

STATE OF MAINE
127TH LEGISLATURE
FIRST REGULAR SESSION



Summaries of bills, adopted amendments and laws enacted or finally passed

JOINT STANDING COMMITTEE ON TRANSPORTATION

August 2015

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Joint Standing Committee on Transportation

This bill clarifies that vehicles propelled or drawn by a horse and operated at night must have a rear reflector.

**LD 32 An Act To Amend the Laws Regarding Signs on Interstate Highways in ONTP
Maine**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
ESPLING BRAKEY	ONTP	

This bill allows for directional signs on interstate highways in Maine for a destination that is within 10 miles of the highway if the destination is cultural or historic and had a sign on those roads prior to August 1, 2014.

**LD 34 An Act To Address Suspension of an Operator's License for Negligent Accepted Majority
Operation Causing the Death of Another Person (ONTP) Report**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
	ONTP OTP	

Under current law, the Secretary of State is required to suspend, without preliminary hearing, a person's license to drive for a period of at least three years if the Secretary of State finds that person to have recklessly or negligently operated a motor vehicle so as to cause the death of another person. This bill reduces the mandatory minimum administrative license suspension from three years to 90 days, creates a maximum administrative license suspension period of four years, and removes reference to reckless operation as unnecessary since a suspension is determined by the Secretary of State's application of the lesser civil standard of negligent operation.

**LD 37 An Act Regarding Emergency Lights on a Vehicle Used by a Member of PUBLIC 31
a Municipal or Volunteer Fire or Emergency Medical Services
Department**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
EVANGELOS	OTP-AM	H-29

This bill increases the number of emergency lights allowed on personal vehicles used by firefighters and emergency medical service personnel.

Committee Amendment "A" (H-29)

This amendment allows one red auxiliary emergency light to be mounted on the rear of personal vehicles used by firefighters and emergency medical service personnel. It removes from the bill permission for firefighters and emergency service personnel to use amber auxiliary lights on personal vehicles.

Enacted Law Summary

Public Law 2015, chapter 31 allows one red auxiliary emergency light to be mounted on the rear of personal vehicles used by firefighters and emergency medical service personnel.

Joint Standing Committee on Transportation

LD 41 An Act To Require the Inspection of Certain Vehicles Used To Transport Members of the General Public ONTP

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
SAVIELLO	ONTP	

This bill requires that a motor vehicle not otherwise subject to inspection be inspected for working lights and brakes within one year before transporting a member of the general public. Prior to transporting a member of the general public in the vehicle, the owner of the vehicle must certify by affidavit that the inspection requirements have been met. The owner is subject to a fine of up to \$500 for executing a false affidavit or otherwise violating the inspection requirements.

See LD 1057 under the Criminal Justice and Public Safety Committee.

LD 47 Resolve, Directing the Department of Transportation To Remove One of the Proposed Routes from Consideration for the Interstate 395 and Route 9 Connector Accepted Majority (ONTP) Report

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
VEROW	ONTP OTP-AM	

This resolve directs the Department of Transportation to remove the alternative route identified as Alternative 2B-2 in the department's I-395/Route 9 transportation study from consideration as an alternative connecting route between Interstate 395 and Route 9.

Committee Amendment "A" (H-4)

This amendment incorporates a fiscal note.

LD 50 An Act To Authorize up to 2 Free Sets of License Plates for 100 Percent Disabled Veterans Died On Adjournment

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
POULIOT DAVIS	OTP-AM	H-6

This bill provides that a 100 percent disabled veteran may receive, at no fee, a registration certificate and set of special designating plates for each of up to three vehicles. The bill also provides that the Secretary of State may issue the plates to a person who qualifies as a 100 percent disabled veteran and is the primary driver of each vehicle.

Committee Amendment "A" (H-6)

Current law provides that a 100 percent disabled veteran may receive, at no fee, a registration certificate and set of special designating plates for one vehicle. This amendment provides that a 100 percent disabled veteran may receive, at no fee, a registration certificate and set of special designating plates for each of up to two vehicles rather than three vehicles as proposed in the bill.

Joint Standing Committee on Transportation

This bill repeals a provision of law exempting the Department of Transportation and the Maine Turnpike Authority from any fees or taxes imposed pursuant to municipal storm water ordinances in effect on January 1, 2007.

Committee Amendment "A" (S-4)

This amendment provides that a transportation system under the jurisdiction of the Department of Transportation or the Maine Turnpike Authority is not subject to any fee or tax imposed pursuant to a municipal storm water ordinance. The amendment provides that a transportation system includes, but is not limited to, a roadway; bridge; bike path, sidewalk or weighing station adjacent to a roadway or bridge; railroad line; pier; port; airport; trail; and adjunct facility to move persons or goods. The amendment also provides that a transportation system does not include an office building, commercial property, maintenance facility or park-and-ride lot.

Enacted Law Summary

Public Law 2015, chapter 310 provides that a transportation system under the jurisdiction of the Department of Transportation or the Maine Turnpike Authority is not subject to any fee or tax imposed pursuant to a municipal storm water ordinance. A transportation system includes, but is not limited to, a roadway; bridge; bike path, sidewalk or weighing station adjacent to a roadway or bridge; railroad line; pier; port; airport; trail; and adjunct facility to move persons or goods. A transportation system does not include an office building, commercial property, maintenance facility or park-and-ride lot.

LD 112 An Act To Eliminate the Requirement That Adults Wear Seat Belts ONTP

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
BRAKEY	ONTP	

This bill repeals the requirement that adults over 17 years of age wear seat belts when operating or riding in a motor vehicle.

LD 115 Resolve, To Name Interstate 295 from Scarborough to West Gardiner RESOLVE 8
the Richard A. Coleman Highway

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
KATZ POULIOT	OTP	

This resolve directs the Department of Transportation to designate Interstate 295 from the tollbooth in the Town of Scarborough to the tollbooth in the Town of West Gardiner as the Richard A. Coleman Highway.

Enacted Law Summary

Resolve 2015, chapter 8 directs the Department of Transportation to designate Interstate 295 from the tollbooth in the Town of Scarborough to the tollbooth in the Town of West Gardiner as the Richard A. Coleman Highway.

LD 143 Resolve, Regarding Legislative Review of Portions of Chapter 4: Maine RESOLVE 11
Motor Carrier Safety Regulation, a Major Substantive Rule of the EMERGENCY
Department of Public Safety, Bureau of State Police

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
	OTP-AM	H-42

Joint Standing Committee on Transportation

This resolve provides for legislative review of portions of Chapter 4: Maine Motor Carrier Safety Regulation, a major substantive rule of the Department of Public Safety, Bureau of State Police.

Committee Amendment "A" (H-42)

This amendment requires the Department of Public Safety, Bureau of State Police to make an additional change to Chapter 4: Maine Motor Carrier Safety Regulation, a major substantive rule of the bureau, before final adoption is authorized. It requires the bureau to change the lower limit of a gross vehicle weight rating from 10,000 pounds to 10,001 pounds.

Enacted Law Summary

Resolve 2015, chapter 11 requires the Department of Public Safety, Bureau of State Police to make an additional change to Chapter 4: Maine Motor Carrier Safety Regulation, a major substantive rule of the bureau, before final adoption is authorized. It requires the bureau to change the lower limit of a gross vehicle weight rating from 10,000 pounds to 10,001 pounds.

Resolve 2015, chapter 11 was finally passed as an emergency measure effective April 29, 2015.

LD 171	An Act To Provide a License Plate Decal for Emergency Medical Services Providers	ONTP
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<u>Sponsor(s)</u> HEAD	<u>Committee Report</u> ONTP	<u>Amendments Adopted</u>
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This bill allows the Secretary of State to issue identifying special license plate decals to be displayed on the registration plates of licensed emergency medical services providers. Half of the annual fee for the decals goes to a Maine emergency medical services memorial and education center.

LD 172	An Act To Allow Gold Star Parents Who Are Maine Residents To Use the Maine Turnpike at No Charge	ONTP
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<u>Sponsor(s)</u> DOORE CYRWAY	<u>Committee Report</u> ONTP	<u>Amendments Adopted</u>
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This bill requires the Maine Turnpike Authority to waive tolls on the Maine Turnpike for a person who is a Maine resident and who is a parent eligible to receive a gold star lapel button under 10 United States Code, Section 1126 (2010).

LD 173	An Act To Amend the Laws Governing the Gold Star Family Registration Plate	PUBLIC 17
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<u>Sponsor(s)</u> FOLEY COLLINS	<u>Committee Report</u> OTP-AM	<u>Amendments Adopted</u> H-8
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This bill provides for issuance of gold star family vanity registration plates. It also establishes registration plates for family members of a person who died while honorably serving as an active member of the United States Armed Forces who do not fit the gold star lapel button guidelines established in 10 United States Code, Section 1126 (2010).

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Committee Amendment "A" (H-8)

This amendment provides for issuance of gold star family registration plates for family members, including grandparents, of a person who died while honorably serving as an active member of the United States Armed Forces who do not fit the gold star lapel button guidelines established in 10 United States Code, Section 1126 (2010) rather than establishing a new honorable service military family registration plate as proposed by the bill. The amendment also provides that the issuance of gold star family registration plates for those newly eligible is contingent upon the Department of the Secretary of State receiving donations from any public or private source to cover the cost of the registration plates. The amendment retains the provision of the bill providing for the issuance of gold star family vanity registration plates.

Enacted Law Summary

Public Law 2015, chapter 17 provides for issuance of gold star family registration plates for family members, including grandparents, of a person who died while honorably serving as an active member of the United States Armed Forces who do not fit the gold star lapel button guidelines established in 10 United States Code, Section 1126 (2010). The law provides that the issuance of gold star family registration plates for those newly eligible is contingent upon the Department of the Secretary of State receiving donations from any public or private source to cover the cost of the registration plates. The law also provides for the issuance of gold star family vanity registration plates.

LD 185 An Act To Prohibit the Use of a Mobile Telephone When Operating a Motor Vehicle Except in Hands-free Mode

Died Between Houses

Sponsor(s)

KATZ
DION

Committee Report

ONTP
OTP-AM

Amendments Adopted

This bill prohibits the use of a handheld mobile telephone while operating a motor vehicle. The bill clarifies that law enforcement officers, corrections officers, firefighters, drivers of authorized emergency vehicles, holders of commercial driver's licenses, physicians, municipal public works personnel, Maine Turnpike Authority personnel and state transportation personnel, including all employees and contractors of the Department of Transportation, may use handheld mobile telephones while driving within the scope of their employment. The bill makes the offense a traffic infraction. This bill does not affect the current prohibition against text messaging while operating a motor vehicle.

Committee Amendment "A" (S-13)

This amendment, which is the minority report of the committee, replaces the bill. It prohibits a person 18 years of age or older from using a mobile telephone or handheld electronic device while operating a motor vehicle unless the mobile telephone or handheld electronic device allows for hands-free operation and the hands-free feature of the mobile telephone or electronic handheld device is in fact being used by the person or the mobile telephone or handheld electronic device is being used in order to communicate with law enforcement or emergency services personnel under emergency circumstances.

The amendment does not affect the current prohibition against the use of a mobile telephone or handheld electronic device, both handheld and hands-free, for a person who has been issued an intermediate driver's license or for a person under 18 years of age.

The amendment establishes penalties for a violation of using a mobile telephone or handheld electronic device while operating a motor vehicle similar to the penalties for a violation of text messaging while operating a motor vehicle. The penalty for a first offense of the prohibition against using a mobile telephone or handheld electronic

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device while operating a motor vehicle is \$250. The penalty for a second or subsequent offense within a three-year period of the prohibition against using a mobile telephone or handheld electronic device while operating a motor vehicle is \$500. The amendment also directs the Secretary of State to suspend the license of a person who has been previously adjudicated for a violation of the prohibition against using a mobile telephone or handheld electronic device while operating a motor vehicle.

The amendment also makes changes to the penalties for a violation of text messaging while operating a motor vehicle by providing that the current lower limit on the fine, \$250 for a first offense or \$500 for a second or subsequent offense within a three-year period, is the specific fine that must be adjudged.

LD 196 An Act To Ensure the Safety of Public Service Vehicles

PUBLIC 32

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
ROSEN DION	OTP-AM	S-12

This bill adds public utility emergency service vehicles to the list of stationary vehicles for which a motorist must move to a nonadjacent lane, if possible, or slow down.

Committee Amendment "A" (S-12)

This amendment, which strikes and replaces the bill, adds public service vehicles to the list of stationary vehicles for which a motorist must move to a nonadjacent lane, if possible, or slow down.

The amendment defines a "public service vehicle" as a vehicle used to assist members of the public or law enforcement officers with disabled vehicles or to remove debris from a roadway, or as a vehicle used to construct, maintain, inspect or repair utility infrastructure, including, but not limited to, electricity, water, sewer, cable, telephone, gas and natural gas infrastructure. "Public service vehicle" includes a wrecker. It also provides that a public service vehicle may be equipped with auxiliary lights that emit an amber light and may be equipped with a spotlight.

Enacted Law Summary

Public Law 2015, chapter 32 adds public service vehicles to the list of stationary vehicles for which a motorist must move to a nonadjacent lane, if possible, or slow down.

The law defines a "public service vehicle" as a vehicle used to assist members of the public or law enforcement officers with disabled vehicles or to remove debris from a roadway, or as a vehicle used to construct, maintain, inspect or repair utility infrastructure, including, but not limited to, electricity, water, sewer, cable, telephone, gas and natural gas infrastructure. It also provides that a public service vehicle may be equipped with auxiliary lights that emit an amber light and may be equipped with a spotlight.

See also LDs 345 and 371.

LD 198 An Act To Amend the Laws Regarding Noncommercial Foreign Vessels

PUBLIC 14

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
COLLINS PARRY	OTP	

Joint Standing Committee on Transportation

This bill changes the exemption that under current law allows noncommercial foreign vessels of under 200 feet in length to navigate in ports without a pilot to apply to vessels of under 253 feet.

Enacted Law Summary

Public Law 2015, chapter 14 allows noncommercial foreign vessels of under 253 feet in length to navigate in ports without a pilot.

LD 214 An Act To Stay Certain Suspensions Imposed by the Secretary of State PUBLIC 13
Pending Appeal

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
COLLINS PARRY	OTP-AM	S-5

This bill clarifies that a suspension of a person's driver's license by the Secretary of State based upon a determination that the person recklessly or negligently operated a motor vehicle in a manner that caused the death of another person is stayed upon a request for a hearing by the person.

Committee Amendment "A" (S-5)

This amendment amends current law governing driver's license suspensions to remove a reference to reckless operation since a suspension is determined by the Secretary of State's application of the lesser civil standard of negligent operation. The amendment also makes a technical correction to the bill.

Enacted Law Summary

Public Law 2015, chapter 13 removes a reference to reckless operation in the law governing driver's license suspensions since a suspension is determined by the Secretary of State's application of the lesser civil standard of negligent operation.

LD 223 An Act To Eliminate Outdated Provisions of the Laws Governing the PUBLIC 5
Maine Turnpike Authority

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
MCLEAN COLLINS	OTP-AM	H-9

This bill repeals certain provisions of law governing the Maine Turnpike Authority, or "the authority." Specifically, this bill:

1. Repeals language regarding the payment on bonds that was required and made in 1982;
2. Repeals a provision concerning the process for widening the Maine Turnpike south of mile 44;
3. Repeals language requiring the authority, on a semiannual basis, to report to the Legislative Council on the authority's activities for the preceding half of the fiscal year;
4. Repeals language regarding the policy for authorizing additional exchanges; and
5. Corrects cross-references to the repealed language.

Committee Amendment "A" (H-9)

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Current law provides that the Maine Revised Statutes, Title 5, chapter 153, subchapter 1 relating to bids and contracts for public improvement projects does not apply to contracts for transportation-related services and contracts for construction and maintenance that, by law, are under the supervision of the Department of Transportation. This amendment clarifies that Title 5, chapter 153, subchapter 1 also does not apply to contracts for transportation-related services and contracts for construction and maintenance that, by law, are under the supervision of the Maine Turnpike Authority.

Enacted Law Summary

Public Law 2015, chapter 5 repeals certain provisions of law governing the Maine Turnpike Authority, or "the authority." Specifically, the law:

1. Repeals language regarding the payment on bonds that was required and made in 1982;
2. Repeals a provision concerning the process for widening the Maine Turnpike south of mile 44;
3. Repeals language requiring the authority, on a semiannual basis, to report to the Legislative Council on the authority's activities for the preceding half of the fiscal year; and
4. Repeals language regarding the policy for authorizing additional exchanges.

The law also clarifies that Title 5, chapter 153, subchapter 1 relating to bids and contracts for public improvement projects does not apply to contracts for transportation-related services and contracts for construction and maintenance that, by law, are under the supervision of the Maine Turnpike Authority.

LD 227	An Act To Remove Barriers to Job Opportunities for Young Truck Drivers	CARRIED OVER
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<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
PARRY COLLINS		

This bill allows the Department of Public Safety, Bureau of State Police to create a program of limited duration for truck drivers 18 to 21 years of age under an exemption from federal regulations concerning transporting hazardous materials adopted by the bureau that encourages the drivers to enter the commercial trucking profession and reduces the regulatory barriers for and monitors and records the skills and driving records of the drivers.

This bill was carried over to any special or regular session of the 127th Legislature by joint order, H.P. 992.

LD 228	An Act To Make Allocations from Maine Turnpike Authority Funds for the Maine Turnpike Authority for the Calendar Year Ending December 31, 2016	P & S 1
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<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
MCLEAN COLLINS	OTP-AM	H-7

This bill makes allocations from gross revenues of the Maine Turnpike Authority for the payment of the authority's operating expenses for the calendar year ending December 31, 2016 in accordance with the requirements of the Maine Revised Statutes, Title 23, section 1961, subsection 6.

Committee Amendment "A" (H-7)

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This amendment incorporates a fiscal note.

Enacted Law Summary

Private and Special Law 2015, chapter 1 makes allocations from gross revenues of the Maine Turnpike Authority for the payment of the authority's operating expenses for the calendar year ending December 31, 2016 in accordance with the requirements of the Maine Revised Statutes, Title 23, section 1961, subsection 6.

LD 246	An Act To Prohibit the Handling of a Mobile Telephone While Operating a Motor Vehicle	ONTP
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<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
MASTRACCIO PATRICK	ONTP	

This bill prohibits operating a motor vehicle while handling a mobile telephone. The bill allows certain people to handle mobile telephones while driving within the scope of their employment, including drivers of authorized emergency vehicles, holders of commercial driver's licenses, physicians, municipal public works personnel, Maine Turnpike Authority personnel and state transportation personnel, including all employees and contractors of the Department of Transportation. The bill makes the offense a traffic infraction.

See also LD 185.

LD 247	An Act To Create Corridor Districts for the Purpose of Funding Transportation and Transit Services	Veto Sustained
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<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
CHIPMAN ROSEN	OTP-AM ONTP	H-254

This bill, which is a concept draft pursuant to Joint Rule 208, proposes to provide for a more predictable and stable environment to fund transit and mobility needs, including passenger rail, ferries and bus, bike and pedestrian routes, by allowing the creation of multimunicipal, multijurisdictional transportation districts along defined transportation corridors and to form service sharing and revenue partnerships. The corridor districts will have the authority to bond infrastructure; raise funds for operations, capital investment and maintenance of facilities; purchase, own and lease real estate, including station and station area infrastructure financing; and support downtown infrastructure financing strategies, transit corridor infrastructure financing strategies and regional transportation initiatives.

A local referendum will be required in each municipality desiring to participate in a transit partnership. District membership will be identified by criteria specific to a defined transportation corridor. The districts will provide inducements for expanding, retaining businesses and attracting new investments and provide adequate revenues to support critical state and local transportation services.

Committee Amendment "A" (H-254)

This amendment, which is the majority report, strikes and replaces the concept draft. The amendment provides for the formation of transportation corridor districts within the current law relating to transit districts and regional transportation corporations. The amendment provides that a municipality may, by itself or in cooperation with one or more other municipalities, form a transportation corridor district for the purposes of providing an environment to fund public transportation and accessibility needs, including passenger rail, ferry, bus, bicycle and pedestrian facilities and routes, and promoting economic development at transportation station areas and in downtown areas.

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The amendment requires a municipality or group of municipalities to select the borders of the transportation corridor district. The amendment requires that the formation of a transportation corridor district be approved by a voter referendum in each participating municipality. The amendment authorizes a district's board of directors, with approval from all municipalities in the district, to change the borders of the district. The amendment also provides that a transportation corridor district, if approved by voter referendum in each municipality participating in the district, may borrow money temporarily and issue its negotiable notes for that money and issue securities of the district.

LD 260 Resolve, To Create a License Plate To Recognize the Centennial of the United States Navy Reserve RESOLVE 43 EMERGENCY

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
COLLINS MAKER	OTP-AM	S-11

This resolve creates a special commemorative, simulated motor vehicle registration plate in celebration of the centennial of the United States Navy Reserve, which takes place March 3, 2015. The Secretary of State is directed to design and issue the plate, which may be displayed until March 3, 2016 covering the front registration plate. Revenue generated by the sale of the plate in excess of the cost of production and issuance will be given to the Maine Military Family Relief Fund.

Committee Amendment "A" (S-11)

This amendment incorporates a fiscal note.

Enacted Law Summary

Resolve 2015, chapter 43 creates a special commemorative, simulated motor vehicle registration plate in celebration of the centennial of the United States Navy Reserve, which took place March 3, 2015. The Secretary of State is directed to design and issue the plate, which may be displayed until March 3, 2016 covering the front registration plate. Revenue generated by the sale of the plate in excess of the cost of production and issuance will be given to the Maine Military Family Relief Fund.

Resolve 2015, chapter 43 was finally passed as an emergency measure effective June 23, 2015.

LD 262 Resolve, Directing the Department of Transportation and the Maine Turnpike Authority To Erect Highway Signs for Thornton Academy ONTP

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
VALENTINO CHENETTE	ONTP	

This resolve directs the Maine Turnpike Authority to place directional signs to Thornton Academy in the City of Saco on the Maine Turnpike at the northbound and southbound exits of the highway that are located closest to Thornton Academy, and the Department of Transportation to place directional signs on Interstate 195 in each direction. The resolve directs Thornton Academy to assume all costs associated with the signs.

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LD 269 An Act To Require the Maine Turnpike Authority To Consider Certain ONTP
Third-party Studies and Municipal Recommendations in Its
Decision-making Process

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
BLUME HILL	ONTP	

This bill requires the Maine Turnpike Authority, prior to funding a significant transportation project, to review any third-party study relating to the project and to consider recommendations of a municipality that is entirely or in part within the boundaries of the project area as expressed in a vote of the legislative body of that municipality.

LD 272 An Act To Amend the Law Regarding Juvenile Provisional Licenses To Died Between
Foster Military Service Houses

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
THERIAULT KATZ	REF TO CJPS	

This bill, which is a concept draft pursuant to Joint Rule 208, proposes to amend the juvenile provisional license laws so that a person who violates a condition of that person's provisional license by operating a motor vehicle with a detectable blood-alcohol level is not rendered ineligible to serve in the Armed Forces of the United States as long as the blood-alcohol concentration is below 0.08 grams per 100 milliliters of blood.

LD 283 An Act To Require Proof of Insurance for Motor Vehicle Inspection ONTP

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
CAMPBELL R GRATWICK	ONTP	

This bill provides that a certified inspection mechanic may not perform a motor vehicle inspection or issue or sign a certificate of inspection for a motor vehicle unless the certified inspection mechanic verifies that the motor vehicle is covered by a liability insurance policy.

LD 284 An Act To Amend the Law Concerning Overwidth Farm Tractors on PUBLIC 303
Public Ways

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
BLACK EDGECOMB P	OTP-AM	H-31

Current law allows an overwidth light farm tractor to operate on a public way or bridge without a permit when the tractor is equipped with adequate lights or reflectors warning other highway users of the tractor's extreme width. This bill allows all overwidth farm tractors to operate on public ways and bridges.

Committee Amendment "A" (H-31)

This amendment allows all overwidth farming vehicles to operate on public ways and bridges without permits.

Joint Standing Committee on Transportation

Enacted Law Summary

Public Law 2015, chapter 303 allows all overwidth farming vehicles to operate on public ways and bridges without permits.

LD 285 Resolve, Directing the Department of Transportation To Install a Traffic Light in the Town of Prospect ONTP

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
WARD	ONTP	

This resolve directs the Department of Transportation to install a traffic light at the intersection of U.S. Route 1A and Route 174 in the Town of Prospect.

LD 286 An Act Making Supplemental Allocations from the Highway Fund and Other Funds for the Expenditures of State Government Necessary to the Proper Operations of State Government for the Fiscal Year Ending June 30, 2015 PUBLIC 10 EMERGENCY

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
MCLEAN COLLINS	OTP-AM	H-19

This bill makes supplemental allocations from the Highway Fund and other funds for the expenditures of State Government necessary to the proper operations of State Government for the fiscal year ending June 30, 2015.

Committee Amendment "A" (H-19)

This amendment reduces the amount of funding for equipment and supplies for the State Police from \$137,774, as proposed in the bill, to \$131,399.

Enacted Law Summary

Public Law 2015, chapter 10 makes supplemental allocations from the Highway Fund and other funds for the expenditures of State Government necessary to the proper operations of State Government for the fiscal year ending June 30, 2015.

Public Law 2015, chapter 10 was enacted as an emergency measure effective April 2, 2015.

LD 287 An Act To Improve Traffic Safety during Political Campaign Seasons CARRIED OVER

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
DEVIN		

Current law allows political signs to be erected and maintained within the public right-of-way without a license or permit. This bill repeals that law.

This bill was carried over to any special or regular session of the 127th Legislature by joint order, H.P. 992.

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LD 288 An Act To Amend the Requirement of When Headlights Must Be Used

PUBLIC 51

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
DIAMOND PARRY	OTP	

This bill expands the time of day during which vehicles must use headlights to the period from sunset to sunrise.

Enacted Law Summary

Public Law 2015, chapter 51 expands the time of day during which vehicles must use headlights to the period from sunset to sunrise.

LD 293 Resolve, To Require the Department of Transportation To Establish a Working Group To Examine Weight Limits for Tractor-trailers with Different Axle Spacings

ONTP

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
DIAMOND	ONTP	

This resolve directs the Department of Transportation to convene a working group to examine amending the Maine Revised Statutes, Title 29-A, section 2365 to include greater flexibility in axle spacing and weight limits for the combination vehicle consisting of a four-axle single unit truck operating in combination with a two-axle trailer, which has a gross allowable weight of 94,000 pounds. It directs the department to report to the Joint Standing Committee on Transportation no later than January 15, 2016 and gives the Joint Standing Committee on Transportation authority to submit a bill to the Second Regular Session of the 127th Legislature relating to the subject matter of this report.

LD 308 An Act To Cap Fines Imposed for Certain Motor Carrier Violations

Accepted Majority (ONTP) Report

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
COLLINS NADEAU	ONTP OTP-AM	

This bill provides that the total fine for violations of motor carrier laws for a motor carrier with no previous violation discovered during a compliance review may not exceed \$1,000.

Committee Amendment "A" (S-36)

This amendment, which is the minority report, provides that the total fine for violations of motor carrier laws for a motor carrier with no previous violation discovered during a compliance review may not exceed \$2,000, instead of \$1,000 as proposed in the bill.

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LD 323 Resolve, To Provide Funding to the Department of Transportation To Complete a Service Plan for the Development of Passenger Rail Service to Lewiston and Auburn Died On Adjournment

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
GOLDEN LIBBY	OTP-AM	H-28

This bill provides one-time funding to complete the final engineering design and environmental assessment for the state-owned portion of the St. Lawrence and Atlantic Railroad line from Yarmouth Junction to the Lewiston-Auburn area.

Committee Amendment "A" (H-28)

This amendment, which replaces the bill with a resolve, directs the Department of Transportation, in consultation with the cities of Lewiston and Auburn and the Northern New England Passenger Rail Authority, to conduct a study and complete a plan for the implementation of passenger rail service between the cities of Lewiston and Auburn and the Amtrak Downeaster service. The amendment also decreases the funding to complete the study from a one-time Highway Fund allocation of \$1,000,000, as proposed in the bill, to \$500,000 in the state fiscal year ending June 30, 2016.

LD 333 An Act To Help Veterans To Receive Benefits ONTP

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
DEVIN DAVIS	ONTP	

The bill provides that a driver's license or nondriver identification card with a military service designation requested by a veteran must bear the word "Veteran."

LD 345 An Act To Require Motorists To Move to a Nonadjacent Lane or Slow Down for Certain Stationary Vehicles ONTP

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
SAVIELLO	ONTP	

This bill adds public utility emergency service vehicles and refuse, garbage and trash business vehicles to the list of stationary vehicles for which a motorist must move to a nonadjacent lane or, if moving to a nonadjacent lane is impossible or unsafe, slow down.

See also LDs 196 and 371.

LD 348 An Act To Provide for 2-year Motor Vehicle Inspection Stickers ONTP

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
DUTREMBLE CRAFTS	ONTP	

Joint Standing Committee on Transportation

This bill changes the law to require motor vehicle inspections every two years.

LD 363 An Act Regarding Learner's Permits for Driver's Licenses ONTP

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
HANINGTON	ONTP	

This bill allows a designee of the Secretary of State or a person licensed as a driver education instructor to do the following:

1. Collect fees for a learner's permit for a driver's license;
2. Collect application materials for a learner's permit;
3. Administer an examination for a learner's permit; and
4. Issue a learner's permit.

Current law allows only the Secretary of State to perform these functions. See also LD 682.

LD 371 An Act To Enhance Safety for Highway Maintenance Vehicles ONTP

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
COLLINS O'CONNOR	ONTP	

This bill adds highway maintenance vehicles to the list of stationary vehicles for which a motorist must slow down or move to a nonadjacent lane, if possible.

See also LDs 196 and 345.

LD 381 An Act To Change the Motor Vehicle Inspection Requirements To Extend the Time between Inspections ONTP

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
MIRAMANT COOPER	ONTP	

This bill changes the annual inspection requirement for motor vehicles, except for commercial vehicles, trailers and semitrailers, to a biennial inspection requirement. The bill provides that a new motor vehicle that has had an inspection is not required to have another inspection until four years from the last day of the month in which it was initially registered. The bill provides that a new motor vehicle does not include a commercial motor vehicle, trailer or semitrailer. The bill also changes the annual enhanced inspection requirement for vehicles registered in Cumberland County in a similar manner.

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LD 390 An Act To Enforce Restrictions in Parking Spaces and Access Aisles PUBLIC 52
Designated for Persons with a Walking Disability

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
CRAFTS MASON	OTP-AM	H-73

This bill provides that testimony under oath with clear photographic evidence from a person with a disability or the driver of a vehicle transporting a person with a disability is prima facie evidence that a violation of a disability parking restriction has occurred.

Committee Amendment "A" (H-73)

This amendment provides that this provision applies to the registered owner's liability for a vehicle illegally parked in a disability parking space or access aisle.

Enacted Law Summary

Public Law 2015, chapter 52 provides that testimony under oath with clear photographic evidence from a person with a disability or the driver of a vehicle transporting a person with a disability is prima facie evidence that a violation of a disability parking restriction has occurred. This provision applies to the registered owner's liability for a vehicle illegally parked in a disability parking space or access aisle.

LD 410 Resolve, To Direct the Department of Transportation To Require the ONTP
Word "Danger" on All Road Signs That Warn of Moose

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
NADEAU VALENTINO	ONTP	

This resolve directs the Department of Transportation to require the word "danger" to be included on all signs that caution motorists of moose crossings on the roadways.

LD 411 Resolve, Regarding Engineering for Route 161 ONTP

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
MARTIN J	ONTP	

This resolve requires the Department of Transportation to commence engineering work for Route 161 construction from the Town of Fort Kent to Ouellette Road in Cross Lake Township by October 1, 2015.

LD 437 An Act To Ensure the Responsibility of the Department of ONTP
Transportation for a Portion of U.S. Route 1 in York and for the U.S.
Route 1 Bypass in Kittery

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
HILL EVES	ONTP	

Joint Standing Committee on Transportation

This bill directs the Department of Transportation to maintain the U.S. Route 1 Bypass in the Town of Kittery and U.S. Route 1 in the Town of York from the Kittery town line north to Mountain Road.

LD 439 An Act To Prohibit Excessive Idling of Passenger Trains ONTP

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
GERZOFSKY DION	ONTP	

This bill prohibits a passenger train engine from operating for more than 30 minutes while the train is stopped except for during repairs or servicing requiring the engine to be running or delivering or accepting merchandise or passengers requiring engine-assisted power and includes a fine of \$2,500 for a violation of these provisions.

LD 505 An Act To Increase the Funding Level of the Local Road Assistance Program Accepted Majority (ONTP) Report

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
GILLWAY THIBODEAU	ONTP OTP-AM	

This bill increases the annual funding dedicated for the Local Road Assistance Program from nine percent to ten percent of the Highway Fund allocation to the Department of Transportation.

Committee Amendment "A" (H-82)

This amendment, which is the minority report, increases the annual funding dedicated for the Local Road Assistance Program from nine percent to ten percent of the Highway Fund allocation to the Department of Transportation over a four-year period beginning July 1, 2015.

LD 506 An Act To Improve Public-private Transportation Partnerships ONTP

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
CHAPMAN	ONTP	

This bill changes the law governing public-private partnerships to develop transportation facilities by removing the Department of Transportation's authority to receive unsolicited proposals and to limit those proposals solicited by the department to those in accordance with the Sensible Transportation Policy Act.

LD 515 An Act To Amend the Law Regarding Commercial Learner's Permits PUBLIC 46 EMERGENCY

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
MCLEAN COLLINS	OTP	

This bill repeals the requirement that limits eligibility for a commercial learner's permit to an applicant 18 years of age or older in a section of law that takes effect July 8, 2015.

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Enacted Law Summary

Public Law 2015, chapter 46 repeals the requirement that limits eligibility for a commercial learner's permit to an applicant 18 years of age or older in a section of law that takes effect July 8, 2015.

Public Law 2015, chapter 46 was enacted as an emergency measure effective April 30, 2015.

**LD 520 An Act To Amend the Requirement for a Certificate of Title for Junk
and Scrap Automobiles and Vehicles**

**PUBLIC 88
EMERGENCY**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
COLLINS PARRY	OTP-AM	S-37

Current law exempts automobiles and vehicles older than model year 1995 from the requirement to have a certificate of title, except when the Secretary of State determines it is in the best interest of the State and the applicant to issue a title to such a vehicle. This bill adds an exemption for a vehicle more than 15 years old being transferred for junk or scrap.

Committee Amendment "A" (S-37)

This amendment provides that a recycler, salvage vehicle dealer or scrap processor may accept a vehicle without a certificate of title or certificate of salvage if the following conditions are met:

1. The vehicle model year is 1995, 1996, 1997, 1998 or 1999;
2. The recycler, salvage vehicle dealer or scrap processor obtains the seller's name and address and maintains the seller's name and address and vehicle identification number of the scrapped vehicle for a period of at least one year; and
3. The recycler, salvage vehicle dealer or scrap processor reports the destruction of the vehicle to the Secretary of State within 30 days.

This amendment also provides an effective date of July 1, 2015.

Enacted Law Summary

Public Law 2015, chapter 88 provides that, beginning July 1, 2015, a recycler, salvage vehicle dealer or scrap processor may accept a vehicle without a certificate of title or certificate of salvage if the following conditions are met:

1. The vehicle model year is 1995, 1996, 1997, 1998 or 1999;
2. The recycler, salvage vehicle dealer or scrap processor obtains the seller's name and address and maintains the seller's name and address and vehicle identification number of the scrapped vehicle for a period of at least one year; and
3. The recycler, salvage vehicle dealer or scrap processor reports the destruction of the vehicle to the Secretary of State within 30 days.

Public Law 2015, chapter 88 was enacted as an emergency measure effective May 17, 2015.

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LD 527 An Act To Repeal Outdated Agricultural Aviation Laws

PUBLIC 33

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
COLLINS MCLEAN	OTP	

This bill removes the requirement for the Commissioner of Transportation to issue a permit for agricultural aviation.

Enacted Law Summary

Public Law 2015, chapter 33 removes the requirement for the Commissioner of Transportation to issue a permit for agricultural aviation.

LD 528 An Act To Amend the Laws Regarding the Maine Organ and Tissue Donation Fund

Veto Sustained

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
DIAMOND	OTP	

This bill clarifies that the Secretary of State and not the Treasurer of State manages the Maine Organ and Tissue Donation Fund and distributes revenue to the Organ Donation Advisory Council, that all interest accrued by the fund becomes part of the fund and that the fund is nonlapsing.

LD 529 An Act To Amend the Law Concerning Motor Vehicles at Railroad Crossings

PUBLIC 89

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
DIAMOND	OTP-AM	S-46

Current law requires that when a railroad crossing is protected by gates that are lowered or being lowered or a flagger or automatic signal is indicating that a train is approaching, an operator of a motor vehicle must bring that vehicle to a full stop at a distance of not less than 10 feet from the nearest rail of the crossing.

This bill provides that an operator of a motor vehicle must approach a railroad crossing in a manner so that the operator will be able to stop if necessary. The operator must stop the vehicle not less than 15 feet and not more than 50 feet from the nearest rail of the railroad track and may not proceed until the operator may do so safely if a clearly visible electric or mechanical signal device warns of the approach of a train; a crossing gate is lowered or a flagger gives or continues to give a signal or warning of the approach or passage of a train; a train is visible and is in hazardous proximity to the crossing; or a sign, device or law requires the vehicle to stop.

Committee Amendment "A" (S-46)

This amendment clarifies that the operator of a motor vehicle approaching a railroad crossing must stop the vehicle not less than 15 feet and not more than 50 feet from the nearest rail of the railroad track and may not proceed if a clearly visible electric or mechanical signal device warns of the approach of a train; a crossing gate is lowered or a flagger gives or continues to give a signal or warning of the approach or passage of a train; a train is visible and is in hazardous proximity to the crossing; or a sign, device or law requires the vehicle to stop.

Enacted Law Summary

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Public Law 2015, chapter 89 clarifies that the operator of a motor vehicle approaching a railroad crossing must stop the vehicle not less than 15 feet and not more than 50 feet from the nearest rail of the railroad track and may not proceed if a clearly visible electric or mechanical signal device warns of the approach of a train; a crossing gate is lowered or a flagger gives or continues to give a signal or warning of the approach or passage of a train; a train is visible and is in hazardous proximity to the crossing; or a sign, device or law requires the vehicle to stop.

LD 543 An Act To Amend the Laws Governing the Use of Flashing Lights by School Buses ONTP

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
BATTLE BRAKEY	ONTP	

This bill allows a school bus driver to receive or discharge passengers without activating flashing lights during a school field trip or sports trip when the passengers are with a chaperone or a coach and the school bus driver determines it is safe to do so.

LD 544 An Act To Assist Maine Veterans and Service Members ONTP

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
DAVITT BURNS	ONTP	

This bill establishes the Veterans Count Maine Donation Fund and allows for a person to designate a donation to be paid into the fund when applying for or renewing a driver's license.

LD 545 An Act To Require That Traffic Lights Default to Flashing Mode between the Hours of Midnight and 6 a.m. ONTP

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
BATTLE BRAKEY	ONTP	

This bill requires that traffic lights default to a flashing mode between the hours of 12 midnight and 6 a.m.

LD 554 An Act Concerning Commercial Vehicles at Canadian Weight Limits Traveling to Certain Points in the State PUBLIC 119 EMERGENCY

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
MAKER BURNS	OTP-AM	H-85

This bill changes the weight limits that certain commercial vehicles may have when traveling from the United States-Canada border to certain points in the State.

Committee Amendment "A" (H-85)

This amendment changes the bill by removing language allowing three-axle truck tractors with four-axle

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semitrailers of no more than 122,380 pounds total to travel from the United States-Canada border in Calais, Madawaska and Van Buren to certain points within the State.

The amendment allows certain commercial vehicles with a seven-axle configuration to travel from the United States-Canada border in Calais to Woodland Pulp LLC mill or its successor and the former oriented strand board facility in Baileyville. The amendment provides that this allowance does not take effect unless the chief engineer of the Department of Transportation conducts an analysis and determines that commercial vehicles of the proposed configuration and weight can be safely operated on the proposed routes of travel. The amendment repeals the allowance on January 1, 2018. The amendment requires the Department of Transportation to monitor and evaluate the effects of this allowance on road conditions and to report to the joint standing committee of the Legislature having jurisdiction over transportation matters during the Second Regular Session of the 127th Legislature and the First Regular Session of the 128th Legislature. The amendment provides that the joint standing committee has authority to submit a bill during the First Regular Session of the 128th Legislature regarding the subject matter of the report. The amendment adds an emergency preamble and emergency clause to the bill.

The amendment revises the authorized route of travel in the Town of Van Buren in the current law allowing certain commercial vehicles at Canadian weight limits to travel from the United States-Canada border to certain points in the State.

Current law authorizes the Department of Transportation to adopt rules, in consultation with the Department of Public Safety and the Department of the Secretary of State, that allow certain commercial motor vehicles that exceed gross vehicle weight limits and vehicle dimension standards established in statute to travel upon designated routes. The amendment repeals the exclusion from the commercial motor vehicle configurations that may be allowed to operate on specified routes of travel by the Commissioner of Transportation truck tractor-semitrailer-semitrailer combination vehicles in which the two trailing units are connected with a B-train assembly.

Enacted Law Summary

Public Law 2015, chapter 119 allows certain commercial vehicles with a seven-axle configuration to travel from the United States-Canada border in Calais to Woodland Pulp LLC mill or its successor and the former oriented strand board facility in Baileyville. It provides that this allowance does not take effect unless the chief engineer of the Department of Transportation conducts an analysis and determines that commercial vehicles of the proposed configuration and weight can be safely operated on the proposed routes of travel. The law repeals this allowance on January 1, 2018.

The law requires the Department of Transportation to monitor and evaluate the effects of this allowance on road conditions and to report to the joint standing committee of the Legislature having jurisdiction over transportation matters during the Second Regular Session of the 127th Legislature and the First Regular Session of the 128th Legislature. It provides that the joint standing committee has authority to submit a bill during the First Regular Session of the 128th Legislature regarding the subject matter of the report.

The law revises the authorized route of travel in the Town of Van Buren for certain commercial vehicles at Canadian weight limits travelling from the United States-Canada border to certain points in the State.

The Department of Transportation is authorized to adopt rules, in consultation with the Department of Public Safety and the Department of the Secretary of State, that allow certain commercial motor vehicles that exceed gross vehicle weight limits and vehicle dimension standards established in statute to travel upon designated routes. The law repeals the exclusion from the commercial motor vehicle configurations that may be allowed to operate on specified routes of travel by the Commissioner of Transportation truck tractor-semitrailer-semitrailer combination vehicles in which the two trailing units are connected with a B-train assembly.

Public Law 2015, chapter 554 was enacted as an emergency measure effective May 29, 2015.

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See also LD 1172.

LD 591 An Act To Allow Municipal and Volunteer Firefighters To Operate Motor Vehicles as Authorized Emergency Vehicles ONTP

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
SAVIELLO	ONTP	

This bill allows a municipal or volunteer firefighter trained and experienced in emergency vehicle operations to operate a motor vehicle as an authorized emergency vehicle.

LD 615 An Act Regarding Transparency in the Transportation of Hazardous Materials ONTP

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
TIPPING-SPITZ DILL	ONTP	

This bill, which is a concept draft pursuant to Joint Rule 208, proposes to ensure that first responders, hospitals and emergency management agencies are provided information concerning hazardous materials transported by rail in the State in order to assist those entities in developing response plans.

See LD 484 under the Judiciary Committee.

LD 634 An Act To Allow Operation of Modified Utility Vehicles on a Public Way ONTP

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
DILL SAUCIER	ONTP	

This bill allows a modified utility vehicle, commonly known as a utility vehicle, recreational utility vehicle or multipurpose utility vehicle, to be registered and operated on a public way in Maine with certain limitations.

A modified utility vehicle that meets specified equipment requirements may be operated on Maine roads with a posted speed limit of 45 miles per hour or less to go from an all-terrain vehicle trail to a gasoline station or an establishment selling prepared food and return to the all-terrain vehicle trail. Like a low-speed vehicle, a modified utility vehicle is exempt from inspection requirements and is registered by application to the Secretary of State.

In order to avoid the cost of printing a new registration plate specifically for modified utility vehicles, a modified utility vehicle is issued a motorcycle registration plate.

LD 645 An Act To Create a Transportation Planning Incentive for Communities Located on Peninsulas ONTP

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
LANGLEY KUMIEGA	ONTP	

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In order to promote partnerships, including interlocal agreements under the Maine Revised Statutes, Title 30-A, chapter 115, among municipalities located on state and state aid highways on peninsulas and to address the unique transportation needs of municipalities located on peninsulas with one road in and out, this bill requires the Department of Transportation to assign a higher priority classification for a state or state aid highway located on a peninsula. The relevant municipality or group of municipalities must develop a 10-year work plan that describes and addresses local and regional transportation infrastructure needs and considers the regional effect of the capital improvement of the state or state aid highway.

LD 676 Resolve, Directing the Department of Transportation To Study the Use of Calcium Chloride on Roads and Its Effect on Vehicles ONTP

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
WARD	ONTP	

This resolve requires the Department of Transportation to study the use of calcium chloride on roads and its effect on vehicles and report to the Joint Standing Committee on Transportation with the results of the study.

LD 682 An Act To Ensure the Administration of Written Driving Tests PUBLIC 114

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
GILLWAY ROSEN	OTP-AM	H-109

This bill provides that the Secretary of State may not waive any component of the driver's license examination requirements except for an applicant who possesses a valid driver's license from another state or jurisdiction. The bill also clarifies that fees and any required application materials for a learner's permit must be collected by the Secretary of State, any examination for a learner's permit must be administered by the Secretary of State and a learner's permit must be issued by the Secretary of State.

Committee Amendment "A" (H-109)

Current law provides that any required examination for a learner's permit may be administered only by the Secretary of State, and the bill clarifies the Secretary of State's authority regarding these examinations. This amendment, which strikes and replaces the bill, provides that the Secretary of State may waive this requirement on receipt of a Maine driver education course completion certificate. The amendment also strikes the emergency preamble and emergency clause from the bill.

Enacted Law Summary

Public Law 2015, chapter 114 provides that the Secretary of State may waive the required examination for a learner's permit on receipt of a Maine driver education course completion certificate.

See also LD 363.

LD 687 An Act To Expand Classification Categories for Motor Vehicles in the State CARRIED OVER

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
GOLDEN LIBBY		

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This bill, which is a concept draft pursuant to Joint Rule 208, proposes to revisit the motor vehicle classification of autocycle, which was defined in the Maine Revised Statutes, Title 29-A, section 101, former subsection 6-B as an enclosed motorcycle with up to three wheels. The definition was a temporary measure that self-repealed in 2013. This bill proposes reviewing various types and models of enclosed motor vehicles with three wheels or fewer that are existing or under development for the purpose of registration and possibly creating a new motor vehicle classification for registration under the State's motor vehicle laws.

This bill was carried over to any special or regular session of the 127th Legislature by joint order, H.P. 992.

LD 706 Resolve, To Establish a Commission To Study Transportation Funding Reform **Died On Adjournment**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
MCLEAN	OTP-AM	H-223

This resolve, which is a concept draft pursuant to Joint Rule 208, proposes to establish a commission composed of Legislators, transportation professionals or other parties to study transportation funding reforms that will promote equity and sustainability and that will yield the predictable funding levels needed to support a safe and reliable highway and bridge system that supports economic opportunity.

Study topics may include, but are not limited to, a review of the funding levels necessary to achieve the capital goals set forth in the Maine Revised Statutes, Title 23, section 73, subsection 7, paragraphs A to D including anticipated shortfalls; a 10-year capital funding plan to meet those goals; mechanisms to address the erosion of Highway Fund receipts and the rising inequity among drivers caused by higher automobile fuel efficiency; methods to more equitably share the costs of the highway system between residents and visitors from outside the State; rolling back baseline fuel tax rates and adding a wholesale tax component; and the use of a portion of sales tax receipts from transportation-related sales for transportation needs.

The commission is required to submit a report of its findings, including suggested legislation, to the Joint Standing Committee on Transportation by December 15, 2015, which in turn may submit a bill for presentation to the Second Regular Session of the 127th Legislature relating to the subject matter of the report.

Committee Amendment "A" (H-223)

This amendment, which strikes and replaces the concept draft, establishes the Commission To Study Transportation Funding Reform. The commission is required to study how to reform and adequately supplement funding for the State's transportation infrastructure to promote equity, sustainability and predictability in a manner that allows the State to responsibly provide a safe and reliable transportation system. The commission is required to report its findings and recommendations, including suggested legislation, to the Joint Standing Committee on Transportation no later than December 2, 2015. The Joint Standing Committee on Transportation may submit legislation to the Second Regular Session of the 127th Legislature relating to the subject matter of the report. The amendment also adds an appropriations and allocations section.

LD 707 An Act To Correct an Error in the Law That Allows a Break in Control of Access on William L. Clarke Drive in the City of Westbrook **P & S 3 EMERGENCY**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
GATTINE HASKELL	OTP-AM	H-57

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This bill corrects a reference to a lot number to allow, at the request of the owner of that lot, an entrance to be built on William L. Clarke Drive in the City of Westbrook.

Committee Amendment "A" (H-57)

This amendment specifies that any break in access on William L. Clarke Drive in the City of Westbrook must be in accordance with the Department of Transportation's procedures for control of access modifications.

Enacted Law Summary

Private and Special Law 2015, chapter 3 corrects a reference to a lot number to allow, at the request of the owner of that lot, an entrance to be built on William L. Clarke Drive in the City of Westbrook. The law also specifies that any break in access on William L. Clarke Drive in the City of Westbrook must be in accordance with the Department of Transportation's procedures for control of access modifications.

Private and Special Law 2015, chapter 3 was enacted as an emergency measure effective April 29, 2015.

LD 737 An Act To Amend the Laws Regarding Learner's Permits and Intermediate Licenses

PUBLIC 113

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
ROSEN MCLEAN	OTP-AM	S-58

This bill strengthens the restrictions on a driver of a motor vehicle under a learner's permit by increasing the requirements regarding the age of the accompanying licensed driver and the length of time that driver has held a driver's license and increasing the length of time a permit holder is required to have a learner's permit before obtaining a driver's license. The bill also expands the definition of "mobile telephone" to include devices providing access to voice, text messaging or Internet service as it applies to a driver with a learner's permit or a driver operating under a restricted license. This bill also strengthens the restrictions on a driver of a motor vehicle who is under 18 years of age operating under a restricted license by prohibiting the driver from carrying immediate family members without an accompanying licensed driver, decreasing the time period during which a driver with a restricted license may operate a motor vehicle unless traveling to and from work, and requiring the driver to display decals in the motor vehicle indicating that the driver may be a holder of a restricted license. Finally, the bill changes the fine for using a mobile telephone while driving under a restricted license to \$500 and sets the fine for failing to display a restricted license reflective decal at \$100.

Committee Amendment "A" (S-58)

This amendment strikes and replaces the bill. The amendment strikes from the bill:

1. The increase in the required minimum age of the accompanying licensed driver, for a driver of a motor vehicle under a learner's permit, from 20 to 25 years of age;
2. The increase in the required length of time that the accompanying licensed driver, for a driver of a motor vehicle under a learner's permit, has held a driver's license from two to three years;
3. The increase in the length of time a permit holder is required to have a learner's permit before obtaining a driver's license from six to 12 months; and
4. The increase in the fine for using a mobile telephone while operating a motor vehicle with an intermediate license from not less than \$250 and not more than \$500 to \$500.

The amendment amends the current laws prohibiting the holder of a learner's permit or intermediate license from

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using a mobile telephone while operating a motor vehicle to also prohibit such a person from using a handheld electronic device while operating a motor vehicle. The amendment provides that the definitions in these provisions and in the provisions of current law that prohibit minors from using certain electronic devices while operating a motor vehicle are consistent.

The amendment strikes from the bill the prohibition on a driver who is operating a motor vehicle with an intermediate license from operating a motor vehicle between the hours of 10 p.m. and 5 a.m., unless traveling directly between the driver's place of employment and residence. The amendment leaves current law in place, which prohibits a driver who is operating a motor vehicle with an intermediate license from operating a motor vehicle between midnight and 5 a.m.

The amendment strikes from the bill the prohibition on a driver who is operating a motor vehicle with an intermediate license from carrying any passengers unless accompanied by a licensed operator. The amendment leaves current law in place, which provides that a driver who is operating a motor vehicle with an intermediate license may carry passengers who are immediate family members without being accompanied by a licensed operator.

The amendment revises the provision in the bill relating to requiring a driver who is operating a motor vehicle with an intermediate license to display a set of decals in the motor vehicle by providing that the decal program is voluntary. The amendment requires the Department of the Secretary of State, Bureau of Motor Vehicles to submit a report no later than February 1, 2017 to the joint standing committee of the Legislature having jurisdiction over transportation matters with an update on the decal program. The amendment also provides that the joint standing committee of the Legislature having jurisdiction over transportation matters may submit a bill to the First Regular Session of the 128th Legislature relating to the subject matter of this report.

Enacted Law Summary

Public Law 2015, chapter 113 prohibits the holder of a learner's permit or intermediate license from using any handheld electronic device, in addition to a mobile telephone, while operating a motor vehicle.

The law requires the Secretary of State to make available to a person who has been issued an intermediate license a set of two decals to place in the motor vehicle driven by the licensee that indicates that the driver of the motor vehicle may be a holder of an intermediate license. The driver who is operating a motor vehicle with an intermediate license may display these decals in the motor vehicle. The law also requires the Department of the Secretary of State, Bureau of Motor Vehicles to submit a report no later than February 1, 2017 to the joint standing committee of the Legislature having jurisdiction over transportation matters with an update on the voluntary decal program. The joint standing committee of the Legislature having jurisdiction over transportation matters may submit a bill to the First Regular Session of the 128th Legislature relating to the subject matter of this report.

LD 788 An Act To Improve the Health of Maine Citizens and Safety of Pedestrians

Veto Sustained

Sponsor(s)

HARLOW

Committee Report

OTP-AM

Amendments Adopted

H-171

Current law requires the operator of a motor vehicle to leave a distance of at least three feet when passing a bicyclist, a person on roller skis or a pedestrian. If a collision occurs between a motor vehicle and a bicyclist or roller skier, it is prima facie evidence of a violation of the three-foot requirement by the operator of the motor vehicle; no such provision is included for a collision between a motor vehicle and a pedestrian.

This bill provides that a collision between a motor vehicle and a pedestrian is prima facie evidence of a violation of the three-foot requirement by the operator of the motor vehicle.

Joint Standing Committee on Transportation

Committee Amendment "A" (H-171)

This amendment clarifies that if a motorist strikes a person operating a bicycle or roller skis and that person operating a bicycle or roller skis is complying with the duties imposed on a bicyclist or roller skier as specified in the Maine Revised Statutes, Title 29-A, it is prima facie evidence of a violation of the three-foot requirement in current law by the operator of the motor vehicle.

The amendment also provides that if a motorist strikes a pedestrian and that pedestrian is complying with the duties required of a pedestrian as specified in Title 29-A, section 2056, it is prima facie evidence of a violation of the three-foot requirement in current law by the operator of the motor vehicle.

LD 789 An Act To Require That Projects Undertaken by the Maine Turnpike Authority Have an Anticipated Useful Life of at Least 15 Years ONTP

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
HYMANSON	ONTP	

This bill requires that, in determining whether to undertake construction or reconstruction of the turnpike or its connecting tunnels and bridges, overpasses, underpasses, interchanges and toll facilities, the Maine Turnpike Authority include in its evaluation the expected useful life of the proposed construction or reconstruction. The bill prohibits the authority from undertaking a proposed construction or reconstruction that has an expected useful life of less than 15 years.

LD 809 An Act Regarding Motor Vehicle Inspection Program Requirements ONTP

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
CUSHING SHAW	ONTP	

This bill exempts a motor vehicle that is 30 months old or less with fewer than 50,000 miles from inspection requirements.

LD 844 An Act To Improve Transit Services Statewide PUBLIC 182

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
MCLEAN DIAMOND	OTP-AM	H-186

This bill replaces the requirement in current law for biennial plans for regional transit with a requirement for quinquennial plans, which is consistent with federal requirements. The bill eliminates the Interagency Transportation Coordinating Committee and replaces it with a new Public Transit Advisory Council. The council is required to assist state agencies and the Legislature on issues related to public transit services.

The bill provides that the council must include, at a minimum, the Commissioner of Transportation, the Commissioner of Health and Human Services, the Commissioner of Labor and the Commissioner of Economic and Community Development or their designees. The other members are appointed by the Commissioner of Transportation. The Commissioner of Transportation is required to invite members from the joint standing committee of the Legislature having jurisdiction over transportation matters representing different political parties

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and at least one representative of the Northern New England Passenger Rail Authority to participate in council meetings.

The council is required to report to the Governor and the joint standing committees of the Legislature having jurisdiction over transportation matters and health and human services matters by March 1st of each odd-numbered year.

Committee Amendment "A" (H-186)

This amendment removes representatives of the Department of Labor, the Department of Health and Human Services and the Department of Economic and Community Development from the Public Transit Advisory Council, which the bill creates. The bill requires the council to make recommendations for the optimal coordination of transit services with other senior and veteran services provided by the Department of Transportation and the Department of Health and Human Services. The amendment requires the council to make recommendations for the optimal coordination of transit services with other senior and veteran services generally, without reference to those services provided by the departments.

It also removes the Department of Labor and the Department of Health and Human Services from the list of entities the Department of Transportation must consult with when designating regional public transportation agencies, approving locally coordinated plans for regional transit and coordinating purchase of service contracts.

Enacted Law Summary

Public Law 2015, chapter 182 replaces the requirement in current law for biennial plans for regional transit with a requirement for quinquennial plans, which is consistent with federal requirements. The law eliminates the Interagency Transportation Coordinating Committee and replaces it with a new Public Transit Advisory Council. The council is required to assist state agencies and the Legislature on issues related to public transit services. The council is required to report to the Governor and the joint standing committees of the Legislature having jurisdiction over transportation matters and health and human services matters by March 1st of each odd-numbered year.

LD 845 An Act To Address Unmet Public Transportation Needs

CARRIED OVER

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
JORGENSEN VALENTINO	OTP-AM	H-121

This bill provides an ongoing General Fund appropriation to the Department of Transportation of \$3,000,000 beginning in fiscal year 2015-16. The bill also requires the State Controller to transfer, beginning June 1, 2016 and every June 1st thereafter, \$500,000 from the Multimodal Transportation Fund program, Other Special Revenue Funds account within the Department of Transportation, to the Multimodal Transit Fund program, Other Special Revenue Funds account within the Department of Transportation. The funds must be distributed to public transportation providers statewide to better meet the need for such services.

Committee Amendment "A" (H-121)

This amendment strikes from the bill the requirement that the State Controller transfer, beginning June 1, 2016 and every June 1st thereafter, \$500,000 from the Multimodal Transportation Fund program, Other Special Revenue Funds account within the Department of Transportation, to the Multimodal Transit Fund program, Other Special Revenue Funds account within the Department of Transportation.

This bill was carried over on the Special Appropriations Table to any special or regular session of the 127th Legislature by joint order, S.P. 555.

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LD 901 An Act To Ensure Sustainable Infrastructure Funding ONTP

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
MCLEAN	ONTP	

This bill establishes a system of indexing Maine's motor fuel excise tax rates, tying adjusted rate increases to federal fuel efficiency standards.

LD 902 Resolve, To Establish the Commission To Study Parking for Persons with Physical Disabilities Died On Adjournment

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
CRAFTS MASON	OTP-AM	H-116

This resolve establishes the Commission to Study Parking for Persons with Physical Disabilities.

Committee Amendment "A" (H-116)

This amendment adds an emergency preamble and emergency clause to the resolve.

The amendment provides that the representative of the Department of the Secretary of State, Bureau of Motor Vehicles is appointed to the commission by the Secretary of State rather than the Governor and the representative of the Department of Defense, Veterans and Emergency Management, Bureau of Maine Veterans' Services is appointed to the commission by the Adjutant General rather than the Governor. The amendment also provides that the Commissioner of Transportation or the commissioner's designee serves on the commission. The amendment adds one additional member of the House of Representatives with expertise in the subject matter of the study to the commission.

The amendment also specifies that the commission submits a report that includes findings and recommendations, including suggested legislation, to the Joint Standing Committee on Transportation. Pursuant to Joint Rule 353, upon receipt of a report submitted by a legislative study commission, the joint standing committee to which the report is submitted may submit a bill during the session to which the report is submitted to implement its recommendations on matters relating to the study.

LD 903 An Act To Allow in Certain Circumstances Two-wheeled Vehicles To Proceed through Red Lights and Make Right Turns on Red in Contravention of Posted Prohibitions ONTP

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
BATTLE MIRAMANT	ONTP	

This bill allows the operator of a motorcycle, moped or bicycle, including a motorized bicycle, motorized tricycle or motorized scooter, facing a steady and circular red light, after stopping for a reasonable amount of time, to proceed cautiously through the intersection before the light on the traffic-control device turns green if no other vehicles are present at the intersection to actuate the traffic-control device.

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LD 982 An Act Requiring a Permit and Motor Vehicle Liability Insurance for ONTP
Transportation Network Companies

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
COLLINS MCLEAN	ONTP	

This bill creates a permitting process for transportation network companies to provide transportation services, establishes minimum motor vehicle liability insurance requirements for transportation network companies and allows municipalities to regulate transportation network companies and drivers.

See LD 1379 under the Insurance and Financial Services Committee.

LD 987 An Act To Suspend the Right of an Out-of-state Toll Violator To Operate PUBLIC 159
a Motor Vehicle on Maine Roads

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
MCLEAN COLLINS	OTP-AM	H-148

This bill permits the Maine Turnpike Authority, in the case of a vehicle registered in another jurisdiction that is involved in a toll violation and when the authority knows only the license plate of a toll violator and not the identity of the registered owner, to send a notice of violation to the motor vehicle registry of the jurisdiction that issued the registration. The notice must contain a warning that if tolls are not paid, the owner's right to operate the motor vehicle in Maine may be suspended.

If the registered owner of a vehicle from another jurisdiction fails to pay or contest the notice of liability, the authority is directed to notify the Secretary of State. The Secretary of State then suspends the right of the owner to operate the vehicle in Maine and notifies the owner, if known, or the motor vehicle registry of the jurisdiction that issued the registration.

The bill also authorizes a law enforcement officer to remove a vehicle to a suitable parking place if it is being operated under a registration that is suspended for failure to pay tolls.

Committee Amendment "A" (H-148)

This amendment removes from the bill the language that provides that if the motor vehicle involved in a toll violation is registered in another jurisdiction and the registered owner's address is not known by the Maine Turnpike Authority, the notice may be sent to the motor vehicle registry of the jurisdiction that issued the registration. Instead, the amendment provides that the notice may be sent to an address for the registered owner obtained by the Maine Turnpike Authority through other reasonable means, including but not limited to databases compiled by law enforcement or other government agencies.

The amendment also removes from the bill provisions relating to notice of suspension or revocation of a license, and replaces it with language that provides that the suspension takes effect on the date specified in the notice, which may not be less than 10 days after the mailing of the notification.

Enacted Law Summary

Public Law 2015, chapter 159 permits the Maine Turnpike Authority, in the case of a vehicle registered in another jurisdiction that is involved in a toll violation and when the authority knows only the license plate of a toll violator and not the identity of the registered owner, to send a notice of violation to an address for the registered owner

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obtained by the Maine Turnpike Authority through other reasonable means, including but not limited to through databases compiled by law enforcement or other government agencies. The notice must contain a warning that if tolls are not paid, the owner's right to operate the motor vehicle in Maine may be suspended.

If the registered owner of a vehicle from another jurisdiction fails to pay or contest the notice of liability, the authority is directed to notify the Secretary of State. The Secretary of State then suspends the right of the owner to operate the vehicle in Maine and notifies the owner. The law also authorizes a law enforcement officer to remove a vehicle to a suitable parking place if it is being operated under a registration that is suspended for failure to pay tolls.

LD 1025 An Act To Require Motorized Scooters To Be Equipped with Flags ONTP

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
ROTUNDO	ONTP	

This bill provides that a motorized scooter may not be operated on a public way unless the motorized scooter is equipped with a reflective or fluorescent safety flag.

LD 1080 An Act Making Unified Appropriations and Allocations for the Expenditures of State Government, Highway Fund and Other Funds and Changing Certain Provisions of the Law Necessary to the Proper Operations of State Government for the Fiscal Years Ending June 30, 2016 and June 30, 2017 PUBLIC 268 EMERGENCY

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
MCLEAN COLLINS	OTP-AM	H-457

This bill, which is a concept draft pursuant to Joint Rule 208, proposes to make unified appropriations and allocations for the expenditures of State Government, Highway Fund and other funds and change certain provisions of the law necessary to the proper operations of State Government for the fiscal years ending June 30, 2016 and June 30, 2017, as submitted by the Governor pursuant to the Maine Revised Statutes, Title 5.

Committee Amendment "A" (H-457)

This amendment strikes and replaces the concept draft. The amendment adds an emergency preamble and emergency clause.

Part A provides for the necessary expenditures of State Government and other purposes for the fiscal years ending June 30, 2016 and June 30, 2017.

Part B allows the Maine Municipal Bond Bank to issue from time to time up to \$50,000,000 of GARVEE bonds for highway and bridge needs.

Part C requires the State Controller to transfer at the close of fiscal years 2015-16 and 2016-17 amounts exceeding \$100,000 from the unallocated balance in the Highway Fund, after all commitments, to the Highway and Bridge Capital, Highway Light Capital and Maintenance and Operations programs within the Department of Transportation for capital or all other needs.

Part D authorizes the Commissioner of Transportation to transfer Highway Fund Personal Services balances

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available at the end of each fiscal year of the biennium to the Department of Transportation, Highway and Bridge Capital, Highway Light Capital and Maintenance and Operations programs for capital or all other needs. The funds may be allocated by financial order upon the recommendation of the State Budget Officer and the approval of the Governor.

Part E requires the State Controller to transfer \$5,710,148 in fiscal year 2015-16 and \$5,696,863 in fiscal year 2016-17 from the unallocated surplus of the Highway Fund to the TransCap Trust Fund.

Part F allows TransCap Trust Fund grants and loans to be authorized for capital projects with an anticipated useful life of five years.

Part G authorizes the Department of Administrative and Financial Services, on behalf of the Department of Public Safety, to enter into financing arrangements in fiscal years 2015-16 and 2016-17 for the acquisition of motor vehicles for the State Police.

Part H recognizes an increase in the attrition rate to three percent for the 2016-2017 biennium for judicial branch and executive branch departments and agencies.

Part I establishes a new internal service fund, the Industrial Drive Facility Fund account in the Department of Transportation, for the purposes of purchasing, operating, maintaining, improving and repairing the department's facility located on Industrial Drive in Augusta.

Part J eliminates the legislative review and approval requirement with respect to TransCap revenue bonds that are issued to refund previously issued TransCap revenue bonds that were issued with legislative approval.

Part K eliminates the legislative authorization requirement with respect to GARVEE bonds that are issued to refund previously issued GARVEE bonds that were issued with legislative approval.

Part L requires the State Controller to carry forward up to \$200,000 of any unexpended balance in All Other, Capital Expenditures and Unallocated line categories on June 30, 2015 in the Department of the Secretary of State, Administration - Motor Vehicles program, Highway Fund account to fiscal year 2015-16 to be expended for building repairs and maintenance to the main office of the Department of the Secretary of State in Augusta.

Enacted Law Summary

Public Law 2015, chapter 268 does the following.

Part A provides for the necessary expenditures of State Government and other purposes for the fiscal years ending June 30, 2016 and June 30, 2017.

Part B allows the Maine Municipal Bond Bank to issue from time to time up to \$50,000,000 of GARVEE bonds for highway and bridge needs.

Part C requires the State Controller to transfer at the close of fiscal years 2015-16 and 2016-17 amounts exceeding \$100,000 from the unallocated balance in the Highway Fund, after all commitments, to the Highway and Bridge Capital, Highway Light Capital and Maintenance and Operations programs within the Department of Transportation for capital or all other needs.

Part D authorizes the Commissioner of Transportation to transfer Highway Fund Personal Services balances available at the end of each fiscal year of the biennium to the Department of Transportation, Highway and Bridge Capital, Highway Light Capital and Maintenance and Operations programs for capital or all other needs. The funds may be allocated by financial order upon the recommendation of the State Budget Officer and the approval of the Governor.

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Part E requires the State Controller to transfer \$5,710,148 in fiscal year 2015-16 and \$5,696,863 in fiscal year 2016-17 from the unallocated surplus of the Highway Fund to the TransCap Trust Fund.

Part F allows TransCap Trust Fund grants and loans to be authorized for capital projects with an anticipated useful life of five years.

Part G authorizes the Department of Administrative and Financial Services, on behalf of the Department of Public Safety, to enter into financing arrangements in fiscal years 2015-16 and 2016-17 for the acquisition of motor vehicles for the State Police.

Part H recognizes an increase in the attrition rate to three percent for the 2016-2017 biennium for judicial branch and executive branch departments and agencies.

Part I establishes a new internal service fund, the Industrial Drive Facility Fund account in the Department of Transportation, for the purposes of purchasing, operating, maintaining, improving and repairing the department's facility located on Industrial Drive in Augusta.

Part J eliminates the legislative review and approval requirement with respect to TransCap revenue bonds that are issued to refund previously issued TransCap revenue bonds that were issued with legislative approval.

Part K eliminates the legislative authorization requirement with respect to GARVEE bonds that are issued to refund previously issued GARVEE bonds that were issued with legislative approval.

Part L requires the State Controller to carry forward up to \$200,000 of any unexpended balance in All Other, Capital Expenditures and Unallocated line categories on June 30, 2015 in the Department of the Secretary of State, Administration - Motor Vehicles program, Highway Fund account to fiscal year 2015-16 to be expended for building repairs and maintenance to the main office of the Department of the Secretary of State in Augusta.

Public Law 2015, chapter 268 was enacted as an emergency measure effective June 30, 2015.

LD 1104 Resolve, To Exempt Local Fuel Delivery Vehicles from Hours-of-service Restrictions during Winter Months ONTP

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
SHAW DIAMOND	ONTP	

This resolve directs the Department of Public Safety, Bureau of State Police to adopt major substantive rules amending the Maine Motor Carrier Safety Regulations to exempt intrastate motor carriers, vehicles and drivers delivering fuel oil and bulk petroleum products that operate less than 100 air miles from their regular place of business from hours-of-service restrictions annually from December 1st to May 1st.

LD 1110 An Act To Modernize Road User Fees CARRIED OVER

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
MCLEAN		

This bill, which is a concept draft pursuant to Joint Rule 208, proposes to modernize current state road user fee funding mechanisms to promote equity and sustainability and to yield the predictable funding levels needed to

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support a safe and reliable highway and bridge system that supports economic opportunity.

In order to attain these goals, the bill proposes to require some or all of the following:

1. A review and revision, if necessary, of the funding levels, including any anticipated shortfalls, necessary to achieve the highway and bridge capital goals enumerated in the Maine Revised Statutes, Title 23, section 73, subsection 7, paragraphs A to D;
2. A mechanism to address the erosion of Highway Fund receipts that is caused in part by higher automobile fuel efficiency such as registration fee surcharges on electric or hybrid cars or the establishment of a voluntary vehicle miles traveled program that allows a user to self-report the miles traveled and pay a tax based on those miles;
3. A method of placing a more equitable share of the costs of the highway system on nonresidents such as reducing baseline fuel tax rates and adding a seasonal gasoline tax surcharge or imposing seasonal electronic tolling;
4. Reducing baseline fuel tax rates and adding a wholesale tax component;
5. Fuel tax surcharges that are tied to fuel prices or federal fuel taxes and that would be reduced or eliminated as fuel prices or the federal tax increases; and
6. The dedication of a portion of sales tax receipts from sales of transportation-related products, such as vehicles and tires, for transportation needs.

This bill was carried over to any special or regular session of the 127th Legislature by joint order, H.P. 992.

LD 1122 An Act Regarding the Use of Vehicles on Monhegan Island ONTP

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
JOHNSON DEVIN	ONTP	

This bill allows the Monhegan Island Plantation Board of Assessors to regulate the use of motor vehicles on roads on Monhegan Island. Any regulation of motor vehicles must be approved by the voters of Monhegan Island Plantation.

LD 1133 An Act To Require Snow and Ice To Be Removed from Vehicles before Operation ONTP

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
DILL DION	ONTP	

This bill prohibits a person from operating a motor vehicle at 40 miles per hour or more on a public way without clearing the motor vehicle of solid precipitation. Operating a motor vehicle under such circumstances is a traffic infraction subject to a \$250 fine for a first offense and \$500 for a second or subsequent offense.

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LD 1172 Resolve, Regarding Legislative Review of Rules for Permitting Overlimit Commercial Motor Vehicles of Specified Configurations To Travel Designated Routes, a Late-filed Major Substantive Rule of the Department of Transportation

**RESOLVE 21
EMERGENCY**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
	OTP-AM	H-149

This resolve provides for legislative review of Rules for Permitting Overlimit Commercial Motor Vehicles of Specified Configurations To Travel Designated Routes, a major substantive rule of the Department of Transportation that was filed outside the legislative rule acceptance period.

Committee Amendment "A" (H-149)

This amendment requires the Department of Transportation to make additional changes to Rules for Permitting Overlimit Commercial Motor Vehicles of Specified Configurations To Travel Designated Routes, a major substantive rule of the department, before final adoption is authorized. It requires the department to provide that B-train double configurations are allowed on designated routes, contingent upon passage into law of changes allowing B-train double configuration to be used on those routes.

Enacted Law Summary

Resolve 2015, chapter 21 requires the Department of Transportation to make additional changes to Rules for Permitting Overlimit Commercial Motor Vehicles of Specified Configurations To Travel Designated Routes, a major substantive rule of the department, before final adoption is authorized. It requires the department to provide that B-train double configurations are allowed on designated routes, contingent upon passage into law of changes allowing B-train double configuration to be used on those routes.

See also LD 554.

Resolve 2015, chapter 21 was finally passed as an emergency measure effective June 9, 2015.

LD 1174 Resolve, To Study the Feasibility and Cost of Providing Passenger Rail Service to the City of Bangor

**Died Between
Houses**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
DUNPHY M ROSEN	ONTP OTP-AM	

This resolve directs the Department of Transportation to study providing passenger rail service to the City of Bangor.

Committee Amendment "A" (H-134)

This amendment, which is the minority report of the committee, adds an appropriations and allocations section to the resolve.

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LD 1175 An Act To Amend Maine's Motor Vehicle Statutes

PUBLIC 176

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
PARRY	OTP-AM	H-191

This bill:

1. Makes texting and handheld mobile telephone use while driving a traffic infraction for the purposes of Maine's commercial motor vehicle motor safety laws;
2. Makes a violation of federal regulations regarding rest breaks, logbook information and filing of drivers' records of duty status a traffic infraction for the purposes of Maine's commercial motor vehicle motor safety laws;
3. Requires vehicles operated in Maine to be equipped with brake lights;
4. Restricts persons operating motor vehicles from being able to view a television, screen or other device capable of receiving or showing visual content. For the purposes of the provision, "visual content" includes, but is not limited to, television broadcasts, recorded video and video streamed through electronic or other means. "Visual content" does not include content displayed on a device that was installed for the effective or safe operation of a motor vehicle or on a device used for global positioning or navigation;
5. Repeals the provision of law prohibiting persons from riding in a trailer that is being towed; and
6. Prohibits persons from attaching or displaying on a vehicle registration plate a registration validation device issued for another vehicle.

Committee Amendment "A" (H-191)

This amendment:

1. Modifies the provision of the bill regarding brake lights by requiring that all factory-installed brake lights must be operational and meet certain standards;
2. Replaces the provision of the bill that prohibits a person from operating a motor vehicle if certain video equipment is visible to the operator. The amendment clarifies that video equipment relating to operation of the vehicle and video equipment used by law enforcement and emergency personnel may be visible to the vehicle operator; and
3. Removes the provision of the bill that repeals a law prohibiting persons from riding in a towed vehicle or trailer. It instead removes the prohibition on a person riding in a vehicle being towed by a wrecker or by a motor vehicle using a tow bar but preserves other prohibitions in current law.

Enacted Law Summary

Public Law 2015, chapter 176:

1. Makes texting and handheld mobile telephone use while driving a traffic infraction for the purposes of Maine's commercial motor vehicle motor safety laws;
2. Makes a violation of federal regulations regarding rest breaks, logbook information and filing of drivers' records of duty status a traffic infraction for the purposes of Maine's commercial motor vehicle motor safety laws;

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3. Requires that all factory-installed brake lights on a motor vehicle, trailer or semitrailer must be present and operating properly and meet certain standards;
4. Provides that a person may not operate a motor vehicle in which there is a television viewer, screen or other video device, other than an allowable device, that is receiving or showing video content visible to the operator. For the purposes of the provision, "visual content" includes, but is not limited to, television broadcasts, recorded video and video streamed through electronic or other means. "Visual content" does not include content displayed on a device that was installed for the effective or safe operation of a motor vehicle or on a device used for global positioning or navigation. The law also clarifies that video equipment relating to operation of the vehicle and video equipment used by law enforcement and emergency personnel may be visible to the vehicle operator; and
5. Allows a person to ride in a vehicle being towed by a wrecker or by a motor vehicle using a tow bar; and
6. Prohibits persons from attaching or displaying on a vehicle registration plate a registration validation device issued for another vehicle.

LD 1273 *Resolve, To Create a License Plate To Recognize the Bicentennial of the State* **RESOLVE 23**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
MASON	OTP-AM	S-99

This resolve creates a commemorative simulated motor vehicle registration plate in celebration of Maine's bicentennial. The Secretary of State is directed to design and issue the plate, which may be displayed beginning January 1, 2018 to December 31, 2020 covering the front registration plate. Revenue generated by the sale of the plate in excess of the cost of production and issuance will be given to the Maine Historic Preservation Commission.

Committee Amendment "A" (S-99)

This amendment provides that \$16 of the \$25 fee for the State of Maine Bicentennial commemorative plate goes to the Maine State Cultural Affairs Council rather than the Maine Historic Preservation Commission.

Enacted Law Summary

Resolve 2015, chapter 23 creates a commemorative simulated motor vehicle registration plate in celebration of Maine's bicentennial. The Secretary of State is directed to design and issue the plate, which may be displayed beginning January 1, 2018 to December 31, 2020 covering the front registration plate. The resolve provides that \$16 of the \$25 fee for the State of Maine Bicentennial commemorative plate goes to the Maine State Cultural Affairs Council.

LD 1301 *An Act To Improve the Safety of Vulnerable Users in Traffic and To Clarify the Responsibilities of Bicyclists and Pedestrians* **PUBLIC 164**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
VOLK RYKERSON	OTP-AM	S-177

This bill amends the motor vehicle laws as follows.

1. It creates a vulnerable user law to protect people on public ways who are not in motor vehicles. A "vulnerable user" is defined as a pedestrian, a person performing emergency work or a person riding or using a nonmotorized

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device or certain motorized devices such as a motorcycle, scooter, Segway or electric personal assistive mobility device. A motorist who assaults, attempts to assault, taunts or distracts a vulnerable user, because that person is a vulnerable user, commits a traffic infraction and is subject to the same penalties as a person who texts while operating a motor vehicle.

2. It requires a driver education course to contain at least 30 minutes of instruction to impart the understanding and skills necessary to operate a motor vehicle safely in a situation in which a vulnerable user is sharing the road with that motor vehicle.
3. It amends the law regarding pedestrians in crosswalks to require a motor vehicle to stop and remain stopped when a pedestrian or an extension of a pedestrian is in the lane, including a bicycle lane, in which the motor vehicle is traveling or a lane adjacent to that lane. Nonmotorized traffic is required to yield to such a pedestrian.
4. It specifies that a person riding a bicycle is required to obey traffic control devices such as lights, stop signs and yield signs.
5. It clarifies the law regarding travel down one-way streets to allow travel against the direction indicated when directed by a law enforcement officer or traffic control device.
6. It specifies that a person riding a bicycle or scooter or operating on roller skis has the same rights and duties as a person operating a motor vehicle pursuant to the Maine Revised Statutes, Title 29-A, chapter 19, which deals with the operation of a vehicle, except for laws that expressly apply to bicycles, scooters and roller skis or the law expressly only applies to motor vehicles.
7. It expands the provisions of law for which a violation by a person over 17 years of age riding a bicycle or scooter or operating on roller skis is a traffic infraction.
8. It specifies that the operator of a motor vehicle passing a bicyclist or roller skier proceeding in the same direction must exercise due care by taking into consideration the speed of the motor vehicle and other conditions and leaving a reasonable and proper distance between the motor vehicle and the bicycle or roller skier, but not less than 3 feet, while the motor vehicle is passing the bicycle or roller skier.

Committee Amendment "A" (S-177)

This amendment is the majority report of the Joint Standing Committee on Transportation. The amendment does the following.

1. It changes the definition of "vulnerable user" in the bill to remove motorcycles and to clarify that "vulnerable user" includes persons who are more vulnerable to injury than those in an automobile, truck or similar motor vehicle.
2. Like the bill, it requires that driver education courses include instruction regarding sharing the road with a vulnerable user, but the amendment eliminates the requirement in the bill that instruction include at least 30 minutes.
3. It strikes from the bill the provisions regarding pedestrians in crosswalks and instead adds new language to existing statute to specify that operators must yield the right-of-way to pedestrians who have shown visible intent to enter the marked crosswalk.
4. It retains provisions in the bill regarding responsibilities of bicyclists that are like responsibilities of motor vehicle operators but consolidates most of these provisions in the Maine Revised Statutes, Title 29-A, section 2063, which addresses the rights and duties of bicyclists.

Joint Standing Committee on Transportation

5. It strikes all proposed new prohibitions and penalties regarding vulnerable users, as the conduct and penalties are covered by current law in Titles 17-A and 29-A.

Enacted Law Summary

Public Law 2015, chapter 164:

1. Creates a vulnerable user law to protect people on public ways who are not in motor vehicles. A "vulnerable user" included a person who is more vulnerable to injury than a person in an automobile, truck or similar motor vehicle. A motorist who assaults, attempts to assault, taunts or distracts a vulnerable user, because that person is a vulnerable user, commits a traffic infraction and is subject to the same penalties as a person who texts while operating a motor vehicle;
2. Requires that driver education courses include instruction regarding sharing the road with vulnerable users;
3. Specifies that operators must yield the right-of-way to pedestrians who have shown visible intent to enter the marked crosswalk; and
4. Specifies that the responsibilities of bicyclists are like responsibilities of motor vehicle operators, but consolidates most of these provisions in the Maine Revised Statutes, Title 29-A, section 2063, which addresses the rights and duties of bicyclists.

LD 1308 An Act To Eliminate the Requirement That Truck Campers Be Registered

Died Between Houses

Sponsor(s)

DAVIS
SKOLFIELD

Committee Report

ONTP
OTP

Amendments Adopted

This bill repeals the requirement that truck campers be registered.

LD 1320 An Act To Amend the Laws Relating to Motor Vehicles

PUBLIC 206

Sponsor(s)

MCLEAN
ROSEN

Committee Report

OTP-AM

Amendments Adopted

H-224

This bill amends the motor vehicle laws to:

1. Increase the gross weight requirements for pickup trucks from 6,000 pounds to 10,000 pounds so pickup trucks under 10,001 pounds can be registered with passenger-type plates;
2. Increase the registration fee for antique autos from \$15 to \$30;
3. Discontinue the muffler bypass permit as this permit is obsolete;
4. Clarify that the cancellation fee for all commercial examinations, including a Class C commercial examination, is \$30;

Joint Standing Committee on Transportation

5. Increase the fee for duplicate learner's permits from \$2 to \$5 to support the costs associated with issuance. A federal rule effective July 8, 2015 requires that a commercial driver's license permit be issued with the same security features as a base license. This will require a card-type permit to be issued with the same associated costs for production; and
6. Apply the same requirements of driving time needed in order to be eligible for a special restricted license for educational and employment needs as exists in current law for medical needs.

This bill also makes the operation of a motor vehicle while having a delta-9-tetrahydrocannabinol, or THC, level of five nanograms or more per milliliter of blood a criminal offense, authorizes the Secretary of State to suspend administratively the license of a person who operates a motor vehicle with a THC level of five nanograms or more per milliliter of blood and sanctions the use of approved preliminary breath-testing devices by law enforcement officers in determining whether a person operated a motor vehicle under the influence of intoxicants.

Committee Amendment "A" (H-224)

This amendment strikes from the bill the provisions that apply the same requirements of driving time needed in order to be eligible for a special restricted license for education and employment needs as exists in current law for medical needs.

The amendment revises language in current law that gives the Secretary of State discretion to reject or recall a vanity plate that consists of or comprises language that is obscene, contemptuous, profane or prejudicial and replaces it with language that gives the Secretary of State discretion to reject or recall a vanity plate that consists of language that encourages violence or may result in an act of violence or other unlawful activity because of the content of the language requested by the registrant.

The amendment clarifies that reports made or received in determining whether a person is qualified to be issued a driver's license may be used by the medical personnel treating the person.

The amendment requires that a form created by the Commissioner of Public Safety must be used by scrap metal processors to collect and keep certain information when a scrap metal transaction occurs.

The amendment strikes from the bill provisions that make operation of a motor vehicle while having a delta-9-tetrahydrocannabinol, or THC, level of five nanograms or more per milliliter of blood a criminal offense. The amendment also strikes provisions that authorize the Secretary of State to suspend administratively the license of a person who with a THC level of five nanograms or more per milliliter of blood operates a motor vehicle and that sanction the use of approved preliminary breath test devices by law enforcement officers in determining whether a person operated a motor vehicle while under the influence of intoxicants.

Enacted Law Summary

Public Law 2015, chapter 206:

1. Increases the gross weight requirements for pickup trucks from 6,000 pounds to 10,000 pounds so pickup trucks under 10,001 pounds can be registered with passenger-type plates;
2. Increases the registration fee for antique autos from \$15 to \$30;
3. Discontinues the muffler bypass permit as this permit is obsolete;
4. Clarifies that the cancellation fee for all commercial examinations, including a Class C commercial examination, is \$30;
5. Increases the fee for duplicate learner's permits from \$2 to \$5 to support the costs associated with issuance. A

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federal rule effective July 8, 2015 requires that a commercial driver's license permit be issued with the same security features as a base license. This will require a card-type permit to be issued with the same associated costs for production;

6. Gives the Secretary of State discretion to reject or recall a vanity plate that consists of language that encourages violence or may result in an act of violence or other unlawful activity because of the content of the language requested by the registrant;
7. Clarifies that reports made or received in determining whether a person is qualified to be issued a driver's license may be used by the medical personnel treating the person; and
8. Requires that a form created by the Commissioner of Public Safety must be used by scrap metal processors to collect and keep certain information when a scrap metal transaction occurs.

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SUBJECT INDEX

Aeronautics

Enacted

LD 527 An Act To Repeal Outdated Agricultural Aviation Laws PUBLIC 33

Bridges

Enacted

LD 1 Resolve, To Name the Route 11 Bridge over the Saco River in Standish and Limington the Veterans Memorial Bridge RESOLVE 7 EMERGENCY

LD 66 Resolve, Naming the Bridges That Span the Machias River in Machias the Jeremiah O'Brien Memorial Bridges RESOLVE 4

Driver Education

Enacted

LD 682 An Act To Ensure the Administration of Written Driving Tests PUBLIC 114

Not Enacted

LD 363 An Act Regarding Learner's Permits for Driver's Licenses ONTP

Highway Fund

Enacted

LD 286 An Act Making Supplemental Allocations from the Highway Fund and Other Funds for the Expenditures of State Government Necessary to the Proper Operations of State Government for the Fiscal Year Ending June 30, 2015 PUBLIC 10 EMERGENCY

LD 1080 An Act Making Unified Appropriations and Allocations for the Expenditures of State Government, Highway Fund and Other Funds and Changing Certain Provisions of the Law Necessary to the Proper Operations of State Government for the Fiscal Years Ending June 30, 2016 and June 30, 2017 PUBLIC 268 EMERGENCY

Not Enacted

LD 505 An Act To Increase the Funding Level of the Local Road Assistance Program Majority (ONTP) Report

LD 706 Resolve, To Establish a Commission To Study Transportation Funding Reform Died On Adjournment

LD 901 An Act To Ensure Sustainable Infrastructure Funding ONTP

LD 1110 An Act To Modernize Road User Fees CARRIED OVER

Inspection

Not Enacted

LD 41 An Act To Require the Inspection of Certain Vehicles Used To Transport Members of the General Public ONTP

LD 283 An Act To Require Proof of Insurance for Motor Vehicle Inspection ONTP

LD 348 An Act To Provide for 2-year Motor Vehicle Inspection Stickers ONTP

LD 381 An Act To Change the Motor Vehicle Inspection Requirements To Extend the Time between Inspections ONTP

LD 809 An Act Regarding Motor Vehicle Inspection Program Requirements ONTP

Marine Transportation

Enacted

LD 198 An Act To Amend the Laws Regarding Noncommercial Foreign Vessels PUBLIC 14

Miscellaneous - Transportation

Enacted

LD 78 An Act Regarding Limitations on Certain Storm Water Fees PUBLIC 310

Not Enacted

LD 247 An Act To Create Corridor Districts for the Purpose of Funding Transportation and Transit Services Veto Sustained

LD 545 An Act To Require That Traffic Lights Default to Flashing Mode between the Hours of Midnight and 6 a.m. ONTP

LD 1122 An Act Regarding the Use of Vehicles on Monhegan Island ONTP

Motor Carriers

Enacted

LD 143 Resolve, Regarding Legislative Review of Portions of Chapter 4: Maine Motor Carrier Safety Regulation, a Major Substantive Rule of the Department of Public Safety, Bureau of State Police RESOLVE 11 EMERGENCY

LD 515 An Act To Amend the Law Regarding Commercial Learner's Permits PUBLIC 46 EMERGENCY

LD 554 An Act Concerning Commercial Vehicles at Canadian Weight Limits Traveling to Certain Points in the State PUBLIC 119 EMERGENCY

LD 1172	Resolve, Regarding Legislative Review of Rules for Permitting Overlimit Commercial Motor Vehicles of Specified Configurations To Travel Designated Routes, a Late-filed Major Substantive Rule of the Department of Transportation	RESOLVE 21 EMERGENCY
<u>Not Enacted</u>		
LD 227	An Act To Remove Barriers to Job Opportunities for Young Truck Drivers	CARRIED OVER
LD 293	Resolve, To Require the Department of Transportation To Establish a Working Group To Examine Weight Limits for Tractor-trailers with Different Axle Spacings	ONTP
LD 308	An Act To Cap Fines Imposed for Certain Motor Carrier Violations	Majority (ONTP) Report
LD 1104	Resolve, To Exempt Local Fuel Delivery Vehicles from Hours-of-service Restrictions during Winter Months	ONTP

Motor Vehicles

<u>Enacted</u>		
LD 37	An Act Regarding Emergency Lights on a Vehicle Used by a Member of a Municipal or Volunteer Fire or Emergency Medical Services Department	PUBLIC 31
LD 284	An Act To Amend the Law Concerning Overwidth Farm Tractors on Public Ways	PUBLIC 303
LD 520	An Act To Amend the Requirement for a Certificate of Title for Junk and Scrap Automobiles and Vehicles	PUBLIC 88 EMERGENCY
LD 1320	An Act To Amend the Laws Relating to Motor Vehicles	PUBLIC 206
<u>Not Enacted</u>		
LD 14	An Act Regarding the Registration of an Antique Motor Vehicle That Is the Owner's Sole Vehicle	ONTP
LD 73	An Act To Increase Weight Allowances for Farm Trucks	ONTP
LD 591	An Act To Allow Municipal and Volunteer Firefighters To Operate Motor Vehicles as Authorized Emergency Vehicles	ONTP
LD 687	An Act To Expand Classification Categories for Motor Vehicles in the State	CARRIED OVER

Operator's License

<u>Enacted</u>		
LD 214	An Act To Stay Certain Suspensions Imposed by the Secretary of State Pending Appeal	PUBLIC 13
LD 737	An Act To Amend the Laws Regarding Learner's Permits and Intermediate Licenses	PUBLIC 113

Not Enacted

LD 34	An Act To Address Suspension of an Operator's License for Negligent Operation Causing the Death of Another Person	Majority (ONTP) Report
LD 272	An Act To Amend the Law Regarding Juvenile Provisional Licenses To Foster Military Service	Died Between Houses
LD 333	An Act To Help Veterans To Receive Benefits	ONTP

Public Safety**Enacted**

LD 390	An Act To Enforce Restrictions in Parking Spaces and Access Aisles Designated for Persons with a Walking Disability	PUBLIC 52
LD 1175	An Act To Amend Maine's Motor Vehicle Statutes	PUBLIC 176

Public Transportation**Enacted**

LD 844	An Act To Improve Transit Services Statewide	PUBLIC 182
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Railroads**Not Enacted**

LD 323	Resolve, To Provide Funding to the Department of Transportation To Complete a Service Plan for the Development of Passenger Rail Service to Lewiston and Auburn	Died On Adjournment
LD 439	An Act To Prohibit Excessive Idling of Passenger Trains	ONTP
LD 615	An Act Regarding Transparency in the Transportation of Hazardous Materials	ONTP
LD 1174	Resolve, To Study the Feasibility and Cost of Providing Passenger Rail Service to the City of Bangor	Died Between Houses

Registration Plates**Enacted**

LD 173	An Act To Amend the Laws Governing the Gold Star Family Registration Plate	PUBLIC 17
LD 260	Resolve, To Create a License Plate To Recognize the Centennial of the United States Navy Reserve	RESOLVE 43 EMERGENCY
LD 1273	Resolve, To Create a License Plate To Recognize the Bicentennial of the State	RESOLVE 23

Not Enacted

LD 50	An Act To Authorize up to 2 Free Sets of License Plates for 100 Percent Disabled Veterans	Died On Adjournment
LD 171	An Act To Provide a License Plate Decal for Emergency Medical Services Providers	ONTP

LD 1308	An Act To Eliminate the Requirement That Truck Campers Be Registered	Died Between Houses
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School Buses

Not Enacted

LD 543	An Act To Amend the Laws Governing the Use of Flashing Lights by School Buses	ONTP
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Secretary of State

Not Enacted

LD 528	An Act To Amend the Laws Regarding the Maine Organ and Tissue Donation Fund	Veto Sustained
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LD 544	An Act To Assist Maine Veterans and Service Members	ONTP
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LD 982	An Act Requiring a Permit and Motor Vehicle Liability Insurance for Transportation Network Companies	ONTP
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Signs

Not Enacted

LD 32	An Act To Amend the Laws Regarding Signs on Interstate Highways in Maine	ONTP
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LD 262	Resolve, Directing the Department of Transportation and the Maine Turnpike Authority To Erect Highway Signs for Thornton Academy	ONTP
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LD 287	An Act To Improve Traffic Safety during Political Campaign Seasons	CARRIED OVER
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LD 410	Resolve, To Direct the Department of Transportation To Require the Word "Danger" on All Road Signs That Warn of Moose	ONTP
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Traffic Regulations

Enacted

LD 196	An Act To Ensure the Safety of Public Service Vehicles	PUBLIC 32
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LD 288	An Act To Amend the Requirement of When Headlights Must Be Used	PUBLIC 51
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LD 529	An Act To Amend the Law Concerning Motor Vehicles at Railroad Crossings	PUBLIC 89
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LD 1301	An Act To Improve the Safety of Vulnerable Users in Traffic and To Clarify the Responsibilities of Bicyclists and Pedestrians	PUBLIC 164
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Not Enacted

LD 28	An Act To Return Fifty Percent of the Fine for a Violation of the Motor Vehicle Laws to the Municipality in Which the Violation Occurred	ONTP
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LD 31	An Act To Require Horse-drawn Carriages and Wagons To Be Equipped with Reflectors	ONTP
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LD 112	An Act To Eliminate the Requirement That Adults Wear Seat Belts	ONTP
LD 185	An Act To Prohibit the Use of a Mobile Telephone When Operating a Motor Vehicle Except in Hands-free Mode	Died Between Houses
LD 246	An Act To Prohibit the Handling of a Mobile Telephone While Operating a Motor Vehicle	ONTP
LD 345	An Act To Require Motorists To Move to a Nonadjacent Lane or Slow Down for Certain Stationary Vehicles	ONTP
LD 371	An Act To Enhance Safety for Highway Maintenance Vehicles	ONTP
LD 634	An Act To Allow Operation of Modified Utility Vehicles on a Public Way	ONTP
LD 788	An Act To Improve the Health of Maine Citizens and Safety of Pedestrians	Veto Sustained
LD 902	Resolve, To Establish the Commission To Study Parking for Persons with Physical Disabilities	Died On Adjournment
LD 903	An Act To Allow in Certain Circumstances Two-wheeled Vehicles To Proceed through Red Lights and Make Right Turns on Red in Contravention of Posted Prohibitions	ONTP
LD 1025	An Act To Require Motorized Scooters To Be Equipped with Flags	ONTP
LD 1133	An Act To Require Snow and Ice To Be Removed from Vehicles before Operation	ONTP

Transportation Department

Enacted

LD 55	Resolve, To Direct the Department of Transportation To Name the Interstate 95 Rest Area in Hampden the Joshua Lawrence Chamberlain Rest Area	RESOLVE 3
LD 115	Resolve, To Name Interstate 295 from Scarborough to West Gardiner the Richard A. Coleman Highway	RESOLVE 8
LD 707	An Act To Correct an Error in the Law That Allows a Break in Control of Access on William L. Clarke Drive in the City of Westbrook	P & S 3 EMERGENCY

Not Enacted

LD 47	Resolve, Directing the Department of Transportation To Remove One of the Proposed Routes from Consideration for the Interstate 395 and Route 9 Connector	Majority (ONTP) Report
LD 285	Resolve, Directing the Department of Transportation To Install a Traffic Light in the Town of Prospect	ONTP
LD 411	Resolve, Regarding Engineering for Route 161	ONTP
LD 437	An Act To Ensure the Responsibility of the Department of Transportation for a Portion of U.S. Route 1 in York and for the U.S. Route 1 Bypass in Kittery	ONTP

LD 506	An Act To Improve Public-private Transportation Partnerships	ONTP
LD 645	An Act To Create a Transportation Planning Incentive for Communities Located on Peninsulas	ONTP
LD 676	Resolve, Directing the Department of Transportation To Study the Use of Calcium Chloride on Roads and Its Effect on Vehicles	ONTP
LD 845	An Act To Address Unmet Public Transportation Needs	CARRIED OVER

Turnpike Authority

Enacted

LD 223	An Act To Eliminate Outdated Provisions of the Laws Governing the Maine Turnpike Authority	PUBLIC 5
LD 228	An Act To Make Allocations from Maine Turnpike Authority Funds for the Maine Turnpike Authority for the Calendar Year Ending December 31, 2016	P & S 1
LD 987	An Act To Suspend the Right of an Out-of-state Toll Violator To Operate a Motor Vehicle on Maine Roads	PUBLIC 159

Not Enacted

LD 172	An Act To Allow Gold Star Parents Who Are Maine Residents To Use the Maine Turnpike at No Charge	ONTP
LD 269	An Act To Require the Maine Turnpike Authority To Consider Certain Third-party Studies and Municipal Recommendations in Its Decision-making Process	ONTP
LD 789	An Act To Require That Projects Undertaken by the Maine Turnpike Authority Have an Anticipated Useful Life of at Least 15 Years	ONTP