

## Minnesota State Planning Agency

101 Capitol Square Building  
550 Cedar Street  
St. Paul, Minnesota 55101  
Phone (612)296-2557

October 19, 1981

Gary D. Plotz, Clerk  
City Hall  
37 West Washington Avenue  
Hutchinson, Minnesota 55350

E. P. Gensmer, Clerk  
Hutchinson Township  
Route 1  
Hutchinson, Minnesota 55350

SUBJECT: Municipal Board Docket No. A-2456(OA)-17  
Date of Order: September 29, 1981  
Hutchinson City/Hutchinson Township

Dear City Clerk and Town Board Clerk:

In accordance with M.S. 414.01, Subdivision 14, as amended in Laws of 1980, the State Demographer estimates population as follows:

### Hutchinson City

Present population	9,325	(Source: 1980 Census previously adjusted)*
Annexed/detached area population	+5	
Adjusted population	9,330	

\*1980 Census population of 9,244 was increased by 72 population according to A-2456(OA)-15 and by 9 population according to A-2456(OA)-16.

### Hutchinson Township

Present population	1,018	(Source: 1980 Census previously adjusted)**
Annexed/detached area population	-5	
Adjusted population	1,013	

\*\*1980 Census population of 1,090 was decreased by 72 population according to A-2456(OA)-15.

If no comments or corrections are received within ten days, the adjusted populations will be effective as of the date of the Municipal Board Order.

Sincerely,

*R. Thomas Gillaspay*  
R. Thomas Gillaspay  
State Demographer

RTG:dlg

cc: Wallace O. Dahl, Department of Revenue  
Terrence A. Merritt, Municipal Board  
Gordon Fay, Department of Transportation  
Emil Anderson, Department of Commerce  
Donna Scott, Secretary of State's Office  
Lyle McNair, Department of Transportation

STATE OF MINNESOTA  
DEPARTMENT OF STATE  
FILED  
OCT 21 1981

*Jean Anderson Browne*  
Secretary of State

33638

An Equal Opportunity Employer

Phone: 296-2428



STATE OF MINNESOTA  
MUNICIPAL BOARD

Suite 165 Metro Square  
7th & Robert Streets  
St. Paul, Minnesota 55101

October 9, 1981

Deputy Secretary of State  
c/o Donna Scott  
State Office Building  
Saint Paul, Minnesota

RE: Municipal Board Docket Number A-2456(OA)-17 Hutchinson

Dear Mr. Winkler:

The subject order of the Minnesota Municipal Board makes the following changes in the population of the named units of government:

The population of City of Hutchinson

is increased by five persons

The population of Town of Hutchinson

is decreased by five persons

A new municipality named \_\_\_\_\_

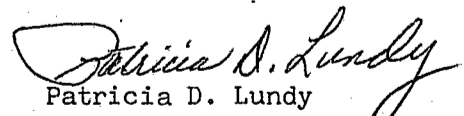
has been created with a population of \_\_\_\_\_

The \_\_\_\_\_

has been dissolved.

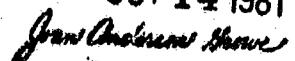
Official date of the Order September 29, 1981, effective September 29, 1981

C.C. Commissioner  
Department of Revenue  
c/o Wallace O. Dahl, Director  
Tax Research Division  
205 Centennial Building

  
Patricia D. Lundy  
Assistant Executive Director

R. Thomas Gillaspy, Ph.D.  
State Demographer  
101 Capitol Square Building

STATE OF MINNESOTA  
DEPARTMENT OF STATE  
FILED  
OCT 14 1981

  
Secretary of State

# 33638

O.D.

BEFORE THE MUNICIPAL BOARD  
OF THE STATE OF MINNESOTA

STATE OF MINNESOTA  
DEPARTMENT OF STATE  
**FILED**  
OCT 14 1981

*Jan Anderson Howe*  
Secretary of State

Robert J. Ferderer	Chairman
Robert W. Johnson	Vice Chairman
Kenneth Sette	Member
Milo Wacker	Ex-Officio Member
Larry Wendorff	Ex-Officio Member

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IN THE MATTER OF THE JOINT RESOLUTION )  
BETWEEN THE CITY OF HUTCHINSON AND )  
TOWN OF HUTCHINSON FOR THE ORDERLY )  
ANNEXATION OF CERTAIN LAND TO THE )  
CITY OF HUTCHINSON )

FINDINGS OF FACT,  
CONCLUSIONS OF LAW,  
AND ORDER

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The above-entitled matter came on for hearing before the Minnesota Municipal Board pursuant to Minnesota Statutes 414, as amended, on July 8, 1981, at Hutchinson City Hall, Hutchinson, Minnesota. The hearing was conducted by Terrence A. Merritt, Executive Director pursuant to Minnesota Statutes 414.01, Subd. 12. Also in attendance were County Commissioners Milo Wacker and Larry Wendorff, ex-officio members of the Board. The City of Hutchinson appeared by and through James H. Schaeffer, Assistant City Attorney. The Town of Hutchinson appeared by and through David Ondracek, Town Board Supervisor. Testimony was heard, and records and exhibits were received.

After due and careful consideration of all evidence, together with all records, files and proceedings, the Minnesota Municipal Board hereby makes and files the following Findings of Fact, Conclusions of Law and Order.

FINDINGS OF FACT

I. The joint resolution for orderly annexation was adopted by the City of Hutchinson and the Town of Hutchinson and duly accepted by the Minnesota Municipal Board.

II. A resolution was filed by one of the signatories to the joint resolution, the City of Hutchinson, on June 3rd, 1981 requesting annexation of certain property within the orderly annexation area. The resolution contained all the information required by statute including a description of the property subject to annexation which is as follows:

Tract 1

That part of Lots 7, 8 and 9 of Auditor's Plat of the S 1/2 of Section 50 and the N 1/2 of Section 31, Township 117 North, Rang. 29 West described as follows:

Beginning at the Northeast corner of Lot 8 of said Auditor's Plat; thence West along the North line of said Lot 8 to the Southeasterly right-of-way line of the public road, known as County Road No. 7; thence Southwesterly along said Southeasterly right-of-way line to the South line of Lot 8; thence West along the South line of Lot 8 and 9 to the Northwesterly right-of-way line of said County Road No. 7; thence

Northeasterly along said Northwesterly right-of-way line of County Road No. 7 to the East line of Lot 7, said line being the East line of the N 1/2 of Section 31; thence South along said East line to the point of beginning. Containing 0.42 acres and no population.

Tract 2

That part of Lot 3 of Auditor's Plat of the W 1/2 of Section 32, Township 117 North, Range 29 West, described as follows:

Commencing at the Southwest corner of said Lot 3, said corner being the West quarter corner of Section 32; thence North along the West line of Lot 3 to a point on the centerline of the public road, said road known as County Road No. 7, said point being the point of beginning; thence Northeasterly along the centerline of County Road No. 7, said centerline being the Northwesterly line of said Lot 3, to the North line of said Lot 3, thence East along said North line to a point 33 feet Southeasterly, as measured at right angles, to said road centerline; thence Southwesterly parallel to said centerline to the West line of Lot 3 (Section 32); thence North along said West line to the point of beginning. Containing 0.36 acres and no population.

Tract 3

That part of Lot 4 of Auditor's Plat of the W 1/2 of Section 32, Township 117 North, Range 29 West, described as follows:

Beginning at the Southwest corner of said Lot 4, said point being on the centerline of the public road, known as County Road No. 7; thence Northeasterly along the centerline of County Road No. 7, said line being the Northwesterly line of Lot 4, to the North line of Lot 4; thence East along said North line to the right-of-way line of County Road No. 7, said line being 33 feet Southeasterly of said centerline as measured at right angles to said centerline; thence Southwesterly along said right-of-way line and parallel to said centerline to the South line of Lot 4; thence West along said South line to the point of beginning. Containing 0.7 acres and no population.

Tract 4

Lot 2 of the Auditor's Plat of the West Half of Section 32, Township 117, Range 29. Containing 11 acres more or less, with population of 5 people.

- III. Due, timely and adequate legal notice of the hearing was published, served and filed.
- IV. The area subject to annexation is unincorporated, within the orderly annexation agreement area, approximately 11.9 acres in size, and abuts the City of Hutchinson by approximately 400 feet.
- V. The natural terrain of the area proposed for annexation is flat.
- VI. In 1980 the City of Hutchinson had a population of 9,244, in 1970 its population was 8,031.
- VII. The area proposed for annexation has a population of five.
- VIII. The Town of Hutchinson in 1980 had a population of 1,090 and in 1970 its population was 965.

IX. The City of Hutchinson has land in residential use, commercial use, industrial use, parks and open space, agricultural use, and institutional use.

X. The Town of Hutchinson has land in residential use, agricultural use, and institutional use.

XI. Approximately 11.4 acres of the area proposed for annexation is land on which a church, a school, and a parsonage site are located. The remaining land is either road right-of-way or vacant land.

XII. The property owner, Our Saviour's Lutheran Church, intends to build an addition on to the church and school which will include four classrooms, a gymnasium, and a commons area.

XIII. The City of Hutchinson has a zoning ordinance, a subdivision regulation, a comprehensive plan, an official map, a public works and capital improvements program, a fire code, a building inspector, and a planning commission.

The Town of Hutchinson has a zoning ordinance, an official map, and a building inspector.

XIV. The County of McLeod has a zoning ordinance, subdivision regulations, an official map, and planning commission.

XV. The present zoning of the annexation area and use thereof is consistent with the City of Hutchinson's comprehensive plan. If the area proposed for annexation is annexed, it would come in zoned R-2 within which zone, its present use is acceptable.

XVI. The area around the area proposed for annexation is presently agricultural in nature, and it is projected to remain so for some time.

XVII. The area within the City of Hutchinson adjacent to the annexation area is residential in nature.

XVIII. The area proposed for annexation is presently serviced by a county road.

XVIX. The annexation area includes all of the road right-of-way adjacent to the annexation area, so that jurisdiction thereof will be within the city, resulting in uniform application of laws and patrolling thereof.

XX. The city bus service will be available to the area proposed for annexation if annexed, thereby improving the transportation options available to the area.

XXI. The City of Hutchinson provides its residents with water, sewer, storm sewer, fire protection, police protection, street improvements, street maintenance, recreational opportunities and administrative services.

XXII. The Town of Hutchinson provides the area subject to annexation with fire protection under contract from the City of Hutchinson, police protection, and general street maintenance to the rest of the township though it does not need to maintain the county road.

XXIII. City water and sewer presently are located in the southwestern portion of the area proposed for annexation, and would be extended along the county road to service the remainder of the area proposed for annexation if the area is annexed.

XXIV. The mill levy for the Town of Hutchinson is 4.54, for the county is 26.19, for the City of Hutchinson is 36.08, for the school district is 40.45.

XXV. The assessed valuation of the church property proposed for annexation in 1980 was approximately \$392,266.00. The other half acre of the area proposed for annexation has an estimated market value of \$2,700.

XXVI. The area is located within School District #423 as is all of the City of Hutchinson.

XXVII. The area proposed for annexation is too small to incorporate into its own governmental unit.

XXVIII. Necessary governmental services could best be provided by annexation to the City of Hutchinson since it is the only adjacent municipality to the area proposed for annexation.

XXIX. The Town of Hutchinson does not intend to deliver water or sewer to the area proposed for annexation as the township does not have central water and sewer service.

XXX. The annexation is consistent with the joint resolution for orderly annexation between the Town of Hutchinson and the City of Hutchinson.

#### CONCLUSIONS OF LAW

I. The Minnesota Municipal Board duly acquired and now has jurisdiction of the within proceeding.

II. The area subject to annexation is now or is about to become urban or suburban in nature and the annexing municipality is capable of providing the services required by the area within a reasonable time.

III. The existing Township form of government is not adequate to protect the public health, safety and welfare of the area proposed for annexation.

IV. The annexation would be in the best interests of the area proposed for annexation.

V. The annexation is consistent with terms of the joint agreement.

VI. Five years will be required to effectively provide full municipal services to the annexed area, or to comply with the terms and conditions of the orderly annexation agreement as it relates to the mill levy step-up rate.

VII. An order should be issued by the Minnesota Municipal Board annexing the area described herein.

O R D E R

I. IT IS HEREBY ORDERED: That the property described herein situated in the County of McLeod, state of Minnesota be and the same is hereby annexed to the City of Hutchinson, Minnesota the same as if it had been originally made a part thereof:

Tract 1

That part of Lots 7, 8 and 9 of Auditor's Plat of the S 1/2 of Section 30 and the N 1/2 of Section 31, Township 117 North, Range 29 West described as follows:

Beginning at the Northeast corner of Lot 8 of said Auditor's Plat; thence West along the North line of said Lot 8 to the Southeasterly right-of-way line of the public road, known as County Road No. 7; thence Southwesterly along said Southeasterly right-of-way line to the South line of Lot 8; thence West along the South line of Lot 8 and 9 to the Northwesterly right-of-way line of said County Road No. 7; thence Northeasterly along said Northwesterly right-of-way line of County Road No. 7 to the East line of Lot 7, said line being the East line of the N 1/2 of Section 31; thence South along said East line to the point of beginning. Containing 0.42 acres and no population.

Tract 2

That part of Lot 3 of Auditor's Plat of the W 1/2 of Section 32, Township 117 North, Range 29 West, described as follows:

Commencing at the Southwest corner of said Lot 3, said corner being the West quarter corner of Section 32; thence North along the West line of Lot 3 to a point on the centerline of the public road, said road known as County Road No. 7, said point being the point of beginning; thence Northeasterly along the centerline of County Road No. 7, said centerline being the Northwesterly line of said Lot 3, to the North line of said Lot 3, thence East along said North line to a point 33 feet Southeasterly, as measured at right angles, to said road centerline; thence Southwesterly parallel to said centerline to the West line of Lot 3 (Section 32); thence North along said West line to the point of beginning. Containing 0.36 acres and no population.

Tract 3

That part of Lot 4 of Auditor's Plat of the W 1/2 of Section 32, Township 117 North, Range 29 West, described as follows:

Beginning at the Southwest corner of said Lot 4, said point being on the centerline of the public road, known as County Road No. 7; thence Northeasterly along the centerline of County Road No. 7, said line being the Northwesterly line of Lot 4, to the North line of Lot 4; thence East along said North line to the right-of-way line of County Road No. 7,

said line being 33 feet Southeasterly of said centerline as measured at right angles to said centerline; thence Southwesterly along said right-of-way line and parallel to said centerline to the South line of Lot 4; thence West along said South line to the point of beginning. Containing 0.7 acres and no population.

#33638  
0.7

Tract 4

Lot 2 of the Auditor's Plat of the West Half of Section 32, Township 117, Range 29. Containing 11 acres more or less, with population of 5 people.

II. IT IS FURTHER ORDERED: That the population of the City of Hutchinson has increased by five persons for all purposes until the next federal census.

III. IT IS FURTHER ORDERED: That the population of the Town of Hutchinson has decreased by five persons for all purposes until the next federal census.

IV. IT IS FURTHER ORDERED: That the mill levy of the City of Hutchinson and the property herein ordered annexed shall be increased in substantially equal proportions over a period of five years to equality with the mill levy of the property already within the city.

V. IT IS FURTHER ORDERED: That the effective date of this order is September 29, 1981.

Dated this 29th day of September, 1981

MINNESOTA MUNICIPAL BOARD  
165 Metro Square Building  
St. Paul, Minnesota 55101

*Terrence A. Merritt*

Terrence A. Merritt  
Executive Director



FINAL ORDINANCE AS  
APPROVED BY THE METROPOLITAN  
AIRPORTS COMMISSION  
Tuesday, September 22, 1981

MINNEAPOLIS-SAINT PAUL  
METROPOLITAN AIRPORTS COMMISSION

ORDINANCE NO. 50

An Ordinance to promote and conserve public safety, health, peace, convenience and welfare and to provide for the orderly availability of taxicab transportation at the airport, by regulating the operation of all vehicles used for public conveyance and providing for the licensing of taxicabs and taxicab drivers at Minneapolis-Saint Paul International Airport Wold-Chamberlain Field, a public airport under the operation, direction and control of the Minneapolis-Saint Paul Metropolitan Airports Commission, repealing Ordinance No. 43 and prescribing the penalties for the violation thereof.

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The Minneapolis-Saint Paul Metropolitan Airports Commission does ordain:

Section 1 - DEFINITIONS. The following words and phrases when used in this Ordinance shall have the meanings respectively ascribed to them in this section:

- 1.1 AIRPORT - Minneapolis-Saint Paul International Airport Wold-Chamberlain Field, a public airport under the supervision, operation, direction and control of the Minneapolis-Saint Paul Metropolitan Airports Commission, and located in the County of Hennepin and State of Minnesota.
- 1.2 AIRPORT DIRECTOR - The administrative officer and, for purposes of the licensing and control of taxicabs and enforcement of this Ordinance the agent of the Minneapolis-Saint Paul Metropolitan Airports Commission, in charge of Minneapolis-Saint Paul International Airport Wold-Chamberlain Field.
- 1.3 AIRPORT LIMOUSINE - Every motor vehicle designed and used under license from the Public Service Commission of the State of Minnesota to carry passengers for hire over predetermined routes between the Airport and predetermined termini in the cities of Minneapolis and Saint Paul.
- 1.4 BUS - Every motor vehicle except Airport Limousines designed for carrying more than 10 passengers and used for transportation of persons for compensation.

- 1.5 COMMISSION - The Minneapolis-Saint Paul Metropolitan Airports Commission, a public corporation organized and operating pursuant to Chapter 500, Laws of Minnesota 1943 and amendments thereto.
- 1.6 DRIVER - The person in operating control of a vehicle under this Ordinance.
- 1.7 FIRST UP STAND - That area designated as such by the Airport Director to be the place where a taxicab picks up passengers and baggage.
- 1.8 HEARING OFFICER - The Executive Director of the Commission or his designee who shall conduct hearings, hear evidence and make recommendations regarding suspension or revocation of Airport taxicab drivers' licenses or Airport taxicab vehicle licenses.
- 1.9 PERSON - The designation of "person" may extend and be applied to bodies politic and corporate and to partnership and other unincorporated associations.
- 1.10 PUBLIC PASSENGER TERMINAL AREA AND TERMINAL AREA - That area, designated as Congested District B which is bounded as follows: Commencing at the easterly corner of the new terminal area access road; thence northwesterly along the northeast boundary line of the new terminal area access road to the west corner of Western Airlines leased property in the new terminal area; thence northeasterly along the northwest boundary line of said leased property and along said line extended to the southwest edge of a southeasterly extension of the 29R-11L taxiway; thence along said extension along said taxiway northwesterly to an intersection with the southeast edge of 4-22 taxiway; thence southwesterly along the last mentioned line to an intersection with the northeasterly edge of 29L-11R taxiway; thence southeasterly along the last mentioned line to an intersection with a southwesterly extension of the northwest boundary line of the Northwest Airlines Main Base leased property; thence northeasterly along the last mentioned extension and boundary line to the north corner of said Northwest Airlines Main Base leased property; thence southeasterly along the northeast boundary line of the Northwest Airlines Main Base leased property, which is also the southwesterly boundary line of the new terminal area access road, to the southerly corner of said access road; thence northeasterly to the point of beginning, said area being designated on a Wold-Chamberlain Field

new administration area map on file in the office of the Airport Director.

- 1.11 SECOND UP STAND - That area designated by the Airport Director where a taxicab waits immediately before proceeding to the first up stand.
- 1.12 SOLICIT AND SOLICITATION - The act of requesting, offering and urging by any means the business of carrying passengers for hire in a vehicle for public conveyance, whether or not by the owner or driver of such vehicle and without limiting the foregoing any effort by use of voice, movement of body or by mechanical contrivance of whatever sort to call attention to the availability of a vehicle to carry a passenger, passengers or baggage for hire shall be considered as a solicitation and the doing of such acts as soliciting.
- 1.13 SIGNAL - Any device duly designed by Special Regulation of the Minneapolis-Saint Paul Metropolitan Airports Commission for calling up taxicabs from the taxistand at the Airport. Wherever in this Ordinance reference is made to the signalling up of a taxicab, other than by a starter or Airport Police Officer at the passenger loading area, it is intended that such signalling shall be by the aforesaid duly designated signalling device.
- 1.14 STARTER - Any person who, by Special Regulation, is designated by the Metropolitan Airports Commission to call up taxicabs from the taxistand to any point which is designated for the purpose of picking up passengers or baggage.
- 1.15 TAXICAB - Any motor vehicle carrying passengers for pay or hire upon public streets and upon the streets, avenues and roads of the Airport, equipped with a taximeter and subject to call on or upon such public streets and Airport streets, avenues or roads or from a garage or other established place of business.
- 1.16 TAXILINE - The area designated by the Airport Director as the waiting area for taxicabs to line up prior to being called up to pick up passengers or baggage at the airport.
- 1.17 TAXIMETER - Any instrument or device attached to a vehicle and designed to measure mechanically the distance travelled by such vehicle, to record the time said vehicle travels or is in waiting, and to indicate upon such record, by figure or designs, the fare to be charged.

1.18 VEHICLE - Every device in, upon or by which any person or property is or may be transported or drawn upon public streets and upon streets, avenues and roads within the Airport.

1.19 VEHICLE USED FOR PUBLIC CONVEYANCE AND VEHICLE FOR PUBLIC CONVEYANCE - Every vehicle used to carry persons or property for hire whether or not pursuant to schedule and whether or not along predetermined routes, and without limiting the foregoing for the purposes of this Ordinance, such vehicle shall include Airport Limousines, Buses, and Taxicabs.

Section 2 - TAXICAB DRIVER'S LICENSE. Driver's license required. Except as provided in Section 2.1 hereof no person shall drive a taxicab and no person, firm or co-partnership or corporation shall permit an employee to drive a taxicab within the limits of the terminal area unless he or she shall have first obtained therefor a driver's license under the provisions of this Ordinance and has said license in his/her possession at all times while operating in the terminal area.

2.1 Notwithstanding the provisions of Section 2 above, any taxicab licensed to operate in a city, village or other political subdivision of this or any other state may carry passengers from the place where so licensed onto the Airport and may freely be driven upon the streets, avenues and roads within the Airport for that purpose and it shall not be deemed necessary for the driver of such vehicle to procure a taxicab driver's license hereunder and pay the license fee, but neither the owner nor operator of such vehicle shall be permitted to pick up passengers and/or baggage within the terminal area at the Airport unless specifically called.

Section 3 - REQUIREMENTS FOR DRIVER'S LICENSE - Each applicant for a taxicab driver's license must comply with the following conditions of this section.

- 3.1 Must have obtained and have in good standing a State driver's license from the Board of Automobile Examiners of the State of Minnesota.
- 3.2 Be of the age of 18 years or over.
- 3.3 Be able to read and write the English language.
- 3.4 Be clean in dress and person and not addicted to the use of intoxicating liquors or drugs.

- 3.5 Fill out upon a blank form to be provided by the Commission a statement giving his full name, residence, place of residence for five (5) years previous to moving to his present address, age, height, color of eyes, and year and place of birth, place of previous employment, whether married or single, whether he has ever been convicted of a felony or misdemeanor, or prosecution pending for a felony, whether he has previously been licensed as a driver or chauffeur, and if so, when and where and whether this license has ever been revoked or suspended and for what cause, and any other pertinent data which may be required by the Cab Inspector, which statement shall be signed and sworn to by the applicant and filed with the Commission as a permanent record. All applications for license under the provisions of this section shall be investigated by the Chief of Police of the Airport or by any other person or officer designated by him, who shall endorse his recommendation thereupon and forward the same to the Airport Director provided, however, that a temporary license may be issued pending such investigation not to exceed thirty (30) days. Any applicant for a license under the provisions of this section who has been convicted of a felony within two (2) years of the date upon which application is filed may be granted a license by the Commission after consideration and upon recommendation of the Airport Director based upon the facts and circumstances relative to such conviction, and upon the report and recommendation of the Airport Police Department as to the character and conduct of such applicant subsequent to such conviction if the applicant shall furnish substantial evidence to the Airport Director and the Airport Police Department indicating substantial improvement in his character and conduct subsequent to such conviction, and PROVIDED that in the event that an applicant has a prosecution pending on a felony charge, the Airport Director may grant a temporary license during the pendency of such charge if the applicant shall furnish substantial evidence to the Airport Director indicating that such applicant will not constitute a danger to the persons or property of his passengers or the general public using Airport property and facilities during the pendency of such charge.
- 3.6 Every applicant for driver's license and every licensed driver of a taxicab who has filed with the Commission the form required by him by the preceding paragraph shall in every instance where he changes his residence address after the filing of such form, and as often as he changes his residence address, give notice in writing

to the Airport Police Department of such change in address within three (3) days of making such change. Also, a driver when changing cab companies must give written notice to the Airport Police Department. The driver's license shall be void if such written notice is not given within three (3) days. Notice required to be given pursuant to this Ordinance is sufficient if mailed to the last address filed with the Airport Police Department.

- 3.7 Photographs and fingerprints may be required of each applicant. The required photographs of each applicant shall be furnished by the Commission without any other charges than herein provided. The fingerprint record shall be as required by the Chief of Police. Each licensee shall exhibit his license for inspection upon demand by a policeman, taxicab starter or passenger.
- 3.8 If the Airport Director determines that false application has been made he shall deny such applicant a taxicab driver's license PROVIDED that such applicant may reapply at any time at least six (6) months after the false application has been made.

Section 4 - LICENSE FEE. Taxicab drivers' licenses shall be issued effective from date of issuance until suspended or revoked as hereinafter provided. The license fee for a taxicab driver shall be \$5.00 provided, however, that if a taxicab driver obtains and pays a fee for a taxicab driver's license in any municipality wherein the requirements for obtaining such license include at least the requirements enumerated in Section 3 above, the license fee for a Commission taxicab driver's license shall be waiver. Any fee due shall be paid at the time of filing of an application. There shall be an additional \$5.00 for all duplicate licenses.

- 4.1 A license card identifying the licensee by name and photograph and bearing the license number shall be issued, and it shall be inserted in a transparent license envelope furnished with the license.

Section 5 - SUSPENSIONS AND REVOCATIONS - TAXICAB DRIVERS' LICENSES. The Airport Police Department shall keep a complete record of each license issued to a driver and all renewals, suspensions and revocations thereof. Taxicab drivers' licenses shall be suspended for the following reasons:

- (a) Violation of this Ordinance by the driver.
- (b) Violation by the driver of any Ordinance of the Commission for which a criminal penalty may be imposed.

- (c) Violation by the driver while on Airport property of any law of the State of Minnesota or the United States for which a criminal penalty may be imposed.
- (d) If at any time after a license is issued the driver becomes unable to meet the requirements of Sections 3 through 3.9 of this Ordinance, his license shall be suspended.

5.1 The procedure for suspensions shall be as follows:

- (a) When any officer of the Airport Police Department whether of his own knowledge or otherwise has probable cause to believe that one or more grounds for suspension exist, he shall report to the Airport Director, in writing, giving him such relevant facts as he has concerning the grounds for suspension.
- (b) The Airport Director shall review the report of the Airport Police Officer and shall determine whether or not it sets forth facts sufficient to warrant a license suspension under Section 5 above. If the Airport Director finds that the report of the Airport Police Officer sets forth such facts as constitute grounds for a license suspension under Section 5 above, he shall notify the licensee of the facts constituting the grounds for suspension, the length of the suspension and the starting date of the suspension.
- (c) If the licensee believes that the facts set forth by the Airport Director are not true or that there are defenses to such facts, he may, within fifteen (15) days after the Airport Director has mailed the notice specified in Section 5.1(b), demand a hearing, such demand to be made to the Airport Director in writing.
- (d) If the licensee demands a hearing, the Airport Director shall so advise the Executive Director of the Commission or his designee, and the Executive Director or his designee shall set a time for such hearing, not more than fifteen (15) days after notification of the Airport Director by the licensee of his demand for a hearing. The Executive Director or his designee shall notify the licensee of the time and place of the hearing not less than five (5) days before the time set for the hearing.
- (e) The hearing shall be conducted by the Executive Director or his designee as hearing officer, shall be recorded by electrical or mechanical recorder or

by a qualified reporter and shall proceed as follows:

- (1) The Airport Director and/or the Airport Police Department may present evidence which tends to substantiate the facts constituting grounds for the proposed suspension.
  - (2) The licensee may appear in person, may be represented by counsel, may cross-examine Commission witnesses who are present, and may present any relevant evidence which he has relating to the facts constituting grounds for the proposed suspension.
  - (3) All testimony taken shall be taken under oath but both the Commission and the licensee may introduce testimony under oath in the form of sworn affidavits if witnesses are unavailable or refuse to appear in person.
  - (4) The hearing officer shall record the proceedings, shall hear the evidence and shall determine whether or not, by a preponderance of evidence, it has been established that cause exists so as to require suspension of the license under Section 5 of this Ordinance.
  - (5) The hearing officer shall advise the licensee and the Airport Director of his decision, either orally, on the record at the conclusion of the hearing or in writing mailed not later than the next business day following the hearing.
- 5.2 Suspension of any taxicab driver's license shall begin fifteen (15) days after the Airport Director sends notice of the proposed suspension to the licensee, PROVIDED that if the licensee demands a hearing, such suspension shall not be effective until after hearing officer has determined that cause exists so as to require suspension of the license under Section 5 of this Ordinance. In the event the hearing officer so determines, he shall stay the suspension at the request of the licensee for an additional period of fifteen (15) days, for purposes of allowing the licensee to seek such further redress as he deems appropriate.
- 5.3 The decision of the hearing officer constitutes the final administrative action of the Commission hereunder.
- 5.4 The first suspension of the taxicab driver's license of any person so licensed pursuant to this Ordinance shall be for a period of thirty (30) days.



- 5.5 After one suspension, the second violation of Section 5 above shall result in revocation of the taxicab driver's license. After a license has been revoked, the taxicab driver shall not be eligible to apply for another Airport taxicab driver's license for a period of two (2) years.

Section 6 - TAXICAB LICENSES. Except as provided in Section 6.1 hereof, no person shall operate a taxicab or shall permit any taxicab to be operated within the terminal area without having first obtained therefor a taxicab license under the provisions of this Ordinance.

- 6.1 Any taxicab licensed to operate in a city, village or other political subdivision of this or any other state may carry passengers from the place where so licensed onto the Airport and may freely enter and travel upon the streets, avenues and roads within the Airport for that purpose, and may receive passengers for carriage to said city, village or political subdivision where so licensed or to any city, village or other political subdivision which does not issue taxicab licenses and in such case it shall not be deemed necessary for the owner of such vehicle to procure a taxicab license and pay the license fee for such vehicle, but neither the owner nor operator of such vehicle shall be permitted to pick up passengers and/or baggage within the terminal area at the Airport unless specifically called for such purposes.
- 6.2 License shall be issued for each qualified vehicle for which application is made upon satisfactory fulfillment of the requirements, upon payment of the license fee and upon furnishing to and filing with the Commission satisfactory proof by way of fulfillment of the insurance or surety bond requirements as in this Ordinance.
- 6.3 All vehicles upon application for license or renewal of license shall be examined and inspected by a license inspector duly designated by the Commission for such purpose which inspection shall insure compliance with vehicle requirements as set forth in Sections 9.2 through 9.9. Such inspection by the Commission License Inspector may be waived by the Airport Director upon a showing by the owner of the vehicle that the vehicle for which license is sought has passed inspection and meets the vehicle standards of a city, village or other political subdivision of the State of Minnesota and that such standards are at least equal to those set forth in Sections 9.2 through 9.9 of this Ordinance.
- 6.4 Liability insurance required as to vehicle licensed pursuant to this Ordinance shall insure against personal injury in the amount of \$100,000 for each person and \$300,000 for each accident, and against property damage

in the amount of \$100,000 for each accident, and every policy shall be written by a company authorized to write such insurance in the State of Minnesota, shall contain a clause that the liability of the insurer shall not be affected by the insolvency or bankruptcy of the assured, and further obligating the insurer to give ten (10) days written notice to the Commission before any cancellation, addition or deletion of vehicles insured, or termination thereof earlier than its expiration date, and further providing for indemnity and security to the Commission against liability and responsibility for the acts of the owner, licensee or driver with permission, express or implied, of the owner or licensee of any vehicle covered thereby resulting in death or injuries to person or damage to property arising from negligence in the operation of such vehicle subject, however, to the limitations as to amount herein stated. Such insurance shall not include any limitation, condition or clause releasing the insurer or insurers thereon from liability, or excluding from coverage the vehicles mentioned, described or included therein when such vehicles are driven, used, operated or maintained while the driver or occupants thereof are intoxicated or engaged in the illicit transportation of liquor.

- 6.5 The taxicab license shall be in such form as the Commission shall prescribe and shall contain the name of the owner, make, passenger carrying capacity, year and model, serial number, and State license number. Each taxicab license shall be signed on behalf of the Commission by the Airport Director of the Airport and shall have stamped upon it a number to be selected by said Airport Director by which said license shall be designated and known, and there will be issued to licensee one decal bearing such license number. Such license shall permit the vehicle licensed thereunder to engage in service from the airport to one of the four service areas specified in Section 6.12 and from the airport to such other areas as are from time to time authorized by the Airport Director, the Taxicab Starter, or the Airport Police.
- 6.6 The license decals issued pursuant hereto, in form as prescribed by the Airport Director, shall at all times be affixed to the rear window of such vehicle so that the license number can clearly be read from outside the vehicle.
- 6.7 Licensee shall at all times keep in full force and effect liability insurance in amounts and as required by this section and shall immediately notify the Airport Director of the Airport whenever such insurance is cancelled, superseded or terminated in whole or in part.

- 6.8 The Airport Director of the Airport shall keep a register of the name of each person owning the vehicle licensed under this Ordinance together with the license number and the description, make and other descriptive data as to such vehicle. Such records shall be open to inspection of the public at all reasonable times.
- 6.9 Any licensee who defaces, removes or obliterates or who causes or permits to be defaced, removed or obliterated any official entry made upon his license or license decals shall in addition to other punishment imposed by this Ordinance have the license revoked by the Commission.
- 6.10 In lieu of the policy of insurance as required by Section 6.4 hereof applicant for license under this Ordinance may file with the Commission a surety bond issued by a surety company authorized to do business in the State of Minnesota in the sum of \$400,000 running to the Commission for the benefit of said Commission and of all persons who may suffer damages or injury to person or property arising out of ownership, operation, use or maintenance of any taxicab licensed hereunder, but, the liability on such bond is to be limited to \$100,000 for any one person injured or killed or whose property is damaged and further limited to \$300,000 on any one accident irrespective of the number of persons involved. Said bond shall be kept in full force and effect during the term of such license and shall carry continuing liability in the full amount thereof. Before said bond shall be cancelled, ten (10) days written notice shall be given the Commission. If, however, applicant for license has qualified as self-insured under Section 170.52, Minnesota Statutes, and filed with the Minneapolis-Saint Paul Metropolitan Airports Commission a certified copy or a duplicate original of his self-insurance certificate as issued by the State Commissioner of Highways, then and in that event no policy of insurance as prescribed by Section 6.4 hereof or surety bond as prescribed by this Section 6.10 shall be required to be filed with said Commission as long as such self-insurance certificate has not been cancelled.
- 6.11 Taxicab licenses shall be issued annually, renewable from year to year thereafter by June 1 of each year as hereinafter provided. The annual license fee for a taxicab shall be \$5.00 to be paid for each taxicab licensed. The fees shall be payable annually at time of issuance.

Section 7 - LICENSE - TRANSFER. No taxicab license issued under the provisions of this Ordinance may be assigned by the holder thereof to another.

Section 8 - LICENSE - RENEWAL AND REINSTATEMENT. Taxicab licenses may be renewed from year to year upon payment by the applicant of the annual fee as provided in this Ordinance and upon furnishing to the Airport Director of the Airport satisfactory evidence that the facts as set forth in the initial application of the applicant still have application thereto, that the vehicle has been examined and inspected by the city, village or other political subdivision by which it is licensed or holds permit for operation, or that it has been examined and inspected pursuant to Section 6.3 and that the insurance as required by this Ordinance is in full force and effect.

- 8.1 Where licensee's license has been revoked as provided in this Ordinance a new license will only be granted upon application to the Airport Director for such license and upon furnishing substantial evidence to the Airport Director of correction of the default or deficiency on the part of the licensee as a result of which license has been revoked and a period of two (2) years has passed since the date of the revocation, provided, however, that a new license is available under the restrictions imposed by Section 6.12.

Section 9 - VEHICLE REQUIREMENTS. No vehicle for public conveyance, whether or not licensed under this Ordinance, shall be operated for hire on or about and within the limits of the Airport unless it is found to comply with the provisions of this section.

- 9.1 Every vehicle for public conveyance shall be under permit or shall be licensed for operation for hire under a permit or license in good standing issued by a city, village or other political subdivision of the State of Minnesota or under permit from the State or Federal

Government and shall have passed examination and inspection by such other licensing or permit authority or as provided in Section 6.3 and have in effect license issued hereunder.

- 9.2 No vehicle license shall be issued for a taxicab which is of a model year more than five (5) years old.
- 9.3 Every taxicab shall be clean, of good appearance and well painted, shall be clearly marked to show the taxiline operated from, company telephone number, company taxi number and the name of the company operating the same, which company name and number shall be affixed to both sides of the vehicle in clearly contrasting letters which are clearly visible from 50 feet. The names of the taxilines shall be Minneapolis, St. Paul, Minneapolis Suburbs and St. Paul Suburbs. Each such taxicab shall be equipped with a lighted sign affixed to the top of the vehicle which clearly indicates that it is a taxicab or vehicle for public conveyance, except that any vehicle licensed at the effective date of this amendment shall not be required to have such a sign until its license is renewed.
- 9.4 Every vehicle for public conveyance shall have at least four doors and shall have a knob inside of each door by means of which the door may be easily opened from the inside. Each vehicle for public conveyance shall have sufficient capacity to carry at least four passengers and a reasonable amount of baggage, except that vehicles presently licensed shall be exempt from these requirements of this sentence.
- 9.5 All windows and windshields of vehicles for public conveyance shall be of shatterproof or nonshatterable glass.
- 9.6 Every vehicle for public conveyance shall be equipped with four-wheel brakes in good working condition.
- 9.7 Every vehicle for public conveyance shall be equipped with headlamps, turning lights and stop lights in good working condition.
- 9.8 Every vehicle for public conveyance shall carry all equipment required for motor vehicles by Chapter 169, Statutes of the State of Minnesota, and shall be in a thoroughly safe condition for the transportation of passengers and baggage.
- 9.9 Every taxicab shall be equipped with a taximeter in good working order equipped to measure the rate of fare which may legally be charged, and equipped with a light so

placed as to enable the passengers at all times to see the fare registered. No device shall be attached to the vehicle which is capable of altering the legal fare shown on the meter. The taximeter must be operating at all times when the taxicab is engaged.

9.10 Every taxicab shall have displayed on the inside a printed card plainly legible to persons seated therein, containing thereon the permit of city, village or other political subdivision pursuant to which it is operated or where licensed, the number of such license, and in addition, the license issued pursuant to this Ordinance, and the rate of fare authorized by the city, village or other political subdivision under which it is licensed or permitted to operate and no person owning, operating or controlling any taxicab shall charge other than that legal fare as shown on the meter, except when no rate of fare is authorized by such political subdivision, the legal rate of fare shall not exceed that authorized by the cities of Minneapolis or St. Paul, whichever is higher.

9.11 When any Airport Police Officer has reasonable grounds to believe that a vehicle licensed under this Ordinance is not in compliance with Sections 9 through 9.10 above, he may issue a repair ticket to such vehicle in substance to that reproduced in Section 9.12 hereafter. If the vehicle is not brought into compliance with Sections 9 through 9.10 within thirty (30) days after a repair ticket is issued, that vehicle license shall be revoked. After a repair ticket is issued the vehicle may continue to operate on Airport premises for a period of three (3) days except when the deficiency for which the ticket is issued is one or more of the following:

1. Nonfunctioning headlight(s).
2. Nonfunctioning taillight(s).
3. Unsafe tires, brakes or steering mechanism.
4. No meter or inaccurate meter.
5. No rate card or inaccurate rate card.

In the event that the deficiency is one or more of those five listed above, the vehicle shall not be operated on Airport premises until the deficiency for which a repair ticket is issued has been corrected. The licensee shall present the vehicle for inspection to any member of the Airport Police Department.

Failure to comply with the provisions of Sections 9 through 9.11 of this Ordinance shall be cause for revocation of this vehicle license issued pursuant to this Ordinance. The procedure for revocation of a taxicab license for violation of this section shall be the same as that in Section 5.1 above except that revocation shall be for a period of one (1) year and shall be imposed upon the first offense.

**9.12 AIRPORT TAXI REPAIR TICKET**

Mn. Lic # \_\_\_\_\_ Drivers \_\_\_\_\_  
Make \_\_\_\_\_ Model \_\_\_\_\_ Color \_\_\_\_\_ Name \_\_\_\_\_  
MAC Taxi Lc. \_\_\_\_\_ Taxi Co. \_\_\_\_\_ Address \_\_\_\_\_  
Mo. \_\_\_\_\_ Day \_\_\_\_\_ Year \_\_\_\_\_ Time \_\_\_\_\_ M. City \_\_\_\_\_ DOB: \_\_\_\_\_  
Violation No. \_\_\_\_\_ Place \_\_\_\_\_ MAC D.L.# \_\_\_\_\_ Mn. D.L.# \_\_\_\_\_  
VIOLATION DESCRIPTION: \_\_\_\_\_

Failure to comply with the below provisions may result in suspension of your MAC License. Badge No. \_\_\_\_\_

\*This Vehicle may continue to operate at the Airport if the above deficiency is repaired and inspected by an Airport Police Officer within three (3) calendar days.

\*This Vehicle MAY NOT operate at the Airport until the above deficiency is repaired and inspected by an Airport Police Officer within three (3) calendar days. (Unsafe tires, brakes or steering, nonfunctioning headlight(s) or taillight(s), no rate card or inaccurate rate card, no meter or inaccurate meter).

INSPECTED BY \_\_\_\_\_ REPAIRS O.K.'D \_\_\_\_\_ YES \_\_\_\_\_ NO \_\_\_\_\_ DATE \_\_\_\_\_  
TIME \_\_\_\_\_

**Section 10 - CALL UP FEE.**

In addition to the license fee, a call up fee in the amount of fifty (50) cents shall be charged for each pick up of passengers or baggage in the terminal area. The call up fee shall be collected at such time and in such manner as the Airport Director, may direct. the amount of the fee may be adjusted from time to time by the Airport Director so as to recover approximately the costs associated with the taxicab starter system. The action of the Airport Director in adjusting the fee will be deemed to be an act of the Commission and any person aggrieved by such act may petition the Commission for reconsideration pursuant to Minn. Stat. 473.608, Subd. 17(6). Such fee may be collected by the driver from his passenger, provided, however, that in the event that there is more than one passenger, the driver may collect only one such fee that from the first passenger employing the taxicab.

Section 11 - OPERATION OF VEHICLES FOR PUBLIC CONVEYANCE. The operation of vehicles for public conveyance on or about or within the limits of the Airport shall be subject to the provisions of this section.

11.1 No person shall solicit the business of carrying passengers for hire in any vehicle for public conveyance, but the fact that a vehicle displays a mechanical device to indicate that such vehicle is not engaged shall not be considered as solicitation. No vehicle for public conveyance shall be driven within the limits of the Airport for the purpose of soliciting the carrying of passengers for hire. No person shall lay hands upon the person or baggage of any person without the express consent of such person or obstruct the movement of any person or follow any person for the purpose of soliciting patronage.

11.2 Within the public passenger terminal area at the Airport there shall be taxilines, the location and number of such lines to be as from time to time established by the Commission. Said taxilines to be for use by taxicabs of the various municipalities serving the Airport. Each taxicab, except as hereinafter provided, upon entering the terminal area or immediately upon unloading passengers and/or baggage therein, shall proceed to the taxiline, taking its place at the rear of the line of taxicabs stationed in its taxiline, or otherwise the taxicab shall leave the terminal area. Each taxicab, except as hereinafter provided, shall maintain its place in its taxiline and shall not depart therefrom to pick up passengers and/or baggage until such taxicab arrives at the head of its line and is signalled to pick up passengers and/or baggage. Taxicabs shall respond to signals or call up by starter or police officer at the passenger loading area in order. The foregoing shall not be construed to prevent, and the following shall not be a violation of this section:

(a) Taxicabs, where at the terminal areas in answer to the call of specific passengers, or where under hire to a waiting load, shall first pay such call up fee as has been established by the Commission and shall immediately report to the starter who shall assign them a place to park separate from the taxiline where such taxicabs shall remain, there to await their passengers and/or baggage or in the event that no starter is on duty shall report directly to the special call area designated by the Airport Director. Taxicabs licensed pursuant to this Ordinance shall only be permitted to pick up



passengers and baggage at the special call area if the destination of such passengers and baggage is a city, village or other political subdivision where such taxicab is licensed or where such taxicab is permitted to pickup passengers and baggage regularly without a license.

- (b) Taxicabs, where operating in fulfillment of written contracts with airlines for (i) delivery of mishandled baggage, (ii) flight crew transportation, (iii) transportation of employees incurring occupational injuries, or (iv) transportation of mechanics and parts between hangars may proceed as directed to pick up their passengers and/or baggage, whether or not in the taxiline;
- (c) Taxicabs may depart at any time from the taxiline to leave the terminal area;
- (d) Taxicabs may load passengers and/or baggage at the taxiline and depart therefrom although not at the head of the line where the services of such taxicabs are specifically requested by a passenger or passengers.
- (e) Taxicabs, where called from the head of a taxiline in response to a false signal, may return to their position at the head of their taxiline.

11.3 In order to facilitate the operation of picking up of passengers and/or baggage within the terminal area as provided in this Section 11, the Commission may hire a starter or starters, whose general duties shall include:

- (a) The calling up of taxicabs for passengers and/or baggage from the taxiline or elsewhere;
- (b) General supervision over the taxiline area and the pick up and discharge of passengers and/or baggage;
- (c) General supervision over compliance with this Ordinance by refusing passengers and/or baggage to vehicles or drivers in violation thereof and/or reporting violations to the Airport Director;
- (d) Supervising the operation of the mechanical coin receptacle at the head of the taxiline, policing payments of the taxicab call up fees and reporting to the Airport Director on the operation of the mechanical coin receptacle and as to failures of taxicab drivers to pay such call up fees.

- 11.4 Starters employed to control taxicab operations at the Airport shall control such operations fairly and without favoritism for or discrimination against taxicab operators and drivers.
- 11.5 For such periods by the day or night as a starter is not on duty the Commission, by Special Regulation, will continue the use of the present signalling device for the calling up of taxicabs from the taxiline. During such time as a starter is not on duty an appropriate sign to this effect shall be posted at the signalling devices at the front of the terminal building and at the front of the taxiline, and no fee shall be charged for the picking up of passengers and/or baggage as required in Section 10 hereof.
- 11.6 It shall be unlawful for any person to use the duly designated taxicab call up signal or to activate the same unless required to call a taxicab from the taxiline to pick up a passenger, passengers or baggage, and it shall be unlawful to injure, deface, tamper with or wilfully break or impair the usefulness of the taxicab call up signalling device or the mechanical coin receptacle.
- 11.7 Every person, firm, partnership or association to whom a taxicab license or licenses have been issued pursuant hereto shall be on call to pick up passengers and/or baggage at the Airport twenty-four (24) hours in each day, except that the paragraph shall not apply to persons, firms, partnerships or associations owning or leasing less than three (3) taxicabs. Any licensee of a taxicab license issued by the Commission may voluntarily suspend such license each year for one period of time not to exceed ninety (90) days any license year. During such period of suspension the licensed vehicle shall not be required to carry insurance nor bond as required by this Ordinance but such vehicle shall not for any purpose enter upon airport property while the license is suspended. Written notice of voluntary suspension shall be given to the Airport Police at least ten (10) days prior to the start of the proposed suspension.
- 11.8 No driver of a taxicab shall refuse or neglect to convey any orderly person or persons and their reasonable baggage upon request to their destination.
- 11.9 In no case shall more than one fare be charged, regardless of the number of passengers, except during times when multiple loading is permitted by this Ordinance. When multiple loading is permitted, a separate fare may be charged for each of such passengers, providing such passengers are not members of

one family group associated together for transportation from place to place, or are not associated together in a common enterprise for transportation from place to place in a taxicab, and provided further that no delay is caused to any waiting passenger. Any waiting passenger may command the cab's immediate departure, and no such passenger shall be required to pay for any more circuitous route than the shortest distance between the point of loading and such passenger's destination. Multiple loading shall be allowed only when there are no other cabs available or when the Airport Director, Airport Police Department, or Taxicab Starter permit such multiple loading because of weather emergencies or extremely heavy passenger traffic. In such cases a member of the Airport Police Department may act as a starter.

- 11.10 No person owning or driving or operating a taxicab shall deceive by trick or device any passenger who may ride in such vehicle or who may desire to ride in any such vehicle as to his destination or the rate of fare to be charged which shall not exceed the posted schedule of rates of fare in his taxicab, nor shall he convey such passenger or cause such passenger to be conveyed to a place other than that directed by him by the most direct route or by such other route as he is directed by the passenger.
- 11.11 It shall be unlawful for any driver of a vehicle for public conveyance to scuffle or crowd about or interfere with any other driver with whom any person is negotiating or inquiring about the transportation of persons or baggage. Drivers in the second up stand shall remain near their cabs and not where first up drivers are negotiating with passengers until called up by the starter. No driver of a taxicab picking up passengers at the Airport shall permit riders other than fare paying passengers and those accompanying them to ride in his taxicab along with such fare paying passengers. Notwithstanding the foregoing, authorized supervisory personnel may accompany the driver with the consent of the passengers if the taxicab vehicle licensee keeps on file with the starter a list of supervisory personnel authorized to supervise such drivers. No driver may be accompanied by supervising personnel for more than two (2) days in any license year.
- 11.12 No driver of a vehicle for public conveyance while on duty at the Airport shall be under the influence of an alcoholic beverage or narcotic drug.
- 11.13 It shall be unlawful for any driver of a vehicle for public conveyance knowingly and wilfully to use such

vehicle or permit the same to be used for the purpose of transporting nonintoxicating or intoxicating liquor without the owner of such liquor or his agent other than the driver of the vehicle occupying such vehicle and having charge of such liquor; and it shall be unlawful for any driver of a vehicle for public conveyance to knowingly and wilfully use such vehicle or permit the same to be used for the transportation of narcotics in violation of law.

11.14 It shall be unlawful for the driver of any vehicle for public conveyance to permit any person to occupy or use such vehicle for the purpose of prostitution, lewdness or assignation, and it shall be unlawful for the driver of any such vehicle to direct or offer to direct any person to any place or person for the purpose of prostitution, lewdness or assignation, or to transport any person to any building, place or other person with knowledge or reasonable cause to know that the purpose of such transportation is prostitution, lewdness or assignation.

11.15 No person shall wilfully refuse to obey or to comply with any lawful order or direction of the starter or of any peace officer invested by law with authority to direct, control or regulate traffic.

11.16 Every licensee hereunder and every driver of a vehicle for public conveyance shall observe and obey all pertinent rules, regulations and ordinances of the Commission controlling the use and operation of vehicles and controlling conduct and activities of persons on or about lands and properties owned by or under the supervision and control of the Commission.

11.17 Every driver of a taxicab shall keep a tripsheet upon which shall be noted the starting point and time and termination and time of each trip of such taxicab, the amount of fare charged, and the driver's name and number, which sheet shall be filed with and as a part of the record of the licensee not later than twenty-four (24) hours after the termination of each single day's work by the driver of the taxicab, and the tripsheet shall be open to inspection by the police officers of the Commission. Each licensee shall preserve for a period of one (1) year and submit upon request any information contained in the driver's tripsheets to the Airport Director of the Airport. Failure to so make and keep such tripsheet or the falsification of such tripsheet shall constitute a violation of the Ordinance. Tripsheets shall be completed after each run and the tripsheets for the last seven (7) days shall be kept

with the driver in the vehicle except where the driver is required to file such tripsheets with his employer.

11.18 Drivers with vehicles in the taxiline shall not engage in gambling, game playing or other social or business pursuits and shall remain in or near their vehicles unless it is necessary to leave them. In the event that a vehicle is left unattended creating a gap in the taxiline, the following vehicle(s) shall go around such unattended vehicle and precede it in the taxiline so as not to leave a gap in the taxiline.

Section 12 - ILLEGAL ACTS OF PASSENGERS. Unless the licensee of said taxicab has voluntarily extended credit to the person hiring, renting or using such vehicle, no person shall refuse or neglect to pay for the service, rent or hire of any taxicab licensed under this Ordinance upon discharging or renting the same, with the intent to defraud the licensee or driver of said taxicab; and no persons shall obtain the service, hire, possession or use of any taxicab by color or aid of a false representation, pretense, token or writing, or obtain credit for such services, hire, possession or use by color or aid of any false fraudulent representation, pretense or token or writing, or, having hired any such taxicab shall recklessly, wilfully, wantonly or by gross negligence injure or destroy or allow or permit the same or any part thereof to be injured or destroyed.

Section 13 - TAXICAB LICENSE - REVOCATION. In addition to penalties hereunder for Ordinance violations, taxicab licenses may be revoked by the Airport Director at any time for cause subject to licensee's right to a hearing using the same hearing procedures as those contained in Section 5.1 above, except that the revocation shall take effect immediately upon notification by the Airport Director to the licensee of the facts and circumstances constituting the grounds for the revocation, if the grounds for revocation involve inadequate insurance coverage, failure to maintain the proper evidence of the required insurance coverage, unsafe vehicle, or any other grounds for revocation which constitute an immediate threat to the safety, comfort and convenience of the travelling public. If the grounds for revocation do not require such immediate action, the proposed revocation shall be stayed as in Section 5.1 above. A licensee whose license(s) has(ve) been revoked shall be eligible to apply for (a) new vehicle license(s) as follows:

- (a) In the event that one license of the licensee is revoked, a new license for such vehicle shall not be issued for a period of two (2) years from the date of revocation but the licensee may obtain licenses for other vehicles as otherwise permitted by this Ordinance.

- (b) In the event that all licenses of a licensee are revoked, such licensee shall not be granted a new license for a period of two (2) years from the date of revocation, on the vehicles from which the licenses are revoked or for any other vehicles.

Without intending limitation as to cause, the following shall be cause for revocation as hereinafter stated in this section:

- 13.1 Taxicab licenses shall be revoked upon it appearing that any licensee of a taxicab shall have failed to pay for damage to person or property resulting from the negligent operation, use or defective condition of such taxicab within ninety (90) days after time to appeal has expired from any judgment against said licensee there being no appeal taken from such judgment; and in case an appeal is taken if licensee shall, within ninety (90) days after the termination of such appeal, fail to pay any such judgment, a license will not be reinstated or a new license issued to the judgment debtor while any such judgment remains unsatisfied.
- 13.2 Where the licensee fails at all times to maintain on file with the Commission evidence of maintenance of policies of liability insurance or surety bond required by this Ordinance, such failure shall constitute cause for revocation of and Airport Director shall revoke all taxicab licenses issued to licensee pursuant to this Ordinance.
- 13.3 Where a license of an individual driver has been revoked, that driver shall not operate any vehicle used for public conveyance for the purpose of picking up passengers and/or baggage within the terminal area at the Airport without first obtaining a reinstatement of his license or dismissal of the revocation order.
- 13.4 Where a licensed owner allows or permits other than a driver who is properly licensed in accordance with this Ordinance to operate his vehicle such conduct shall be cause for revocation of the owner's license.
- 13.5 Where a licensee of an airport taxicab license violates or permits driver(s) of his licensed vehicle(s) to violate this Ordinance.
- 13.6 Except for the provisions in Section 13.2 above, where a taxicab licensee has more than one license, only the license(s) involved in the conduct giving rise to the cause for revocation shall be revoked unless the conduct giving rise to the cause for revocation involves conduct or policies involving all of the vehicles of the licensee, in which case all of his taxicab licenses shall be revoked.