



Substitute Senate Bill No. 924

Public Act No. 19-119

AN ACT CONCERNING MOTOR VEHICLE REGISTRATION NOTICE, THE INTERNATIONAL REGISTRATION PLAN, CARRIERS, SCHOOL BUSES, THE MEDICAL ADVISORY BOARD, RESERVED PARKING SPACES, AUTONOMOUS VEHICLES AND OTHER MOTOR VEHICLE STATUTES.

Be it enacted by the Senate and House of Representatives in General Assembly convened:

Section 1. Subsection (a) of section 14-22 of the general statutes is repealed and the following is substituted in lieu thereof (*Effective July 1, 2019*):

(a) A motor vehicle registration issued pursuant to this chapter shall expire in accordance with schedules established by the commissioner. If the expiration date of the registration of the motor vehicle, except the registration of a motor vehicle used to transport passengers for hire, falls on any day when the offices of the commissioner are closed for business, the registration shall be deemed valid for the operation of the motor vehicle until midnight of the next day on which the offices of the commissioner are open for business. The commissioner shall prescribe the date and manner of renewing registrations. Not less than thirty days prior to the expiration of any valid registration, the department shall send or transmit, in such manner as the commissioner determines, an application for renewal to the registrant. In the case of a motor vehicle registered to a leasing company licensed pursuant to

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section 14-15, the department may send or transmit, in such manner as the commissioner determines, an application for renewal of a leased vehicle to the lessee of such vehicle. If a registrant is prohibited from renewing a registration for failing to comply with one or more provisions of law or owes fines or fees to the department related to any motor vehicle owned or leased by the registrant or pursuant to subsection (f) of section 14-50, the department may send or transmit, in lieu of a renewal application, a notice that (1) describes the compliance issue or the type and amount of any fee or fine owed, and (2) states that the registrant's registration will not be renewed until the compliance issue is resolved or the fee or fine is paid in full. The commissioner shall not be required to send or transmit a registrant's or lessee's application or notice by mail if the United States Postal Service has determined that mail is undeliverable to such person at the address for such person that is in the records of the department. Except for the processing of such application at an official emissions inspection station as provided in subsection (b) of this section or by telephone as provided in subsection (c) of this section, the commissioner may require that the application be returned electronically or by mail in order to be processed and approved, with only such exceptions, on a hardship basis, as shall be established by the commissioner in regulations adopted pursuant to chapter 54.

Sec. 2. Section 14-28 of the general statutes is repealed and the following is substituted in lieu thereof (*Effective July 1, 2019*):

For a fee of [six] seven dollars, the commissioner may furnish to each holder of a livery or taxicab registration an additional passenger motor vehicle number plate or set of number plates in accordance with the provisions of subsection (a) of section 14-21b to be used on [such vehicle] the motor vehicle in livery service or taxicab when not engaged in public service business, [On and after July 1, 1992, the fee shall be seven dollars] provided such vehicle or taxicab meets the

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criteria for registration as a passenger vehicle under the provisions of this chapter.

Sec. 3. Section 14-34a of the general statutes is repealed and the following is substituted in lieu thereof (*Effective July 1, 2019*):

(a) The Commissioner of Motor Vehicles is authorized to enter into reciprocal agreements or plans on behalf of the state of Connecticut with the appropriate authorities of any of the states, territories or possessions of the United States, the District of Columbia, or any state or province of any country providing for the registration of commercial vehicles on an apportionment or allocation basis, and may, in the exercise of this authority, enter into and become a member of the International Registration Plan developed by the American Association of Motor Vehicle Administrators. Any such reciprocal agreement or plan may provide for, but shall not be limited to, the following: (1) Full reciprocity in accordance with such agreement or plan for commercial vehicles not based in Connecticut, operated solely in interstate commerce and of specified types or gross or unladen weights, in exchange for equivalent reciprocity for Connecticut based commercial vehicles; (2) reciprocal exchange of audits of records of the owners of such commercial vehicles by the states participating in any such agreement or plan; and (3) any other matters which would facilitate the administration of such agreement or plan, including exchange of information for audits, enforcement activities and collection and disbursement of proportional registration fees for other jurisdictions in the case of Connecticut based commercial vehicles.

(b) Any [reciprocity] reciprocal agreement, arrangement or declaration relating to commercial vehicles in effect between this state and any jurisdiction not a party to such reciprocal agreement or plan, or which relates to any matters not covered in such reciprocal agreement or plan shall continue in force and effect until specifically amended or revoked as provided by law.

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(c) Notwithstanding any such agreement or plan, (1) any such commercial vehicle garaged at any fixed location or which leaves from and returns to one or more points within this state in the normal course of operations, shall be taxable in this state as personal property in the town where such vehicle is garaged; (2) registration shall be denied to any such vehicle if any personal property taxes are unpaid with respect to such vehicle, as provided in section 14-33; and (3) any such vehicle based in this state shall be subject to the provisions of sections 14-12, 14-15, 14-15a, 14-16a and chapter 247.

(d) At such time as the state of Connecticut may enter into and become a member of the International Registration Plan pursuant to subsection (a) of this section, the provisions of [said] the plan, as it may be amended from time to time, which are concerned with the registration of any vehicle or the fees which relate to any such registration shall control whenever any special act or any provision of the general statutes, except subsection (c) of this section, conflicts with any provision of [said] the plan. A copy of the plan, as it may be amended from time to time, shall be maintained on file by the Commissioner of Motor Vehicles at the main office of the department, and shall be available for public inspection.

(e) If the International Registration Plan is entered into by this state pursuant to subsection (a) of this section and the plan requires that a member jurisdiction accept registration or other documents under the plan in electronic format, the registrant may show a legible electronic image of such registration or document to any person who is required or authorized, in connection with such person's employment, to view such registration or document. If a registrant presents such registration or document by displaying an electronic image on a cellular mobile telephone or other electronic device, such person may not view, and offering such display shall not be construed to be consent for such person to view, any content on such telephone or electronic device

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other than such registration or document. No person who is required or authorized to view registrations or documents under the plan shall be liable for any damage to, or destruction of, a cellular mobile telephone or other electronic device provided to such person for the purpose of displaying an electronic image of a registration or document.

[(e)] (f) Any commercial vehicle that is required to be registered in another jurisdiction shall not operate on any highway of the state without being so registered. Any commercial vehicle that is registered in any other jurisdiction and is eligible for registration on an apportionment basis shall not be operated on any highway without such registration or a seventy-two-hour trip permit registration issued by the commissioner. Any person who owns any motor vehicle operated in violation of this subsection shall be fined five hundred dollars for the first offense, and for each subsequent offense, not less than one thousand dollars nor more than two thousand dollars, except if the motor vehicle has a gross vehicle weight rating of more than sixty thousand pounds, such owner shall be fined one thousand dollars for the first offense, and for each subsequent offense, not less than two thousand dollars nor more than four thousand dollars.

Sec. 4. Subsection (b) of section 51-164n of the general statutes is repealed and the following is substituted in lieu thereof (*Effective July 1, 2019*):

(b) Notwithstanding any provision of the general statutes, any person who is alleged to have committed (1) a violation under the provisions of section 1-9, 1-10, 1-11, 4b-13, 7-13, 7-14, 7-35, 7-41, 7-83, 7-283, 7-325, 7-393, 8-12, 8-25, 8-27, 9-63, 9-322, 9-350, 10-193, 10-197, 10-198, 10-230, 10-251, 10-254, 12-52, 12-170aa, 12-292, 12-314b or 12-326g, subdivision (4) of section 12-408, subdivision (3), (5) or (6) of section 12-411, section 12-435c, 12-476a, 12-476b, 12-487, 13a-71, 13a-107, 13a-113, 13a-114, 13a-115, 13a-117b, 13a-123, 13a-124, 13a-139, 13a-140, 13a-

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143b, 13a-247 or 13a-253, subsection (f) of section 13b-42, section 13b-90, 13b-221, 13b-292, 13b-336, 13b-337, 13b-338, 13b-410a, 13b-410b or 13b-410c, subsection (a), (b) or (c) of section 13b-412, section 13b-414, subsection (d) of section 14-12, section 14-20a or 14-27a, subsection [(e)] (f) of section 14-34a, as amended by this act, subsection (d) of section 14-35, section 14-43, 14-49, 14-50a or 14-58, subsection (b) of section 14-66, section 14-66a or 14-67a, subsection (g) of section 14-80, subsection (f) of section 14-80h, section 14-97a, 14-100b, 14-103a, 14-106a, 14-106c, 14-146, 14-152, 14-153 or 14-163b, a first violation as specified in subsection (f) of section 14-164i, section 14-219 as specified in subsection (e) of said section, subdivision (1) of section 14-223a, section 14-240, 14-250 or 14-253a, as amended by this act, subsection (a) of section 14-261a, section 14-262, 14-264, 14-267a, 14-269, 14-270, 14-275a, 14-278 or 14-279, subsection (e) or (h) of section 14-283, section 14-291, 14-293b, 14-296aa, as amended by this act, 14-300, 14-300d, 14-319, 14-320, 14-321, 14-325a, 14-326, 14-330 or 14-332a, subdivision (1), (2) or (3) of section 14-386a, section 15-25 or 15-33, subdivision (1) of section 15-97, subsection (a) of section 15-115, section 16-44, 16-256e, 16a-15 or 16a-22, subsection (a) or (b) of section 16a-22h, section 17a-24, 17a-145, 17a-149, 17a-152, 17a-465, 17b-124, 17b-131, 17b-137, 19a-30, 19a-33, 19a-39 or 19a-87, subsection (b) of section 19a-87a, section 19a-91, 19a-105, 19a-107, 19a-113, 19a-215, 19a-219, 19a-222, 19a-224, 19a-286, 19a-287, 19a-297, 19a-301, 19a-309, 19a-335, 19a-336, 19a-338, 19a-339, 19a-340, 19a-425, 19a-502, 20-7a, 20-14, 20-158, 20-231, 20-249, 20-257, 20-265, 20-324e, 20-341l, 20-366, 20-597, 20-608, 20-610, 21-1, 21-38, 21-39, 21-43, 21-47, 21-48, 21-63 or 21-76a, subsection (c) of section 21a-2, subdivision (1) of section 21a-19, section 21a-21, subdivision (1) of subsection (b) of section 21a-25, section 21a-26 or 21a-30, subsection (a) of section 21a-37, section 21a-46, 21a-61, 21a-63 or 21a-77, subsection (b) of section 21a-79, section 21a-85 or 21a-154, subdivision (1) of subsection (a) of section 21a-159, subsection (a) of section 21a-279a, section 22-12b, 22-13, 22-14, 22-15, 22-16, 22-26g, 22-29, 22-34, 22-35, 22-36, 22-38, 22-39, 22-39a, 22-39b, 22-39c, 22-39d, 22-39e, 22-49 or 22-54,

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subsection (d) of section 22-84, section 22-89, 22-90, 22-98, 22-99, 22-100, 22-111o, 22-167, 22-279, 22-280a, 22-318a, 22-320h, 22-324a, 22-326 or 22-342, subsection (b), (e) or (f) of section 22-344, section 22-359, 22-366, 22-391, 22-413, 22-414, 22-415, 22a-66a or 22a-246, subsection (a) of section 22a-250, subsection (e) of section 22a-256h, section 22a-363 or 22a-381d, subsections (c) and (d) of section 22a-381e, section 22a-449, 22a-461, 23-37, 23-38, 23-46 or 23-61b, subsection (a) or subdivision (1) of subsection (c) of section 23-65, section 25-37 or 25-40, subsection (a) of section 25-43, section 25-43d, 25-135, 26-18, 26-19, 26-21, 26-31, 26-40, 26-40a, 26-42, 26-49, 26-54, 26-55, 26-56, 26-58 or 26-59, subdivision (1) of subsection (d) of section 26-61, section 26-64, subdivision (1) of section 26-76, section 26-79, 26-87, 26-89, 26-91, 26-94, 26-97, 26-98, 26-104, 26-105, 26-107, 26-117, 26-128, 26-131, 26-132, 26-138 or 26-141, subdivision (1) of section 26-186, section 26-207, 26-215, 26-217 or 26-224a, subdivision (1) of section 26-226, section 26-227, 26-230, 26-232, 26-244, 26-257a, 26-260, 26-276, 26-284, 26-285, 26-286, 26-288, 26-294, 28-13, 29-6a, 29-25, 29-143o, 29-143z or 29-156a, subsection (b), (d), (e) or (g) of section 29-161q, section 29-161y or 29-161z, subdivision (1) of section 29-198, section 29-210, 29-243 or 29-277, subsection (c) of section 29-291c, section 29-316, 29-318, 29-381, 30-48a, 30-86a, 31-3, 31-10, 31-11, 31-12, 31-13, 31-14, 31-15, 31-16, 31-18, 31-23, 31-24, 31-25, 31-32, 31-36, 31-38, 31-40, 31-44, 31-47, 31-48, 31-51, 31-52, 31-52a or 31-54, subsection (a) or (c) of section 31-69, section 31-70, 31-74, 31-75, 31-76, 31-76a, 31-89b or 31-134, subsection (i) of section 31-273, section 31-288, subdivision (1) of section 35-20, section 36a-787, 42-230, 45a-283, 45a-450, 45a-634 or 45a-658, subdivision (13) or (14) of section 46a-54, section 46a-59, 46b-22, 46b-24, 46b-34, 47-34a, 47-47, 49-8a, 49-16, 53-133, 53-199, 53-212a, 53-249a, 53-252, 53-264, 53-280, 53-302a, 53-303e, 53-311a, 53-321, 53-322, 53-323, 53-331 or 53-344, subsection (c) of section 53-344b, or section 53-450, or (2) a violation under the provisions of chapter 268, or (3) a violation of any regulation adopted in accordance with the provisions of section 12-484, 12-487 or 13b-410, or (4) a violation of any ordinance, regulation or bylaw of any town,

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city or borough, except violations of building codes and the health code, for which the penalty exceeds ninety dollars but does not exceed two hundred fifty dollars, unless such town, city or borough has established a payment and hearing procedure for such violation pursuant to section 7-152c, shall follow the procedures set forth in this section.

Sec. 5. Subsection (b) of section 14-44 of the general statutes is repealed and the following is substituted in lieu thereof (*Effective July 1, 2019*):

(b) No operator's license bearing a public passenger endorsement shall be issued or renewed in accordance with the provisions of this section or section 14-36a, until the Commissioner of Motor Vehicles, or the commissioner's authorized representative, is satisfied that the applicant is a proper person to receive such an operator's license bearing an endorsement, holds a valid motor vehicle operator's license, or, if necessary for the class of vehicle operated, a commercial driver's license and is at least eighteen years of age. Each applicant for an operator's license bearing a public passenger endorsement or the renewal of such a license shall furnish the [Commissioner of Motor Vehicles] commissioner, or the commissioner's authorized representative, with satisfactory evidence, under oath, to prove that such person has no criminal record and has not been convicted of a violation of section 14-227a or 14-227m or subdivision (1) or (2) of subsection (a) of section 14-227n within five years of the date of application and that no reason exists for a refusal to grant or renew such an operator's license bearing a public passenger endorsement. Each applicant for such an operator's license bearing a public passenger endorsement shall submit with the application proof satisfactory to the [Commissioner of Motor Vehicles] commissioner that such applicant has passed a physical examination administered not more than ninety days prior to the date of application [J] and

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[which is in compliance with safety regulations established from time to time by the United States Department of Transportation] meets the physical qualification standards set forth in 49 CFR 391, as amended from time to time. Each applicant for renewal of such license shall present evidence that such applicant is in compliance with the [medical qualifications] physical qualification standards established in 49 CFR 391, as amended [, provided an applicant for a Class D operator's license bearing an endorsement described in subsection (c) of section 14-36a, shall be deemed medically qualified if such applicant (1) controls with medication, as certified by a licensed physician or a licensed advanced practice registered nurse, a medical condition that would otherwise deem such applicant not medically qualified, and (2) would qualify for a waiver or exemption under 49 CFR 391, as amended] from time to time. Each applicant for such an operator's license bearing a public passenger endorsement shall be fingerprinted before the license bearing a public passenger endorsement is issued.

Sec. 6. Subsection (h) of section 14-44 of the general statutes is repealed and the following is substituted in lieu thereof (*Effective July 1, 2019*):

(h) Notwithstanding the provisions of section 14-10, the [commissioner] Commissioner of Motor Vehicles shall furnish to any board of education or to any public or private organization that is actively engaged in providing public transportation, including the transportation of school children, a report containing the names and motor vehicle operator license numbers of each person who has been issued an operator's license with one or more public passenger endorsements, authorizing such person to transport passengers in accordance with the provisions of section 14-36a, but whose license or any such public passenger endorsement has been withdrawn, suspended or revoked by the [Commissioner of Motor Vehicles] commissioner in accordance with the provisions of this section, or any

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other provision of this title. The report shall be issued and updated periodically in accordance with a schedule to be established by the [Commissioner of Motor Vehicles] commissioner. Such report may be transmitted or otherwise made available to authorized recipients by electronic means. [The commissioner shall ensure that each carrier, as defined in section 14-212, is reviewing such report, pursuant to section 14-276, by (1) conducting random compliance audits of carriers to determine whether a carrier is performing such review as prescribed by said section 14-276, (2) maintaining a record of each such review by a carrier for the prior two years, and (3) making such record publicly available upon request.]

Sec. 7. Section 14-276 of the general statutes is repealed and the following is substituted in lieu thereof (*Effective July 1, 2019*):

(a) Registered school buses while transporting school children shall be operated by holders of a valid passenger and school endorsement issued in accordance with section 14-44, as amended by this act. Such endorsement shall be held in addition to the commercial driver's license required for the operation of such motor vehicles. A person who has attained the age of seventy shall be allowed to hold a passenger and school endorsement for the purpose of operating a school bus, provided such person meets the minimum physical requirements set by the Commissioner of Motor Vehicles and agrees to submit to a physical examination at least twice a year or when requested to do so by the superintendent of the school system in which such person intends to operate a school bus. Any person to whom a town has awarded a contract for the transportation of school children who permits the operation of a registered school bus while transporting school children by any person who does not hold a passenger and school endorsement shall be fined not less than two thousand five hundred dollars or more than five thousand dollars.

(b) On and after October 1, 2019, each carrier engaged in the

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transportation of students shall register with the Commissioner of Motor Vehicles in a manner prescribed by the commissioner. Registration shall include the carrier's name, address and the name of the employee or agent assigned to perform the carrier's responsibilities under subsection (c) of this section. A carrier shall file amendments to the registration to report to the commissioner any material change in any information contained in the registration not later than thirty calendar days after the carrier knows or reasonably should know of the material change.

[(b)] (c) Not less than once during the first and third week of each month, a carrier shall review the report made by the Commissioner of Motor Vehicles, in accordance with the provisions of subsection (h) of section 14-44, as amended by this act, with reference to the name and motor vehicle operator's license number of each person such carrier employs to operate a school bus, as defined in section 14-275, or a student transportation vehicle, as defined in section 14-212. If, according to such report, any such employee's motor vehicle operator's license or endorsement to operate a school bus or student transportation vehicle has been withdrawn, suspended or revoked, such carrier shall immediately prohibit such employee from operating a school bus or student transportation vehicle.

[(c)] (d) Any carrier who fails to register with the Commissioner of Motor Vehicles, pursuant to subsection (b) of this section, or review the report made by the commissioner, pursuant to subsection [(b)] (c) of this section, shall be subject to a civil penalty of one thousand dollars for the first violation, and two thousand five hundred dollars for each subsequent violation. Any carrier who fails to take immediate action to prohibit the operation of a school bus or student transportation vehicle by an operator who appears on a report, pursuant to subsection [(b)] (c) of this section, shall be subject to a civil penalty of two thousand five hundred dollars for the first violation, and five thousand dollars

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for each subsequent violation. Upon appropriate justification presented to the commissioner by any carrier, the commissioner may make a determination to reduce any such penalty.

Sec. 8. Section 14-227k of the general statutes is repealed and the following is substituted in lieu thereof (*Effective October 1, 2019*):

(a) No person whose right to operate a motor vehicle has been restricted pursuant to an order of the court under subsection (b) of section 14-227j, by the Commissioner of Motor Vehicles or by any provision of law that requires the use of an ignition interlock device, shall (1) request or solicit another person to blow into an ignition interlock device or to start a motor vehicle equipped with an ignition interlock device for the purpose of providing such person with an operable motor vehicle, or (2) operate any motor vehicle not equipped with a functioning ignition interlock device or any motor vehicle that a court has ordered such person not to operate.

(b) No person shall tamper with, alter or bypass the operation of an ignition interlock device for the purpose of providing an operable motor vehicle to a person whose right to operate a motor vehicle has been restricted pursuant to an order of the court under subsection (b) of section 14-227j, by the Commissioner of Motor Vehicles or by any provision of law that requires the use of an ignition interlock device.

(c) Any person who completes the terms of a license suspension and is eligible for reinstatement of such person's motor vehicle operator's license or nonresident operating privilege, provided such person installs and uses a functioning, approved ignition interlock device, but who fails to install such ignition interlock device, is prohibited from operating any motor vehicle until such person installs an ignition interlock device and such person's motor vehicle operator's license or nonresident operating privilege is reinstated by the Commissioner of Motor Vehicles.

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[(c)] (d) (1) Any person who violates any provision of subdivision (1) of subsection (a) or subsection (b) of this section shall be guilty of a class C misdemeanor.

(2) Any person who violates any provision of subdivision (2) of subsection (a) of this section or subsection (c) of this section shall be subject to the penalties set forth in subsection (c) of section 14-215.

[(d)] (e) Each court shall report each conviction under subsection (a), [or] (b) or (c) of this section to the Commissioner of Motor Vehicles, in accordance with the provisions of section 14-141. The commissioner shall suspend the motor vehicle operator's license or nonresident operating privilege of the person reported as convicted for a period of one year.

Sec. 9. Section 14-276a of the general statutes is repealed and the following is substituted in lieu thereof (*Effective July 1, 2019*):

(a) The Commissioner of Motor Vehicles shall adopt regulations, in accordance with the provisions of chapter 54, establishing a procedure for the [physical examination and] safety training of school bus operators and operators of student transportation vehicles. Such regulations shall provide [for minimum physical requirements for such operators and] for minimum proficiency requirements for school bus operators. The safety training administered by the commissioner shall conform to the minimum requirements of number 17 of the National Highway Safety Standards. Such safety training shall include instruction relative to the location, contents and use of the first aid kit in the motor vehicle.

(b) No person shall operate a school bus, as defined in section 14-275, or a student transportation vehicle, as defined in section 14-212, for the purpose of transporting school children unless such person has prior to the issuance or renewal of [his] such person's license

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endorsement: (1) Furnished evidence to the satisfaction of the commissioner that [he] such person meets the [minimum physical requirements set by the commissioner for operation of a school bus or a student transportation vehicle;] physical qualification standards established in 49 CFR 391, as amended from time to time; and (2) successfully completed a course in safety training [administered by the commissioner] and, in the case of school bus operators, passed an examination in proficiency in school bus operation given by the commissioner. Such proficiency examination shall include a road test administered in either a type I school bus having a gross vehicle weight exceeding ten thousand pounds or a type II school bus having a gross vehicle weight of ten thousand pounds or less. Any operator administered a road test in a type II school bus [only] shall not be eligible for a license to operate a type I school bus. Any person who violates any provision of this subsection shall be deemed to have committed an infraction.

(c) Any town or regional school district may require its school bus operators to have completed a safety training course in the operation of school buses, consisting of a minimum of ten hours of behind-the-wheel instruction and three hours of classroom instruction.

(d) A carrier shall require each person whom it intends to employ to operate a school bus, as defined in section 14-275, or a student transportation vehicle, as defined in section 14-212, to submit to a urinalysis drug test in accordance with the provisions of sections 31-51v and 31-51w and shall require each person it employs to operate such vehicles to submit to a urinalysis drug test on a random basis in accordance with the provisions of section 31-51x and the standards set forth in 49 CFR Parts 382 and 391. No carrier may employ any person who has received a positive test result for such test which was confirmed as provided in [subdivisions (2) and (3)] subdivision (2) of subsection (a) of section 31-51u. No carrier may continue to employ as

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a driver, for two years, any person who has received a positive test result for such test which was confirmed as provided in [subdivisions (2) and (3)] subdivision (2) of subsection (a) of section 31-51u. No carrier may continue to employ as a driver, permanently, any person who has received a second positive test result for such test which was confirmed as provided in [subdivisions (2) and (3)] subdivision (2) of subsection (a) of section 31-51u. The commissioner may, after notice and hearing, impose a civil penalty of not more than one thousand dollars for the first offense and two thousand five hundred dollars for each subsequent offense on any carrier which violates any provision of this subsection.

Sec. 10. Section 14-46b of the general statutes is repealed and the following is substituted in lieu thereof (*Effective July 1, 2019*):

(a) There is established within the department a Motor Vehicle Operator's License Medical Advisory Board, which shall advise the commissioner on the medical aspects and concerns of licensing operators of motor vehicles. The board shall consist of not less than eight members or more than fifteen members who shall be medical professionals and who shall be appointed by the commissioner, [from a list of nominees submitted by the] The Connecticut State Medical Society, the Connecticut Association of Optometrists [.] and [such other] any professional medical associations or organizations [that have as] whose members include physician assistants or advanced practice registered nurses [. The Connecticut State Medical Society and such other organizations shall] may submit nominees [representing] for appointment to the board for the commissioner's consideration who represent the specialties of (1) general medicine or surgery, (2) internal medicine, (3) cardiovascular medicine, (4) neurology or neurological surgery, (5) ophthalmology or optometry, (6) orthopedics, (7) psychiatry, [and] or (8) occupational medicine. [The Connecticut Association of Optometrists shall submit nominees representing the

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specialty of optometry.]

(b) Initially, three members shall be appointed for a two-year term, three members for a three-year term and the remainder of the members for a four-year term. Appointments thereafter shall be for four-year terms. Any vacancy shall be filled by the commissioner for the unexpired portion of a term. The commissioner shall designate the [chairman] chairperson of the board.

(c) Board members shall serve without compensation but shall be reimbursed for necessary expenses or services incurred in performing their duties, including the giving of testimony at any administrative hearing when requested by the commissioner. Medical professionals who are not members of the board and conduct examinations at the request of the board shall be compensated for these examinations.

(d) The board shall meet at the call of the commissioner at least annually. Special meetings may be held to fulfill the responsibilities specified in section 14-46c.

(e) Any meeting of the board in which the medical condition of any individual is discussed for purposes of making a recommendation on his or her fitness to operate a motor vehicle shall be held in executive session.

(f) As used in this section and section 14-46c, "medical professional" means a licensed physician, physician assistant, advanced practice registered nurse or optometrist.

Sec. 11. Subsections (e) and (f) of section 14-253a of the general statutes are repealed and the following is substituted in lieu thereof (*Effective October 1, 2019*):

(e) Vehicles displaying a special license plate or a placard issued pursuant to this section or by authorities of other states or countries for

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the purpose of identifying vehicles permitted to utilize parking spaces reserved for persons who are blind and persons with disabilities, shall be allowed to park in an area where parking is legally permissible, for an unlimited period of time without penalty, notwithstanding the period of time indicated as lawful by any (1) parking meter, or (2) sign erected and maintained in accordance with the provisions of chapter 249, provided the operator of or a passenger in such motor vehicle is a person who is blind or a person with disabilities. A placard shall not be displayed on any motor vehicle when such vehicle is not being operated by or carrying as a passenger a person who is blind or a person with disabilities to whom the placard was issued. Vehicles bearing a special license plate shall not utilize parking spaces reserved for persons who are blind and persons with disabilities or the cross hatch abutting such spaces when such vehicles are not being operated by or carrying as a passenger a person who is blind or a person with disabilities to whom such special license plate was issued.

(f) Only [those] motor vehicles displaying a plate or placard issued pursuant to this section shall be authorized to (1) park in public or private areas reserved for exclusive use by persons who are blind or persons with disabilities, and (2) to use the cross hatch abutting such areas, except that any ambulance, as defined in section 19a-175, which is transporting a patient may park in such area for a period not to exceed fifteen minutes while assisting such patient. Any motor vehicle parked or using the cross hatch in violation of the provisions of this subsection for the third or subsequent time shall be subject to being towed from such designated area. Such vehicle shall be impounded until payment of any fines incurred is received. No person, firm or corporation engaged in the business of leasing or renting motor vehicles without drivers in this state may be held liable for any acts of the lessee constituting a violation of the provisions of this subsection. Any municipal police officer who observes a motor vehicle parked in violation of this subsection shall issue a written warning or a summons

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for such violation.

Sec. 12. Subsection (l) of section 14-253a of the general statutes is repealed and the following is substituted in lieu thereof (*Effective October 1, 2019*):

(l) (1) Any person who violates any provision of this section for which a penalty or fine is not otherwise provided shall, for a first violation, be subject to a fine of [one] two hundred fifty dollars, and for a subsequent violation, be subject to a fine of [two] five hundred [fifty] dollars.

(2) No owner or lessee of a private parking area subject to the requirements of this section, or an agent of such owner or lessee, shall dump, or allow any other person to dump, or otherwise place accumulated snow in a special parking space reserved as required in this section. Any owner, lessee or agent who violates the provisions of this subdivision shall, for a first violation, be subject to a fine of [one] two hundred fifty dollars, and for a subsequent violation, be subject to a fine of [two] five hundred [fifty] dollars.

Sec. 13. Section 13b-344a of the general statutes is repealed and the following is substituted in lieu thereof (*Effective October 1, 2019*):

No person shall cross railroad tracks at a designated railroad grade crossing when warned by an automatic signal, crossing gates, flagman or law enforcement officer of the approach of a railroad locomotive, a railroad car or train or other equipment on the railroad tracks or when otherwise warned of the approach of such [a] locomotive, car or train or equipment. Violation of this section shall be an infraction.

Sec. 14. (*Effective from passage*) (a) There is established a task force to study compliance with motor vehicle registration laws and make recommendations to prevent Connecticut residents from registering motor vehicles in another state while residing in Connecticut.

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(b) The task force shall consist of the following members:

(1) Two appointed by the speaker of the House of Representatives, one of whom is a member of an association that represents municipal tax assessors;

(2) Two appointed by the president pro tempore of the Senate, one of whom is a municipal police chief;

(3) One appointed by the majority leader of the House of Representatives, who is a municipal tax assessor that serves a municipality with seventy-five thousand residents or more;

(4) One appointed by the majority leader of the Senate, who is a member of a municipal police department that serves a municipality with seventy-five thousand residents or more;

(5) One appointed by the minority leader of the House of Representatives, who is a member of a municipal police department that serves a municipality with less than seventy-five thousand residents;

(6) One appointed by the minority leader of the Senate, who is a municipal tax assessor that serves a municipality with less than seventy-five thousand residents;

(7) The Commissioner of Motor Vehicles, or the commissioner's designee;

(8) The Commissioner of Emergency Services and Public Protection, or the commissioner's designee; and

(9) Two persons appointed by the Governor.

(c) Any member of the task force appointed under subdivision (1), (2), (3), (4), (5) or (6) of subsection (b) of this section may be a member

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of the General Assembly.

(d) All appointments to the task force shall be made not later than thirty days after the effective date of this section. Any vacancy shall be filled by the appointing authority.

(e) The speaker of the House of Representatives and the president pro tempore of the Senate shall select the chairpersons of the task force from among the members of the task force. Such chairpersons shall schedule the first meeting of the task force, which shall be held not later than sixty days after the effective date of this section.

(f) The administrative staff of the joint standing committee of the General Assembly having cognizance of matters relating to transportation shall serve as administrative staff of the task force.

(g) Not later than January 1, 2020, the task force shall submit a report on its findings and recommendations to the joint standing committee of the General Assembly having cognizance of matters relating to transportation, in accordance with the provisions of section 11-4a of the general statutes. The task force shall terminate on the date that it submits such report or January 1, 2020, whichever is later.

Sec. 15. Subsection (c) of section 14-296aa of the general statutes is repealed and the following is substituted in lieu thereof (*Effective October 1, 2019*):

(c) No person shall use a hand-held mobile telephone or other electronic device, including those with hands-free accessories, or a mobile electronic device while operating a school bus that is carrying passengers, except that this subsection shall not apply [to (1) a school bus driver who] when such person (1) places an emergency call to school officials, [or] (2) [the use of] uses a hand-held mobile telephone as provided in subparagraph (A) of subdivision (4) of subsection (b) of this section, or (3) uses a hand-held mobile telephone or mobile

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electronic device in a manner similar to a two-way radio to allow real-time communication with a school official, an emergency response operator, a hospital, physician's office or health clinic, an ambulance company, a fire department or a police department.

Sec. 16. (NEW) (*Effective from passage*) The Commissioners of Administrative Services and Motor Vehicles shall jointly study the current system used to evaluate motor carriers that provide or seek to provide commercial motor vehicle services to the state or any municipality and make recommendations to make such system more efficient. Not later than January 1, 2020, the commissioners shall submit a report of the results of such study to the joint standing committee of the General Assembly having cognizance of matters relating to transportation, in accordance with the provisions of section 11-4a of the general statutes.

Sec. 17. Section 13a-260 of the general statutes is repealed and the following is substituted in lieu thereof (*Effective from passage*):

(a) For the purposes of this section:

(1) "Fully autonomous vehicle" means a motor vehicle that is equipped with an automated driving system, designed to function without an operator and classified as level four or level five by SAE J3016;

(2) "Automated driving system" means the hardware and software that are collectively capable of performing the entire dynamic driving task on a sustained basis, regardless of whether the automated driving system is limited to a specific operational design domain;

(3) "Dynamic driving task" means the real-time operational and tactical functions required to operate a motor vehicle on highways, excluding the strategic functions such as trip scheduling and selection of destinations and waypoints;

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(4) "Operational design domain" means a description of the operating domains in which an automated driving system is designed to function, including, but not limited to, geographic, roadway, environmental and speed limitations;

(5) "SAE J3016" means the "Taxonomy and Definitions for Terms Related to Driving Automation Systems for On-Road Motor Vehicles" published by SAE International in September 2016;

(6) "Operator" means the person [seated in the driver's seat of a]
who causes the automated driving system to engage while physically
inside the fully autonomous vehicle;

(7) "Autonomous vehicle tester" means an autonomous vehicle manufacturer, institution of higher education, fleet service provider or automotive equipment or technology provider;

(8) "Fleet service provider" means a person or entity that owns or leases a fully autonomous vehicle and operates such fully autonomous vehicle for commercial or public use;

(9) "Autonomous vehicle manufacturer" means: (A) A person or entity that builds or sells fully autonomous vehicles; (B) a person or entity that installs automated driving systems in motor vehicles that are not originally built as fully autonomous vehicles; or (C) a person or entity that develops automated driving systems in fully autonomous vehicles or motor vehicles that are not originally built as fully autonomous vehicles;

(10) "Secretary" means the Secretary of the Office of Policy and Management; and

(11) "Highway", "limited access highway" and "operator's license" have the same meanings as defined in section 14-1, as amended by this act.

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(b) The Office of Policy and Management, in consultation with the Departments of Motor Vehicles, Transportation and Emergency Services and Public Protection, shall establish a pilot program for not more than four municipalities to allow autonomous vehicle testers to test fully autonomous vehicles on the highways of such municipalities. Municipalities shall apply to the Secretary of the Office of Policy Management in the manner and form directed by the secretary for inclusion in the pilot program. The secretary shall select at least one municipality with a population of at least one hundred twenty thousand, but not more than one hundred twenty-four thousand, and one municipality with a population of at least one hundred thousand, as enumerated in the 2010 federal decennial census.

(c) The chief elected official or chief executive officer of a municipality selected by the secretary shall select and enter into a written agreement with an autonomous vehicle tester or autonomous vehicle testers to test fully autonomous vehicles on the highways of the municipality. Such agreement shall, at a minimum: (1) Specify the locations and routes where such fully autonomous vehicles may operate; (2) prohibit the operation of such fully autonomous vehicles outside such locations and routes except in the case of an emergency; (3) identify each fully autonomous vehicle to be tested by vehicle identification number, make, year and model; and (4) specify the hours of operation of such fully autonomous vehicles.

(d) An autonomous vehicle tester shall not test a fully autonomous vehicle in a municipality unless:

(1) The operator is: (A) [Seated in the driver's seat of] Physically inside the fully autonomous vehicle; (B) monitoring the operation of such fully autonomous vehicle; (C) capable of taking immediate manual control of such fully autonomous vehicle; (D) an employee, independent contractor or other person designated and trained by the autonomous vehicle tester concerning the capabilities and limitations

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of such fully autonomous vehicle; and (E) a holder of an operator's license;

(2) The autonomous vehicle tester: (A) Registers each fully autonomous vehicle to be tested with the Commissioner of Motor Vehicles pursuant to section 14-12; and (B) submits to the commissioner, in a manner and form directed by the commissioner, proof of liability insurance, self-insurance or a surety bond of at least five million dollars for damages by reason of bodily injury, death or property damage caused by a fully autonomous vehicle; and

(3) The operator and autonomous vehicle tester: (A) Comply with any provision of the general statutes or any ordinance of a municipality concerning the operation of motor vehicles; (B) comply with standards established by the National Highway Traffic Safety Administration regarding fully autonomous vehicles; and (C) satisfy any other requirement as determined by the secretary, in consultation with the Commissioners of Motor Vehicles, Transportation and Emergency Services and Public Protection, as necessary to ensure the safe operation of such fully autonomous vehicle.

(e) No autonomous vehicle tester shall test a fully autonomous vehicle on any limited access highway.

(f) The secretary may immediately prohibit an operator or autonomous vehicle tester from testing a fully autonomous vehicle if the secretary, in consultation with the Commissioners of Motor Vehicles, Transportation and Emergency Services and Public Protection, determines that such testing poses a risk to public safety or that such operator or autonomous vehicle tester fails to comply with the provisions of this section or with the requirements of the pilot program.

(g) An autonomous vehicle tester that participates in the pilot

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program shall provide information to the secretary and the task force established pursuant to section 2 of public act 17-69 that the secretary and task force deem to be appropriate for measuring the performance of the pilot program. The autonomous vehicle tester may withhold any commercially valuable, confidential or proprietary information.

(h) Not later than [January 1, 2019] July 1, 2020, and annually thereafter, the secretary shall submit a report to the joint standing committee of the General Assembly having cognizance of matters relating to transportation, in accordance with section 11-4a, concerning the implementation and progress of the pilot program.

Sec. 18. Section 2 of public act 17-69, as amended by section 8 of public act 18-167, is repealed and the following is substituted in lieu thereof (*Effective from passage*):

(a) There is established a task force to study fully autonomous vehicles. Such study shall include, but need not be limited to, (1) an evaluation of the standards established by the National Highway Traffic Safety Administration regarding state responsibilities for regulating fully autonomous vehicles, (2) an evaluation of laws, legislation and regulations proposed or enacted by other states to regulate fully autonomous vehicles, (3) recommendations on how the state should regulate fully autonomous vehicles through legislation and regulation, and (4) an evaluation of the pilot program established pursuant to section [1 of public act 17-69] 13a-260 of the general statutes, as amended by this act.

(b) The task force shall consist of the following members:

- (1) One appointed by the speaker of the House of Representatives;
- (2) One appointed by the president pro tempore of the Senate;
- (3) One appointed by the majority leader of the House of

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Representatives;

- (4) One appointed by the majority leader of the Senate;
- (5) One appointed by the minority leader of the House of Representatives;
- (6) One appointed by the minority leader of the Senate;
- (7) One appointed by the Senate chairperson of the joint standing committee of the General Assembly having cognizance of matters relating to transportation;
- (8) One appointed by the Senate ranking member of the joint standing committee of the General Assembly having cognizance of matters relating to transportation;
- (9) One appointed by the House chairperson of the joint standing committee of the General Assembly having cognizance of matters relating to transportation;
- (10) Two appointed by the Governor, one of whom has expertise in autonomous vehicles and one of whom has expertise in insurance;
- (11) The Secretary of the Office of Policy and Management, or the secretary's designee;
- (12) The Commissioner of Motor Vehicles, or the commissioner's designee;
- (13) The Commissioner of Transportation, or the commissioner's designee; and
- (14) The Commissioner of Emergency Services and Public Protection, or the commissioner's designee.

(c) Any member of the task force appointed under subdivisions (1)

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to (10), inclusive, of subsection (b) of this section may be a member of the General Assembly.

(d) All appointments to the task force shall be made not later than thirty days after the effective date of this section. Any vacancy shall be filled by the appointing authority.

(e) [The speaker of the House of Representatives and the president pro tempore of the Senate shall select the chairpersons of the task force from among the members of the task force. Such chairpersons shall schedule the first meeting of the task force, which shall be held not later than sixty days after June 27, 2017. If such chairpersons are not selected or do not schedule the first meeting within such time period, any] Any chair of the joint standing committee of the General Assembly having cognizance of matters relating to transportation [shall] may schedule [the first meeting] meetings of the task force [.] as deemed necessary and act as chairperson of the task force [and schedule other meetings of the task force as deemed necessary until the speaker of the House of Representatives and the president pro tempore of the Senate select the chairpersons of the task force and such chairpersons schedule a meeting of the task force] until the members of the task force elect a chairperson from among its members. All subsequent meetings of the task force shall be held at the call of the elected chairperson or upon the request of a majority of the members.

(f) The administrative staff of the joint standing committee of the General Assembly having cognizance of matters relating to transportation shall serve as administrative staff of the task force.

(g) The task force shall submit, in accordance with section 11-4a of the general statutes, the following reports regarding its findings and any recommendations for proposed legislation to the joint standing committee of the General Assembly having cognizance of matters relating to transportation: (1) An interim report not later than July 1,

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[2019] 2020; and (2) a final report not later than January 1, [2020] 2021. The task force shall terminate on the date that it submits the final report or January 1, [2020] 2021, whichever is later.

Sec. 19. Subdivision (5) of subsection (a) of section 14-44c of the general statutes is repealed and the following is substituted in lieu thereof (*Effective July 1, 2019*):

(5) The person's statement, under oath, that such person meets the [requirements for qualification contained] physical qualification standards set forth in 49 CFR 391, as amended from time to time;

Sec. 20. Subsection (b) of section 14-44e of the general statutes is repealed and the following is substituted in lieu thereof (*Effective July 1, 2019*):

(b) The commissioner shall not issue a commercial driver's license or a commercial driver's instruction permit to any applicant who [is not physically qualified and medically certified in accordance with the standards] does not meet the physical qualification standards set forth in 49 CFR [391.41] 391, as amended from time to time. As required by 49 CFR 383.71(h), each applicant for a commercial driver's license or commercial driver's instruction permit shall provide to the commissioner a copy of a medical examiner's certificate, prepared by a medical examiner, as defined in 49 CFR 390.5, indicating that such applicant is medically certified to operate a commercial motor vehicle. For each applicant who has submitted such medical certification and who has also certified, in accordance with 49 CFR 383.71(b) and subsection (c) of section 14-44c, that such applicant operates in nonexcepted interstate commerce, the commissioner shall post a medical certification status of "certified" on the Commercial Driver's License Information System driver record for such applicant. The holder of a commercial driver's license who has not been examined and certified as qualified to operate a commercial motor vehicle during

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the preceding twenty-four months, or a shorter period as indicated by the medical examiner submitting such certificate, shall be required to submit a new medical certificate. The commissioner shall not issue a commercial driver's license or commercial driver's instruction permit to any applicant or holder who fails to submit the medical certification required by this section. If the holder of a commercial driver's license or commercial driver's instruction permit fails to submit a new medical examiner's certificate before the expiration of twenty-four months or the period specified by the medical examiner, whichever is shorter, the commissioner shall, not later than sixty days after the date that such holder's medical status becomes uncertified: (1) Downgrade the commercial driver's license to a Class D operator's license; or (2) cancel the commercial driver's instruction permit. Any applicant or holder who is denied a commercial driver's license or a commercial driver's instruction permit, or whose license or permit is disqualified, suspended, revoked or cancelled pursuant to this subsection shall be granted an opportunity for a hearing in accordance with the provisions of chapter 54.

Sec. 21. Subdivision (27) of section 14-1 of the general statutes is repealed and the following is substituted in lieu thereof (*Effective July 1, 2019*):

(27) "Disqualification" means a withdrawal of the privilege to drive a commercial motor vehicle, which occurs as a result of (A) any suspension, revocation, or cancellation by the commissioner of the privilege to operate a motor vehicle; (B) a determination by the Federal Highway Administration, under the rules of practice for motor carrier safety contained in 49 CFR 386, as amended from time to time, that a person is no longer qualified to operate a commercial motor vehicle under the standards [of] set forth in 49 CFR 391, as amended from time to time; or (C) the loss of qualification which follows any of the convictions or administrative actions specified in section 14-44k;

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