

SUBJECT: Allowing transportation network companies to operate at DFW airport

COMMITTEE: Transportation — committee substitute recommended

VOTE: 9 ayes — Pickett, Martinez, Burkett, Fletcher, Israel, Murr, Paddie,
Phillips, Simmons

0 nays

4 absent — Y. Davis, Harless, McClendon, Minjarez

SENATE VOTE: On final passage, April, 9 — 31 – 0 on local and uncontested calendar

WITNESSES: *(On House companion bill, HB 1954)*

For: — *(Registered, but did not testify: Larry Casto, City of Dallas; TJ Patterson, City of Fort Worth; James Crites, DFW International Airport; Michael Crain, Uber Technologies)*

BACKGROUND: Transportation Code, sec. 22.081 allows joint boards that govern airports to license taxicabs that transport passenger to or from the airport and impose fees for issuing the licenses.

DIGEST: CSSB 530 would amend Transportation Code, sec. 22.081 to allow joint boards of airports shared by populous home-rule cities to license passenger transportation services providing services to or from the airport for compensation. Joint boards also could impose license fees.

This bill would take immediate effect if finally passed by a two-thirds record vote of the membership of each house. Otherwise, it would take effect September 1, 2015.

SUPPORTERS SAY: CSSB 530 is needed to allow the joint board of the Dallas/Fort Worth (DFW) International Airport to allow transportation network companies such as Uber and Lyft to operate at the airport. Under current statute, DFW airport has only the ability to license taxicabs. This bill would ensure that the DFW airport board had the authority to license

transportation network companies as well.

CSSB 530 would improve competition for ground transportation at DFW airport by licensing transportation network companies to pick up passengers there. The City of Dallas is working with the other jurisdictions in the DFW Metroplex to establish consistent ordinances designed to ensure the safety of riders across the region, and licensed transportation network companies at DFW airport would operate under safety rules similar to those in other cities in the metropolitan area.

**OPPONENTS
SAY:**

Because it is unclear if transportation network companies such as Uber and Lyft meet the same safety standards as those observed by taxicab companies, CSSB 530 could be taking a chance with passenger safety by allowing these companies to operate at DFW airport.

NOTES:

Unlike the version engrossed by the Senate, CSSB 530 specifically would refer to “passenger transportation services providing services to or from the airport for compensation.” The Senate-engrossed version would have referred to vehicles for hire “transporting passengers to or from the airport.”

The House companion bill, HB 1954 by Parker, was placed on the local, consent, and resolutions calendar for May 5. It was withdrawn, returned to the Local and Consent Calendars Committee, then transferred to the House Calendars Committee.