

SB 2149 – Testimony by Dustin Gawrylow (Lobbyist #266) North Dakota Watchdog Network

This bill is a re-hash of SB 2180 from the 2019 session. Concerns surrounding this bill remain the same as then.

If you end up going this route, it would be good to allow the existing governing board of elected officials to have oversight of such agreements. And to ensure there is no exclusivity that might create a monopoly situation.

SB 2180 #4
1/24/19 pg.

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Opposed to the bill as written:

- SB 2180 currently gives a blank check to airport authorizes and actually grants the airport authorities more power than the municipalities that own/operate/manage them.

Amendments needed for oversight:

- If the airport is under oversight of a municipality, require the municipality governing board's explicit approval of rules enacted.
- Create appeals process directly to municipality governing board regarding execution of approved regulations.

Amendments needed for driver protection:

- Require that any "rates, fees, rental payments, or other charges" be approved by the municipality's governing board.
- Require that any such "rates, fees, rental payments, or other charges" be applied toward the rider's payment and not taken out of the amount TNCs pay to the driver (using a corporate rate baseline as of December 31st, 2018).
- Allow all "rates, fees, rental payments, or other charges" to be subject to public referendum.
- Require any permits to be acquired by the TNCs themselves, not the individual drivers.

Amendments needed for consumer protection:

- Prohibit airport authorities from banning TNCs altogether.
- Prohibit airport authorities from entering into exclusive agreements with any TNCs or private transportation companies, including taxi companies. **(NO MONOPOLIES!!!)**