

STATE OF MAINE
128TH LEGISLATURE
FIRST SPECIAL, SECOND REGULAR AND SECOND SPECIAL SESSIONS



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

JOINT STANDING COMMITTEE ON TRANSPORTATION

October 2018

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Joint Standing Committee on Transportation

LD 209 An Act To Amend the Laws Governing Temporary Sign Usage

PUBLIC 321

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
PARRY W	OTP-AM	H-573

This bill was reported out of committee and then recommitted to the committee in the First Regular Session of the 128th Legislature; it was then carried over to the Second Regular Session of the 128th Legislature.

The bill, which is a concept draft pursuant to Joint Rule 208, proposes to make changes to the laws regarding categorical signs to adjust the time, placement and content restrictions imposed on temporary signs placed within a public right-of-way.

Committee Amendment "B" (H-573)

This amendment, which is the same as the unanimous committee report from the First Regular Session, replaces the bill, which is a concept draft. The amendment increases the amount of time a temporary sign may be placed in the public right-of-way from a maximum of six weeks per calendar year to a maximum of 12 weeks per calendar year. The amendment clarifies that temporary signs within the public right-of-way must include or be marked with the name and address of the individual, entity or organization that placed the sign within the public right-of-way and the date the sign was erected within the public right-of-way.

Enacted Law Summary

Public Law 2017, chapter 321 increases the amount of time a temporary sign may be placed in the public right-of-way from a maximum of six weeks per calendar year to a maximum of 12 weeks per calendar year. The law clarifies that temporary signs within the public right-of-way must include or be marked with the name and address of the individual, entity or organization that placed the sign within the public right-of-way and the date the sign was erected within the public right-of-way.

LD 584 An Act To Create the Fund for Municipalities To Improve Pedestrian Safety

Accepted Majority (ONTP) Report

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

This bill was carried over from the First Regular Session to the Second Regular Session of the 128th Legislature.

The bill establishes the Fund for Municipalities To Improve Pedestrian Safety as a program account in the Highway Fund within the Department of Transportation. The bill provides that the fund must be used for pedestrian safety improvements, such as lights, paint, signs, speed bumps and reconstruction of intersections. The bill also provides that a municipality or a group of municipalities may apply for funding from the fund. Up to 2/3 of project costs for pedestrian safety improvements may be financed from the fund with the remainder of the costs provided by the municipality or group of municipalities.

Committee Amendment "A" (S-350)

This amendment, which is the minority report of the committee, provides that up to 80%, instead of 2/3 as proposed in the bill, of project costs for pedestrian safety improvements may be financed from the Fund for Municipalities To Improve Pedestrian Safety. The amendment also provides that up to 100% of proposed project costs for pedestrian

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safety improvements may be financed from the fund if the project is located within an area identified by the Department of Transportation as a dangerous intersection based on pedestrian crash data. The amendment also requires the department to notify municipalities of the required biennial report and pedestrian crash data. Finally, the amendment provides that the Fund for Municipalities To Improve Pedestrian Safety receives revenue from uncommitted balances in the Multimodal Transportation Fund and other funds from any public or private source.

LD 1149 An Act To Provide Revenue To Fix and Rebuild Maine's Infrastructure

**Died On
Adjournment**

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

This bill was carried over from the First Regular Session to the Second Regular Session of the 128th Legislature. This bill was reported out in the Second Regular Session and again carried over from the Second Regular Session to the next special session by joint order S.P. 748.

The bill does the following for the purpose of increasing the revenue to the Highway Fund.

1. It increases by \$3 to \$10 certain fees charged by the Secretary of State for driver's license examinations, temporary license plates, nondriver identification cards, issuance of duplicate registrations, titles, licenses and nondriver identification cards and transfers of registrations.
2. It imposes a \$200 surcharge, dedicated to the Highway Fund, on the registration of hybrid motor vehicles, battery-electric motor vehicles and hydrogen fuel cell motor vehicles.
3. It requires 10% of the sales tax imposed on transportation-related items, such as motor vehicles and the products for the repair and maintenance of motor vehicles, such as motor oil, batteries and tires, to be transferred to the Highway Fund on a monthly basis.
4. It increases the tax imposed on motor vehicle fuel by 7¢ per gallon, to 36.5¢ per gallon, beginning October 1, 2017.

Committee Amendment "A" (H-682)

This amendment, which is the majority report of the committee, removes the provisions in the bill that impose a surcharge on the registration of hybrid motor vehicles, battery-electric motor vehicles and hydrogen fuel cell motor vehicles.

The amendment removes certain examination fee increases for driver's licenses since these fees were increased in the Highway Fund budget bill, Public Law 2017, chapter 283.

The amendment removes certain fee increases for a nondriver identification card, a duplicate nondriver identification card and a duplicate registration certificate.

The amendment removes tax increases imposed on motor vehicle fuel by 7¢ per gallon, from 29.5¢ per gallon to 36.5¢ per gallon, beginning October 1, 2017. Instead, the amendment proposes to increase the tax on motor vehicle fuel by 3¢ per gallon, from 29.5¢ per gallon to 32.5¢ per gallon, beginning January 1, 2019 and by another 3¢ per gallon, from 32.5¢ per gallon to 35.5¢ per gallon, beginning January 1, 2020.

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LD 1248 An Act To Improve Public Transportation in Maine

**Died On
Adjournment**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
MCLEAN A	OTP-AM ONTP	H-144

This bill was reported out of committee in the First Regular Session of the 128th Legislature and then carried over by joint order S.P. 601 to the Second Regular Session on the Special Appropriations Table. This bill was again carried over, still on the Special Appropriations Table, from the Second Regular Session to the next special session by joint order S.P. 748.

The bill provides funding to the Department of Transportation to support and expand local volunteer driver networks; to create a pilot purchase of service program in a selected region of the State to provide senior citizens and persons with disabilities vouchers to purchase their own transportation services; and for regional transportation providers throughout the State to expand their services.

Committee Amendment "A" (H-144)

This amendment, which is the majority report of the committee, decreases the amounts of funding provided to the Department of Transportation from \$500,000 to \$250,000 to support and expand local nonprofit volunteer driver networks; from \$500,000 to \$250,000 to create a pilot purchase of service program in selected regions of the State to provide senior citizens and persons with disabilities vouchers to purchase their own transportation services; and from \$13,000,000 to \$1,500,000 for recipients of Federal Transit Administration funds throughout the State to expand their services. The amendment also provides that funding provided to the Department of Transportation is appropriated from the General Fund rather than allocated from the Highway Fund as proposed in the bill.

LD 1400 An Act To Create the Bar Harbor Port Authority

Veto Sustained

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
LANGLEY B	OTP-AM	S-347

This bill was carried over from the First Regular Session to the Second Regular Session of the 128th Legislature.

The bill provides for the creation of the Bar Harbor Port Authority.

Committee Amendment "A" (S-347)

This amendment strikes the emergency preamble and emergency clause from the bill and makes technical changes.

**LD 1595 An Act Regarding Inspection Requirements for Public Safety and
Municipal Vehicles Owned by Island Communities**

ONTP

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
COOPER J BREEN C	ONTP	

This bill was carried over from the First Regular Session to the Second Regular Session of the 128th Legislature.

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It also makes the Motor Carrier Review Board an appellate board for decisions of the Secretary of State relative to motor carrier safety suspensions and clarifies that the Secretary of State may suspend a motor carrier with an adverse safety history pursuant to the methodology the Secretary of State adopts based on the recommendations of the board.

It removes the requirement that specialty plates authorized after January 1, 2007 be retired after 10 years regardless of the number of active plates.

The bill also corrects an inadvertent omission made during the technical processing of Public Law 2017, chapter 27.

Committee Amendment "A" (H-580)

This amendment makes a technical change to the bill by striking the weight limit provision for each specialty plate and instead specifying the weight limit in the specialty plate section in the Maine Revised Statutes, Title 29-A, section 468, subsection 8. The amendment also strikes the effective date provision in the bill.

Enacted Law Summary

Public Law 2017, chapter 327 increases the maximum registered weight of a vehicle eligible for specialty plates from 10,000 pounds to 26,000 pounds.

Public Law 2017, chapter 327 also makes the Motor Carrier Review Board an appellate board for decisions of the Secretary of State relative to motor carrier safety suspensions and clarifies that the Secretary of State may suspend a motor carrier with an adverse safety history pursuant to the methodology the Secretary of State adopts based on the recommendations of the board.

Public Law 2017, chapter 327 removes the requirement that specialty plates authorized after January 1, 2007 be retired after 10 years regardless of the number of active plates.

LD 1724 **Resolve, To Establish the Commission on Autonomous Vehicles and To Allow the Testing, Demonstration and Deployment of Automated Driving Systems**

RESOLVE 46

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
SANBORN H	OTP-AM	H-649

This bill authorizes municipalities to enter into memoranda of agreement with the Secretary of State, the Department of Transportation and the Department of Professional and Financial Regulation, Bureau of Insurance to develop, test and operate pilot programs for the use of autonomous vehicles for public transportation until March 31, 2022. It requires any municipality that develops, tests or operates a pilot program to submit a report regarding the pilot program to the joint standing committee of the Legislature having jurisdiction over transportation matters by December 1, 2021, and it authorizes the joint standing committee to report out a bill to the Second Regular Session of the 130th Legislature.

Committee Amendment "A" (H-649)

This amendment, which replaces the bill with a resolve, establishes the Commission on Autonomous Vehicles to coordinate efforts among state agencies and knowledgeable stakeholders to inform the development of a process to allow an autonomous vehicle tester to demonstrate and deploy for testing purposes an automated driving system on a public way.

The amendment also requires that the Commissioner of Transportation, in consultation with the Commission on Autonomous Vehicles, establish a process to evaluate and authorize an autonomous vehicle tester to demonstrate

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and deploy for testing purposes an automated driving system on a public way.

Enacted Law Summary

Resolve 2017, chapter 46 establishes the Commission on Autonomous Vehicles to coordinate efforts among state agencies and knowledgeable stakeholders to inform the development of a process to allow an autonomous vehicle tester to demonstrate and deploy for testing purposes an automated driving system on a public way.
Resolve 2017, chapter 46 also requires that the Commissioner of Transportation, in consultation with the Commission on Autonomous Vehicles, establish a process to evaluate and authorize an autonomous vehicle tester to demonstrate and deploy for testing purposes an automated driving system on a public way.

LD 1727 Resolve, To Designate a Bridge in Surry the Old Surry Schoolhouse Bridge RESOLVE 31

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

This resolve designates Bridge 5977 in the Town of Surry the Old Surry Schoolhouse Bridge.

Enacted Law Summary

Resolve 2017, chapter 31 designates Bridge 5977 in the Town of Surry the Old Surry Schoolhouse Bridge.

LD 1750 An Act To Allow the Operation of Autocycles on Roads in Maine ONTP

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
MIRAMANT D GILLWAY J	ONTP	

This bill allows a person licensed for the operation of a motor vehicle to legally operate an autocycle on roads in this State.

LD 1752 An Act To Amend the Laws Governing Pilotage Requirements for Passenger Ferry Service between Maine and Nova Scotia ONTP

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

This bill amends the pilotage requirements for vessels providing regularly scheduled passenger ferry service between Maine and Nova Scotia.

LD 1754 Resolve, Directing the Department of Transportation To Prioritize and Increase the Funding for Rural Roads ONTP

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
JACKSON T STANLEY S	ONTP	

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This resolve directs the Department of Transportation to prioritize and increase funding for the construction and repair of rural roads, giving the highest priority to rural roads that provide the greatest economic benefit to the State.

LD 1777 An Act To Make Allocations from Maine Turnpike Authority Funds for the Maine Turnpike Authority for the Calendar Year Ending December 31, 2019 **P & S 10**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
COLLINS R	OTP-AM	S-351

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, 2019 in accordance with the requirements of the Maine Revised Statutes, Title 23, section 1961, subsection 6.

Committee Amendment "A" (S-351)

This amendment incorporates a fiscal note.

Enacted Law Summary

Private and Special Law 2017, chapter 10 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, 2019 in accordance with the requirements of the Maine Revised Statutes, Title 23, section 1961, subsection 6.

LD 1779 An Act To Increase Safety, Ensure Efficient Operation and Improve Traffic Flow on the Maine Turnpike by Requiring All-electronic Toll Collection at New and Reconstructed Toll Facilities **ONTP**

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

This bill requires the Maine Turnpike Authority to install and implement only an electronic toll collection system, also known as an all-electronic tolling system, for any reconstructed or newly constructed toll facility on the turnpike.

LD 1806 An Act To Ensure Equity in the Funding of Maine's Transportation Infrastructure by Imposing an Annual Fee on Hybrid and Electric Vehicles **Accepted Majority (ONTP) Report**

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

This bill imposes a surcharge, dedicated to the Highway Fund, on the annual registration of a hybrid motor vehicle in the amount of \$150 and of a battery-electric motor vehicle in the amount of \$250.

Committee Amendment "A" (H-644)

This amendment, which is the minority report of the committee, decreases the proposed surcharge on the annual registration of a hybrid motor vehicle from \$150 to \$50 and of a battery-electric motor vehicle from \$250 to \$125.

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The amendment also adds an effective date of July 1, 2019. This amendment adds an appropriations and allocations section.

LD 1818 Resolve, To Designate a Bridge in Gorham the Corporal Joshua P. Barron Memorial Bridge RESOLVE 40

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

This resolve designates Bridge 6443 in the Town of Gorham the Corporal Joshua P. Barron Memorial Bridge.

Enacted Law Summary

Resolve 2017, chapter 40 designates Bridge 6443 in the Town of Gorham the Corporal Joshua P. Barron Memorial Bridge.

LD 1886 Resolve, To Provide Funding for a Pilot Project To Evaluate and Address the Transportation Needs of Maine's Veterans Died On Adjournment

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
	OTP-AM	H-725

This resolve was carried over from the Second Regular Session to the next special session by joint order S.P. 748 on the Special Appropriations Table.

This resolve is reported out by the Joint Standing Committee on Transportation pursuant to Resolve 2015, chapter 77, section 4. As required by the resolve, the Department of Transportation submitted to the committee a final written report, including findings and recommendations. The resolve establishes a pilot project in a location served by a regional transportation network to provide transportation for veterans.

Committee Amendment "A" (H-725)

This amendment adds an emergency preamble and emergency clause to the resolve. The amendment also changes the beginning date of the 30-month pilot project from September 1, 2018 to July 1, 2018. Finally, the amendment provides that for purposes of the pilot project, "veteran" does not include any person who served on active duty in the United States Armed Forces or served in the Maine National Guard or the reserve components of the United States Armed Forces and who received a dishonorable discharge. The amendment provides that the one-time funding for the pilot project does not lapse but must be carried over to future fiscal years for its intended purpose.

LD 1890 An Act To Streamline the Management of Maine's Transportation Infrastructure by Initiating the Process of Terminating the Maine Turnpike Authority INDEF PP

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

This bill was not referred to committee.

This bill was carried over, pending reference, from the Second Regular Session to the next special session by joint

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order S.P. 748.

This bill:

1. Prohibits the Maine Turnpike Authority from issuing any bonds after October 15, 2018;
2. Requires the Maine Turnpike Authority, no later than October 15, 2028, to pay all its bonds and debts or to set aside sufficient funds in trust to pay all its bonds and debts;
3. Requires the Maine Turnpike Authority, no later than November 1, 2018, to provide to the Department of Transportation a plan to accomplish the requirements of the bill, including the payment of outstanding debt held by the authority;
4. Requires the Maine Turnpike Authority, no later than November 1, 2028, to submit for introduction to the First Regular Session of the 134th Legislature a bill to transfer all of the duties, responsibilities and assets of the authority to the department and to provide for the sale of all unnecessary equipment, buildings and property owned by the authority and the removal of all the toll facilities on the turnpike with the exception of the York toll facility. The bill must also include a plan to increase tolls at the York toll facility by \$2 for passenger vehicles and decrease tolls at the same facility by \$1 for commercial freight vehicles; and
5. Dissolves the Maine Turnpike Authority on October 15, 2029.

LD 1914 Resolve, To Name the Bridge over the Kennebec River in the Town of Norridgewock the Corporal Eugene Cole Memorial Bridge

**RESOLVE 59
EMERGENCY**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
FARRIN B LIBBY N		

This resolve was not referred to committee.

This resolve directs the Department of Transportation to designate Bridge 2187 on Route 201A, which crosses the Kennebec River in the Town of Norridgewock, the Corporal Eugene Cole Memorial Bridge.

Enacted Law Summary

Resolve 2017, chapter 59 directs the Department of Transportation to designate Bridge 2187 on Route 201A, which crosses the Kennebec River in the Town of Norridgewock, the Corporal Eugene Cole Memorial Bridge.

This resolve was finally passed as an emergency measure effective June 29, 2018.

LD 1916 Resolve, To Name a Bridge over the Saco River in the Town of Fryeburg the Nathan Desjardins Memorial Bridge

RESOLVE 58

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
WADSWORTH N CYRWAY S		

This resolve was not referred to committee.

This resolve directs the Department of Transportation to designate Bridge 2121 on Route 5, which crosses the Saco River in the Town of Fryeburg, the Nathan Desjardins Memorial Bridge.

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Enacted Law Summary

Resolve 2017, chapter 59 directs the Department of Transportation to designate Bridge 2121 on Route 5, which crosses the Saco River in the Town of Fryeburg, the Nathan Desjardins Memorial Bridge.

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Not Enacted

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LD 1149	An Act To Provide Revenue To Fix and Rebuild Maine's Infrastructure	Died On Adjournment
LD 1806	An Act To Ensure Equity in the Funding of Maine's Transportation Infrastructure by Imposing an Annual Fee on Hybrid and Electric Vehicles	Majority (ONTP) Report

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Not Enacted

LD 1595	An Act Regarding Inspection Requirements for Public Safety and Municipal Vehicles Owned by Island Communities	ONTP
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Marine Transportation

Not Enacted

LD 1400	An Act To Create the Bar Harbor Port Authority	Veto Sustained
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Enacted

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Not Enacted

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Not Enacted

LD 1248	An Act To Improve Public Transportation in Maine	Died On Adjournment
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Not Enacted

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Enacted

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Enacted

LD 209	An Act To Amend the Laws Governing Temporary Sign Usage	PUBLIC 321
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Not Enacted

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Enacted

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Not Enacted

LD 1779	An Act To Increase Safety, Ensure Efficient Operation and Improve Traffic Flow on the Maine Turnpike by Requiring All-electronic Toll Collection at New and Reconstructed Toll Facilities	ONTP
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