating authority of Commercial Operator is suspended, revoked, or terminated by the federal or state agency which issued such authority, or the

Commercial Operator is disciplined or sanctioned by such agency for violation of laws, rules or regulations.

(5) The Commercial Operator and/or individual driver has received one or more notices under Rule 100.08-13 in a twelve-month period, citing violations by one or more of its Company Representatives, and the Commercial Operator has not taken reasonable action in response to such violation notices to regulate the conduct of its Company Representatives at the Airport.

(6) The Director or his designated representative has reasonable grounds to believe and finds that the public health, safety, or welfare imperatively requires suspension or revocation of such Permit.

100.19-2 Determination of Suspension or Revocation

In determining whether to suspend or revoke a Permit the Director may consider the following:

(1) the nature of the conduct on which the suspension or revocation is based, including the seriousness of the violation and whether the conduct evidenced willful violation of laws, rules, or regulations;

(2) the Commercial Operator's past record in doing business at the Airport, and that of the Commercial Operator's Principals, including any other company in which any Principal of the Commercial Operator was also a Principal;

(3) the number of violations or incidents involved;

(4) whether there is a pattern of misconduct;

(5) whether the Commercial Operator has taken steps to remedy the misconduct so that the Director can reasonably expect the Commercial Operator to operate in compliance with the Permits, laws, rules, and regulations in the future; and

(6) any other facts which the Director believes relevant.

Such factors may also be considered by the Director in determining the length of any suspension, if he determines a suspension is appropriate.

100.19-3 Notice; Effective Date; Period of Sanction

100.19-3.1 Issuance of Notice

The Director shall issue a notice of suspension or revocation in writing to the Commercial Operator whose Permit is being suspended or revoked. Such notice shall be sent by certified mail, return receipt requested, and shall be deemed delivered as of the date when placed in the U.S. Mail, postage prepaid. The notice shall state the nature of the action taken, the effective date of the suspension or revocation, and if a suspension, the length of suspension, and shall generally state the reasons therefor. The notice shall apprise the addressee of the

rights to a hearing on such suspension or revocation. If the Director is immediately suspending or revoking a Permit based on findings that the public health, safety, or welfare imperatively requires such suspension or revocation, the notice shall include those findings.

100.19-3.2 Effective Date of Suspension or Revocation

Except for emergency orders, a suspension or revocation shall be effective as of fifteen (15) days after the date of the notice issued under section 100.19-3.1, unless the Commercial Operator to whom the notice is directed delivers to the Director before the end of such fifteen-day period a written request for hearing on such action. If a hearing is timely requested, then except for emergency orders no permit shall be suspended or revoked until after the hearing.

100.19-3.3 Emergency Orders; Effective Date

If the Director's notice of revocation or suspension is issued on an emergency basis and contains the findings required by sections 100.19-1(6) and 100.19-3.1, then such suspension or revocation shall take effect immediately upon issuance of such notice. The emergency revocation or suspension shall remain in effect if the Commercial Operator to whom it was directed requests a hearing, and shall be rescinded only if the hearing results in a finding by the Director that grounds do not exist for the continuation of such revocation or suspension, or by order of the Director.

100.19-3.4 Period of Suspension; Reinstatement

If the Director determines that suspension is appropriate, the period of suspension shall be any period from one day to six months. If the grounds for suspension consist of conditions which the Commercial Operator may remedy, and such Commercial Operator takes actions which remedy those conditions, the Director may in his discretion reconsider and shorten the suspension period, and reinstate the Permit, subject to the recipient's compliance will all conditions thereof. A revoked Permit may not be reinstated; however, the former holder of such Permit may apply for a new Permit on and after one year from the effective date of the revocation. The Director, in his discretion, may allow an earlier application following revocation where justified by exceptional circumstances.

100.19-3.5 Principals of Revoked or Suspended Commercial Operators

The purpose of this Rule 100.19-3.5 is to prohibit Principals of a Commercial Operator whose Permit is suspended or revoked from frustrating the purpose and intent of these Rules and Regulations by forming new businesses in order to continue operating on the Airport and thus to evade the effect of a suspension or revocation. Therefore, if a Commercial Operator's Permit is suspended or revoked, a Commercial Operator whose Principals include one or more of the Principals of such revoked or suspended Commercial Operator shall not be eligible for issuance of a Permit during such period of suspension or for one year after the date of revocation, except upon a showing of facts demonstrating exceptional circumstances to the Director's satisfaction. An "exceptional circumstance" includes a situation in which the applicant Commercial Operator is clearly shown not to be a business being used to circumvent the effect of a suspended or revoked Permit.

100.19-4 Right to Hearing; Procedures

100.19-4.1 Hearing on Suspension or Revocation

The Commercial Operator whose Permit is the subject of a notice of suspension or revocation under this Rule 100.19 may have a hearing before the Director or a hearing officer designated by the Director to determine whether grounds exist for such suspension or revocation.

100.19-4.2 Time for Requesting Hearing

The right to hearing stated in this Rule 100.19-4 shall be exercised by the Commercial Operator delivering to the Director a written request for such hearing, no later than fifteen days after the date when the notice of suspension or revocation was mailed. If such request for hearing is not delivered within such time, the Commercial Operator shall have no further right to contest such suspension or revocation, which shall take effect at the expiration of such fifteen-day period, if not already in effect under an emergency order.

100.19-4.3 Hearing Procedures

The hearing provided for under this Rule 100.19 shall be conducted in accordance with the procedures set forth by the Director and any hearing rules adopted by the CEO. If violations by the Commercial Operator of law, rule or regulation have been proven in a civil or criminal case in a court of law or in a proceeding before a federal, state, or local agency, such violations shall be established at hearing by proof of the prior case or proceeding, regardless of whether an appeal is pending. The Director's determination resulting from said administrative hearing shall be final, subject only to the right of the Commercial Operator whose Permit is suspended or revoked to appeal the determination under Rule 106(a)(4), Colorado Rules of Civil Procedure.

100.19-4.4 Suspension in Lieu of Revocation

If the hearing held pursuant to this Rule 100.19-4 results in findings that grounds for suspension exist, the Director in his discretion may suspend the Commercial Operator's permit for a shorter period than specified in the notice of suspension or suspend the permit instead of revoking it in a case where a notice of revocation was issued. However, nothing in this Rule shall be construed to require the Director to impose a different sanction than that stated in the notice of suspension or revocation.

100.20 <u>SEVERABILITY</u>

If any one or more provisions of this Part 100 are declared invalid by a court of competent jurisdiction, the validity of other provisions herein which are severable shall be unaffected.

100.21 <u>CONSTRUCTION</u>

As used in these rules and regulations, the singular includes the plural, and the plural includes the singular. Every word importing the masculine gender only may extend to and be applied to females and things as well as males; every word importing the feminine gender only may extend to and be

applied to males and things as well as females; and every word importing the neuter gender only may extend to and be applied to natural persons as well as things.

100.22 PARKING LOT OPERATORS

100.22-1 Fees for Parking Lot Operators with Permits ("Off-Airport")

Parking Lot Operators which do not have Concession Agreements granting the exclusive use of any Airport premises, and have Permits granting the privilege of operating motor vehicles and conducting business activities upon the Airport, shall pay to the City and County of Denver privilege fees in the following amounts:

Ten percent (10%) of the gross revenues derived by such Parking Lot Operators from their operations at or near the Airport beginning September 1, 2019.

These Parking Lot Operators are sometimes referred to as "Off-Airport" Parking Lot Operators.

The CEO in their discretion may require such Parking Lot Operators to pay a minimum monthly sum for the privilege of operating motor vehicles and conducting business activities upon the Airport.

Effective August 1, 2024, Parking Lot Operators which have Permits additionally shall pay to the City a Fee for each Trip by a motor vehicle operated by them or on their behalf through the roadways adjoining the fifth level of the Terminal as follows:

Class I (OFF A/P1) Vehicles (maximum carrying capacity of up to 15 passengers)

No cost for the first 15 minutes
$1.68 for each additional 10 minutes after the initial first 15 minutes

Class II (OFF A/P2) Vehicles (maximum carrying capacity of up to 31 passengers)

No cost for the first 15 minutes
$3.41 for each additional 10 minutes after the initial first 15 minutes

Class III Vehicles (maximum carrying capacity of 32 or more passengers)

No cost for the first 25 minutes
$5.12 for each additional 10 minutes after the initial first 15 minutes

Parking Lot Operators which have Permits shall receive a discount of ten percent (10%) off the foregoing "Dwell Time Fees" for motor vehicle trips powered by alternative fuels including compressed natural gas, liquid natural gas under specific conditions mandated by the Denver Fire Department, methanol, electricity (battery) and such other alternative fuels acceptable to the City. The ten percent discount is not applicable to the eight percent privilege fees assessed to the off-airport Parking Lot Operators.

Parking Lot Operators which have Permits and which operate dual powered vehicles upon the Airport shall submit to the CEO documentation satisfactory to the City evidencing the purchase

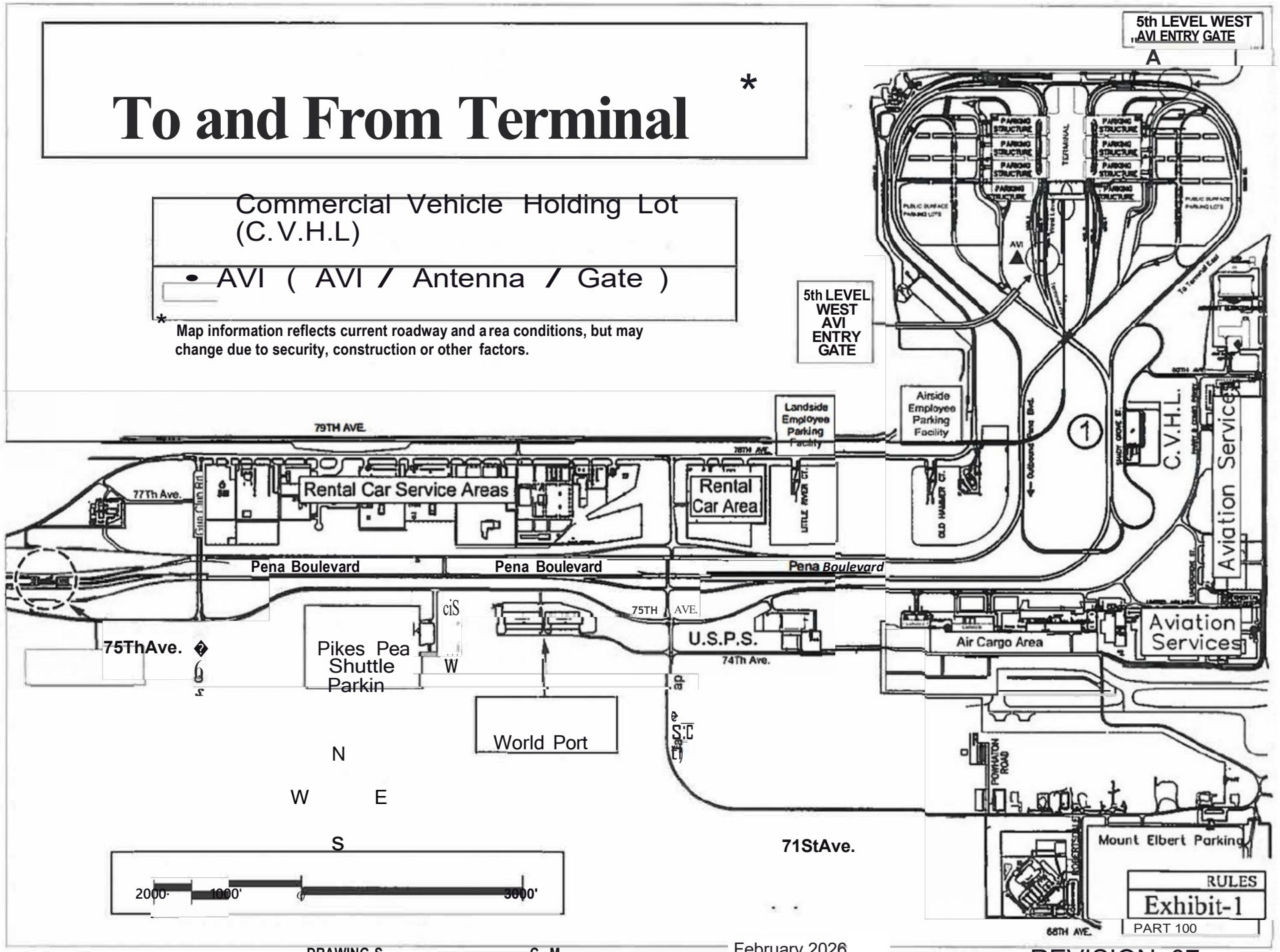
of alternative fuels for its operation of such motor vehicles upon the Airport in order to receive the discount. All vehicles, for which an application for such discount has been made or granted, are subject to inspections by the City, with or without advance notice, to verify that the vehicle is acceptably capable of operating on the cited alternative fuel, and has been so operated during the periods for which the discount has been sought or granted.

To and From Terminal *

Commercial Vehicle Holding Lot (C.V.H.L)

• AVI (AVI / Antenna / Gate)

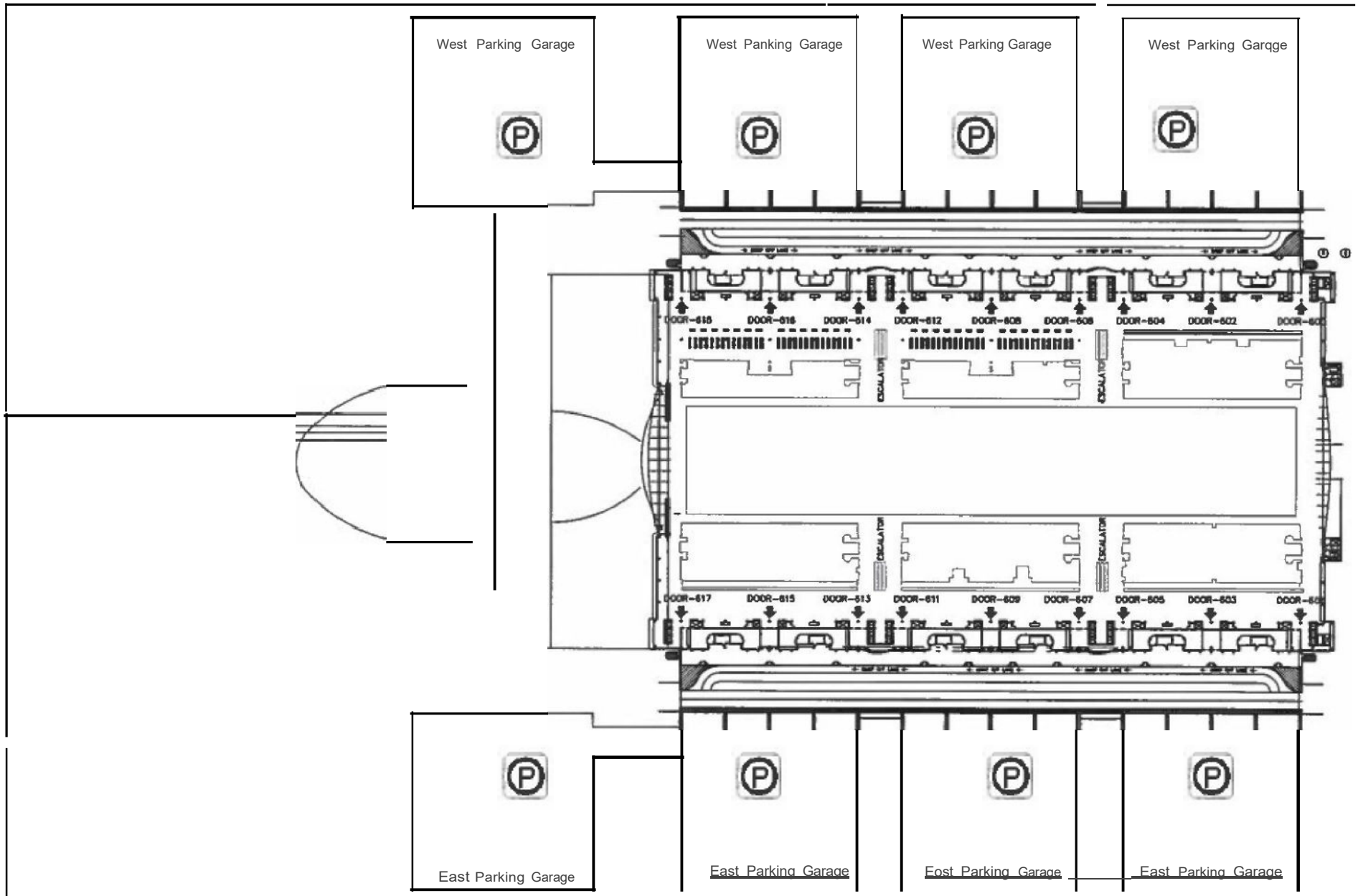
*Map information reflects current roadway and area conditions, but may change due to security, construction or other factors.



February 2026

T.J.W.

REVISION: 07



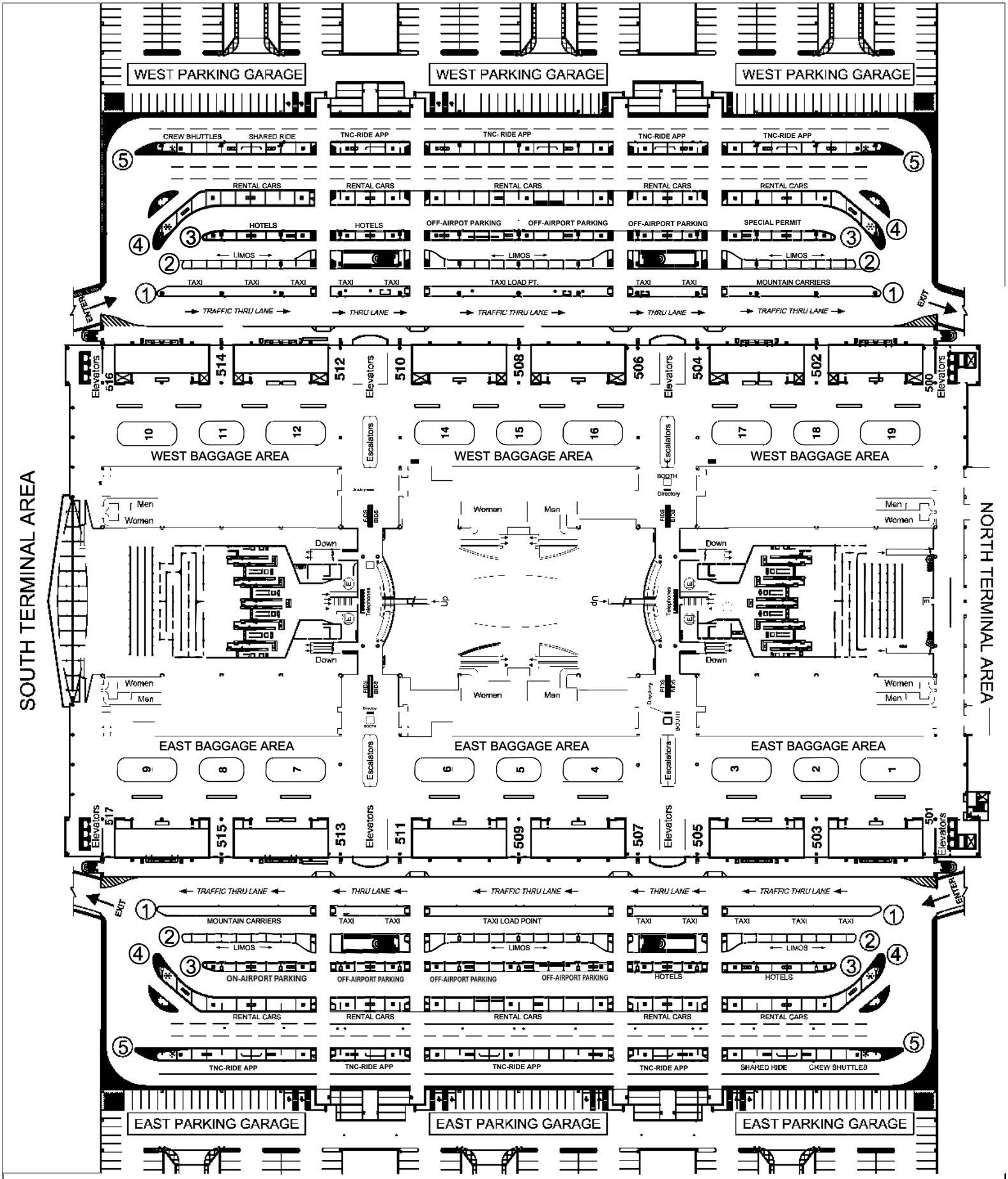
Terminal Parking Facilities
Drop-off Areas

PART 100 RULES

Exhibit-2c

Revision: 07

February 2026

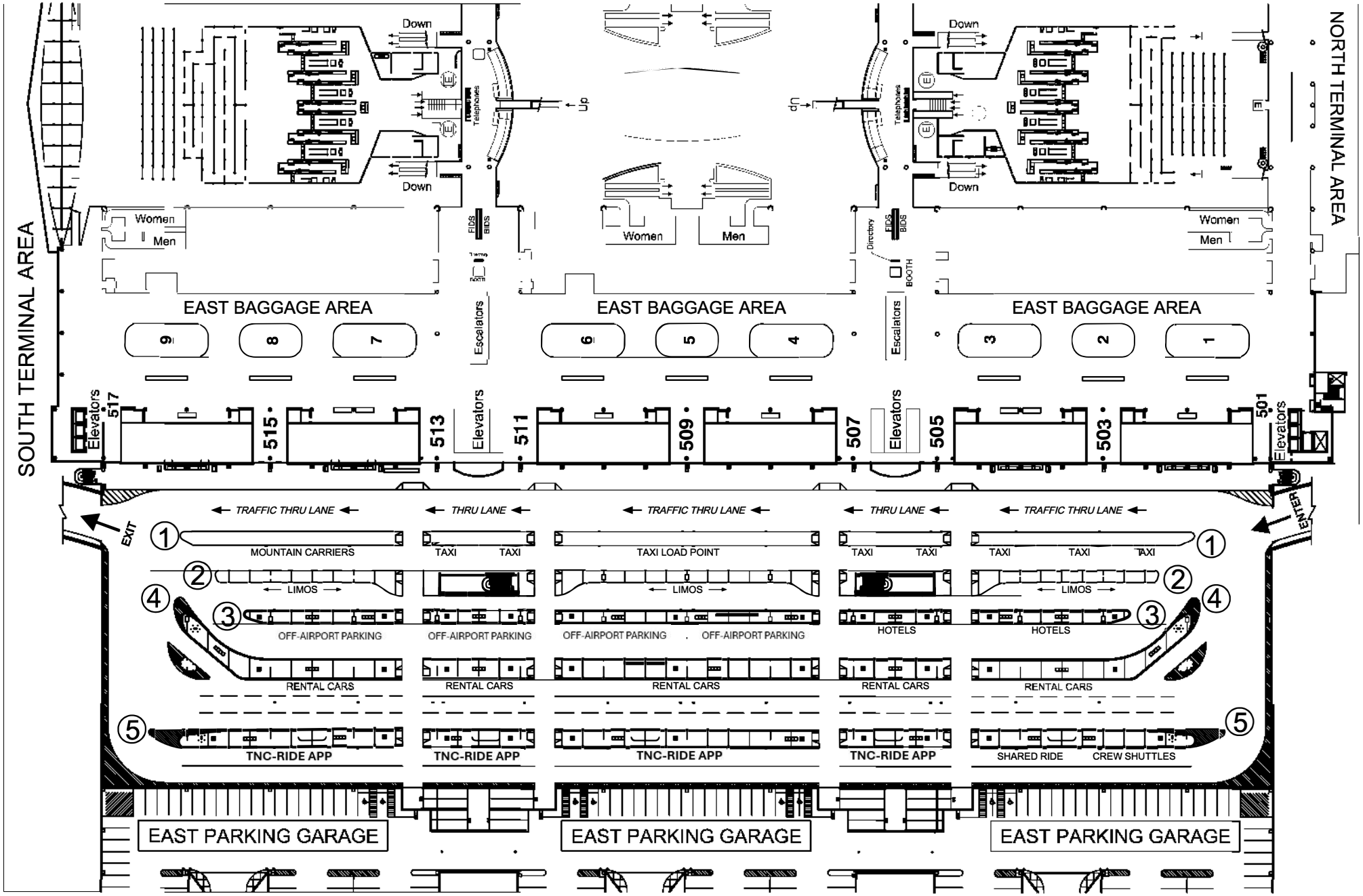


Terminal Level-5 Curbside Drop-off and Pick-up Areas

PlanA

PART-100 RULES
Exhibit-3
Terminal East/West

February 2026 REV:08 I.A.L.



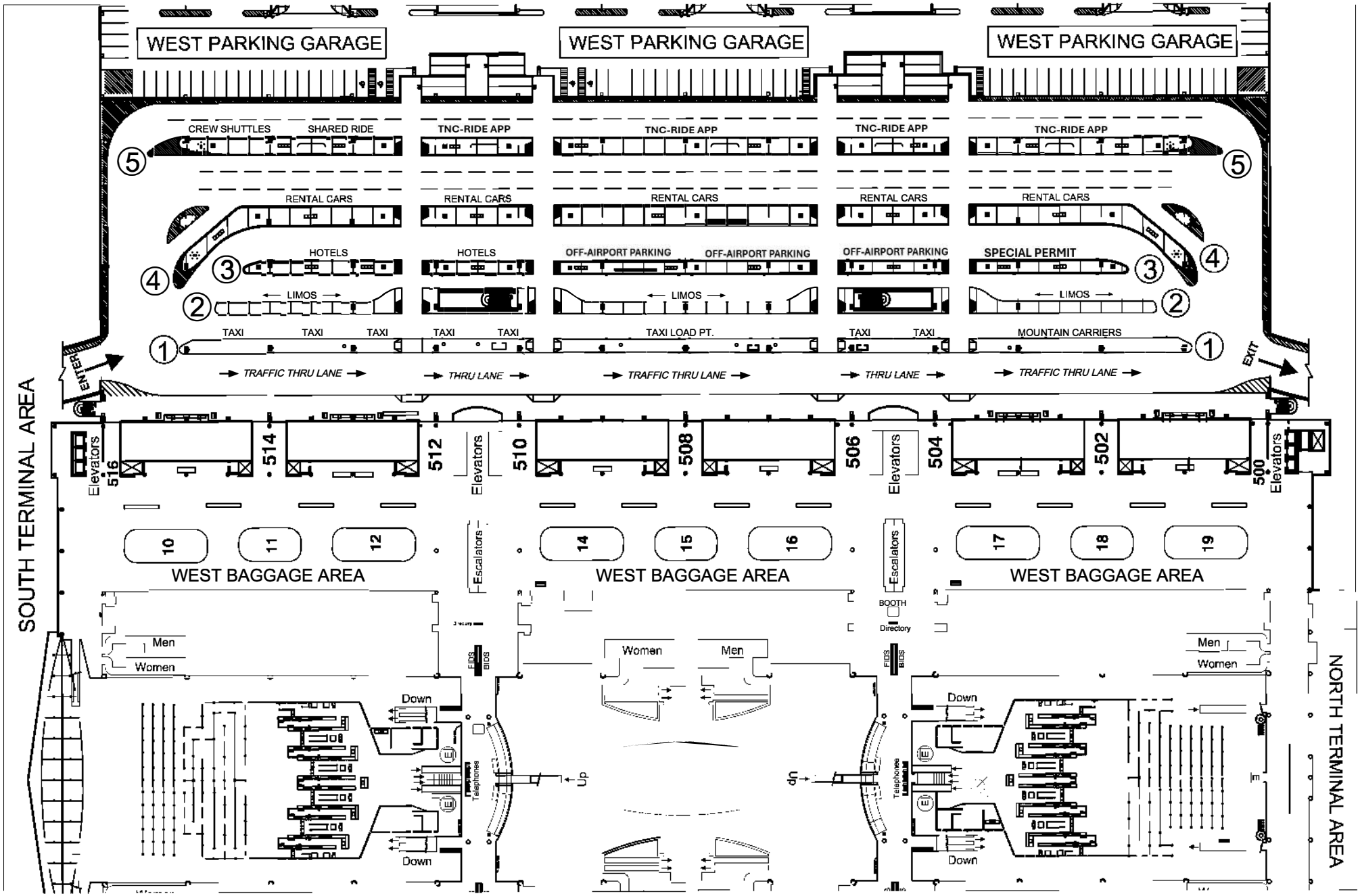
Terminal Level-5 Curbside East Drop-off and Pick-up Areas

PlanA

PART-100 RULES
Exhibit-3a
Terminal East

February 2026

REV:09 I.A.L.

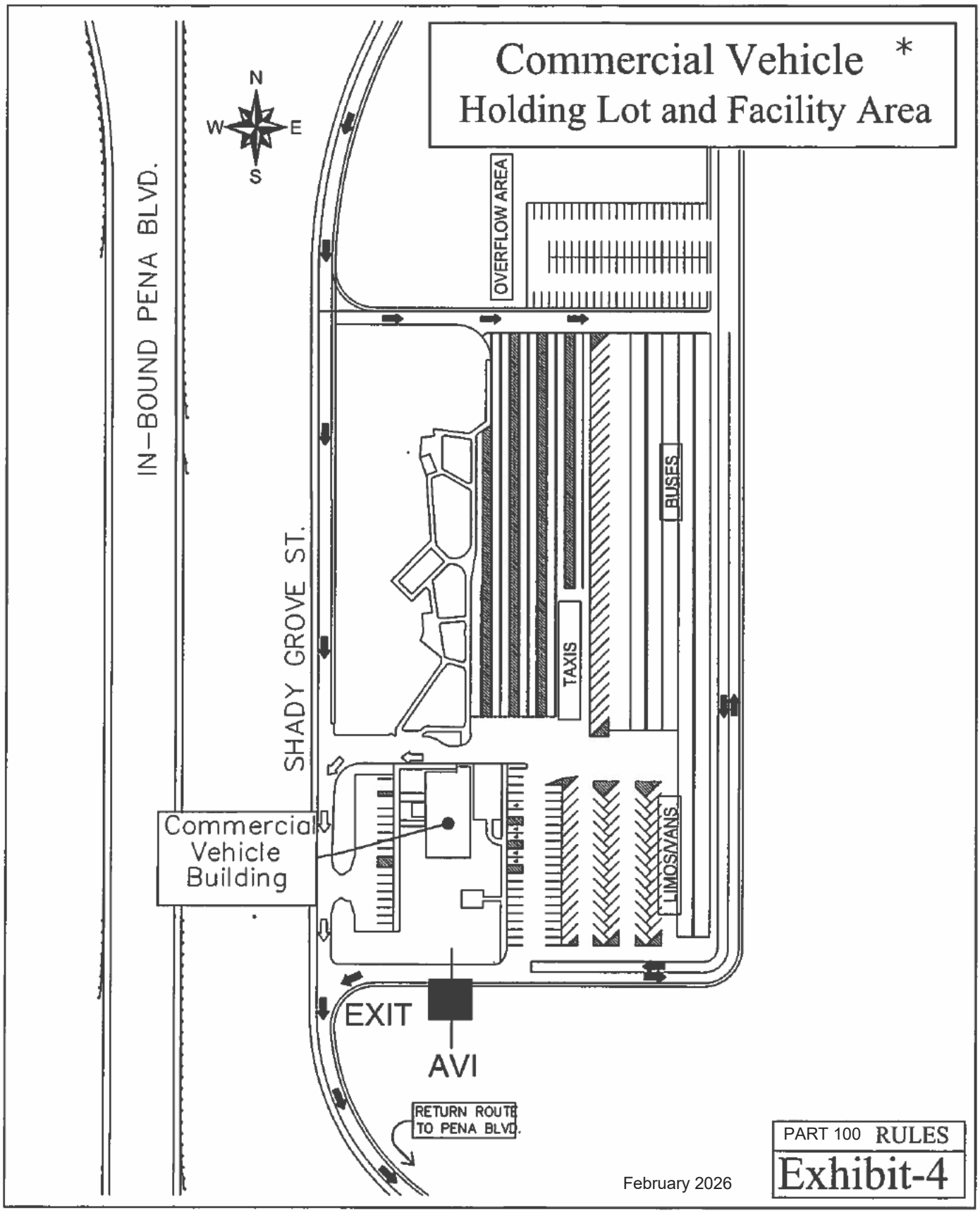


Terminal Level-5 Curbside
West Drop-off and Pick-up Areas

PlanA

PART-100 RULES
Exhibit-3b
Terminal West

February 2026 REV:09 I.A.L.



PART 100 RULES

Exhibit-4

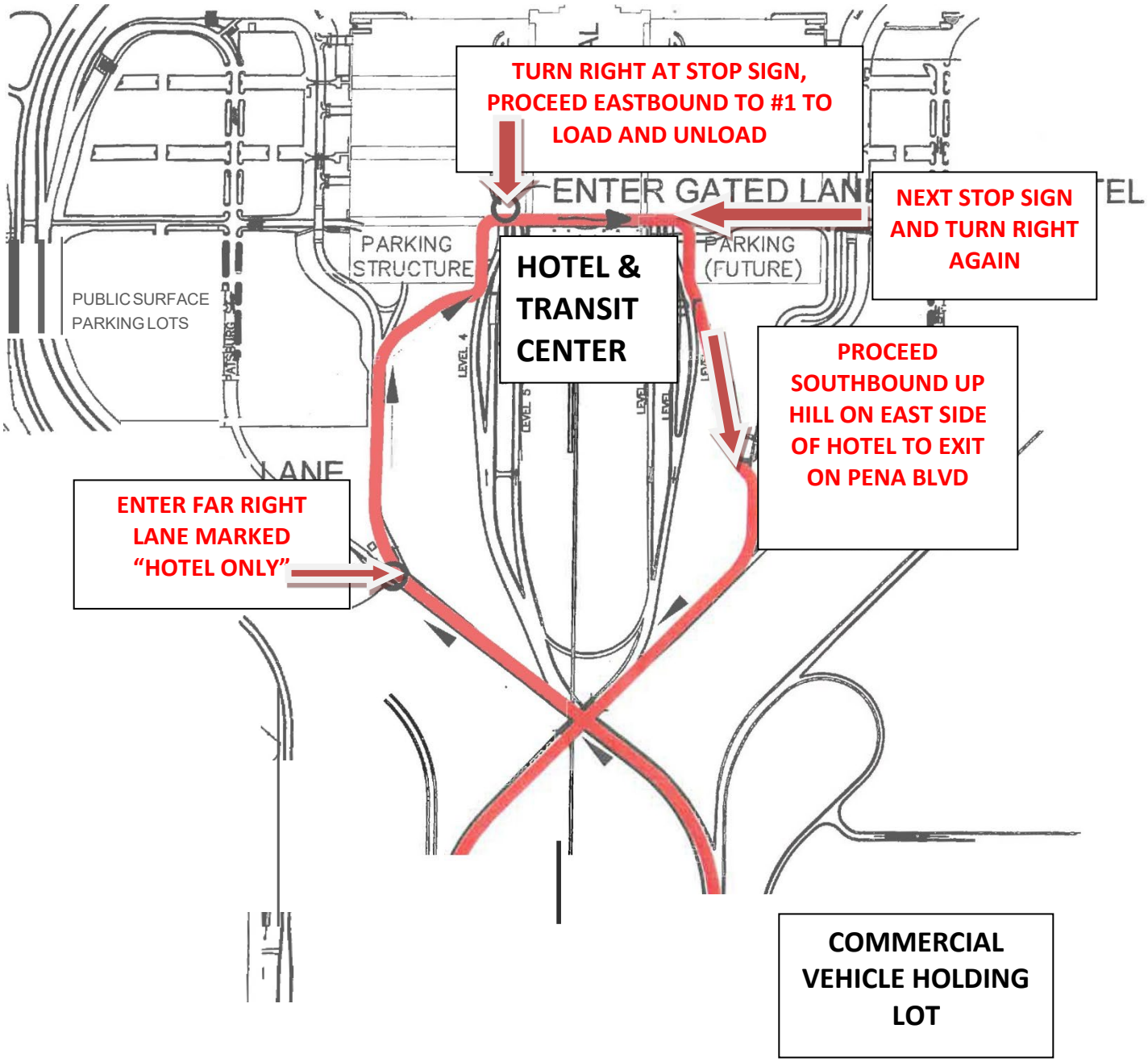
February 2026

TRAFFIC FLOW

* Map information reflects current roadway and area conditions, but may change due to security, construction or other factors.

200' 150' 100' 0' 300'

DRAWING SCALE

EXHIBIT 5

From Pena Blvd follow signs for Hotel. As you approach the West Parking proceed under Hotel Only sign in the right lane and follow the roadway to the first Stop Sign and turn right. Proceed to stop #1 for Dropoff and pickup.