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State of Minnesota
HOUSE OF REPRESENTATIVES

EIGHTY-NINTH SESSION

H. F. No. 3981

05/02/2016 Authored by Kahn, Newton, Freiberg, Atkins, Metsa and others
The bill was read for the first time and referred to the Committee on Government Operations and Elections Policy

1.1 A bill for an act
1.2 relating to the Metropolitan Airports Commission; requiring the Metropolitan
1.3 Airports Commission to regulate transportation network companies the same as
1.4 taxicabs; amending Minnesota Statutes 2014, section 221.091, subdivision 3.

1.5 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MINNESOTA:

1.6 Section 1. Minnesota Statutes 2014, section 221.091, subdivision 3, is amended to read:

1.7 Subd. 3. **Authority of Metropolitan Airports Commission.** Notwithstanding
1.8 any other law:

1.9 (a) The Metropolitan Airports Commission may regulate ground transportation to
1.10 and from an airport under its jurisdiction, subject to paragraphs (b), (c), (d), and (e).

1.11 The authority under this paragraph includes, but is not limited to, regulating the number
1.12 and types of transportation services, making concession agreements, and establishing
1.13 vehicle standards.

1.14 (b) The Metropolitan Airports Commission may regulate small passenger vehicles,
1.15 including taxicabs and transportation network company services, serving an airport under
1.16 its jurisdiction only by ordinance. If the commission adopts an ordinance regulating
1.17 taxicabs and transportation network company services, the ordinance must treat the
1.18 services substantially the same, including requiring the same criminal background and
1.19 federal security clearance checks. An ordinance adopted under this paragraph must at a
1.20 minimum (1) define taxicabs and transportation network company vehicles, (2) provide
1.21 for driver qualifications, insurance, and vehicle safety, and (3) provide for issuance of
1.22 permits to taxicabs, transportation network company vehicles, and other small passenger
1.23 vehicles. An ordinance under this paragraph may limit the number of permits issued to
1.24 taxicabs and transportation network company vehicles. An ordinance under this paragraph

2.1 may not provide for making concession agreements relating to small passenger vehicle
2.2 service, including taxicabs and transportation network company vehicles.

2.3 (c) If the Metropolitan Airports Commission determines that it is in the public
2.4 interest to reduce the number of annual taxicab or transportation network company vehicle
2.5 permits issued at the Minneapolis-St. Paul International Airport, the commission shall
2.6 first reduce the number of permits in the following order:

2.7 (1) permits held by permit holders who have not picked up a passenger at the
2.8 Minneapolis-St. Paul International Airport within three months immediately preceding
2.9 the decision to reduce permits;

2.10 (2) permits issued to permit holders who have not continuously held an annual or
2.11 semiannual permit prior to and since January 1, 2005; and

2.12 (3) permits issued to corporations that have sold or transferred at least a majority of
2.13 the shares of the corporation since January 1, 2005.

2.14 (d) In deciding whether it is in the public interest to reduce the number of taxicab
2.15 or transportation network company vehicle permits, the commission shall consider, at a
2.16 minimum, the following factors:

2.17 (1) the number of taxicab and transportation network company vehicle permits
2.18 issued in relation to the number of taxicab and transportation network company vehicle
2.19 customers at the Minneapolis-St. Paul International Airport;

2.20 (2) the wait times for taxicab and transportation network company vehicle drivers; and

2.21 (3) the impact to current permit holders, including, but not limited to, permit holders
2.22 who have held a permit during a permitting period prior to January 1, 2005.

2.23 (e) If the Metropolitan Airports Commission allows for taxicab and transportation
2.24 network company vehicle permit transfers, the commission shall not prohibit permit
2.25 transfers between sole proprietors, individual owner taxicab and transportation network
2.26 company vehicle operators, or corporations, unless the commission also prohibits permit
2.27 transfers from one corporation to another corporation.

2.28 (f) For the purposes of this subdivision, a "transportation network company" is a
2.29 person or entity affiliated with a for-hire driver operating a vehicle owned by the driver
2.30 that provides transportation application services via a digital network to connect the driver
2.31 with a passenger for transport of the passenger for compensation.

2.32 (g) Before the Metropolitan Airports Commission issues or renews a permit to a
2.33 driver to provide taxicab or transportation network company services at an airport under
2.34 the control of the Metropolitan Airports Commission, the driver must complete and submit
2.35 to the commission for its review a federal airport security background check, including a
2.36 criminal history background check, at the driver's expense. The background check must

3.1 be completed once each year before the driver is granted a permit, or the driver's permit is
 3.2 renewed, to operate taxicab or transportation network company services at airports under
 3.3 the control of the Metropolitan Airports Commission.

3.4 **EFFECTIVE DATE.** This section is effective the day following final enactment.

3.5 Sec. 2. **METROPOLITAN AIRPORTS COMMISSION; TRANSPORTATION**
 3.6 **NETWORK COMPANIES.**

3.7 A "transportation network company" is a person or entity affiliated with a for-hire
 3.8 driver operating a vehicle owned by the driver that provides transportation application
 3.9 services via a digital network to connect the driver with a passenger for transport of the
 3.10 passenger for compensation. The Metropolitan Airports Commission must enact an
 3.11 ordinance regulating service by transportation network companies and their affiliated
 3.12 drivers on airport property so that they are regulated substantially the same as taxicabs
 3.13 are regulated on commission property. The ordinance must be effective on or before
 3.14 January 1, 2017.

3.15 **EFFECTIVE DATE.** This section is effective the day following final enactment.