

MAINE STATE LEGISLATURE

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SMY
ROOS

Report B

Date: 5/4/17

L.D. 1010

(Filing No. H-124)

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TRANSPORTATION

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**STATE OF MAINE
HOUSE OF REPRESENTATIVES
128TH LEGISLATURE
FIRST REGULAR SESSION**

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COMMITTEE AMENDMENT "B" to H.P. 711, L.D. 1010, Bill, "An Act To Allow for the Regulation of Transportation Network Companies at Airports by Municipalities"

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Amend the bill by striking out the title and substituting the following:

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'An Act Relating to Transportation Network Company Fees at Primary Airports'

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Amend the bill in the emergency preamble by striking out all of the 3rd paragraph (page 1, lines 5 and 6 in L.D.) and inserting the following:

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'Whereas, this legislation allows a primary airport as designated by the Federal Aviation Administration that annually has at least 20,000 enplaned passengers to charge transportation network companies reasonable fees; and'

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Amend the bill by striking out all of section 1 and inserting the following:

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'Sec. 1. 29-A MRSA §1677, as enacted by PL 2015, c. 279, §2, is amended to read:

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§1677. Municipal action

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Notwithstanding any other provision of law, a municipality or other political subdivision may not adopt an ordinance, regulation or procedure governing the operations of a transportation network company, driver or motor vehicle used by a transportation network company driver to provide a prearranged ride or impose a tax or fee on or require a license for a transportation network company, driver or motor vehicle used by a transportation network company driver to provide a prearranged ride, except that a primary airport as designated by the Federal Aviation Administration that annually has at least 20,000 enplaned passengers may charge a transportation network company reasonable pick-up fees consistent with fees charged to other reserved transportation providers at the airport and may negotiate and enter into an operating agreement with a transportation network company.

ROFS

COMMITTEE AMENDMENT "B" to H.P. 711, L.D. 1010

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SUMMARY

This amendment, which is one of 2 minority reports, removes the provisions of the bill and instead provides that a primary airport as designated by the Federal Aviation Administration that annually has at least 20,000 enplaned passengers may charge a transportation network company reasonable pick-up fees consistent with fees charged to other reserved transportation providers at the airport and may negotiate and enter into an operating agreement with a transportation network company.