

STATE OF MAINE
129TH LEGISLATURE
FIRST REGULAR SESSION



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

JOINT STANDING COMMITTEE ON TRANSPORTATION

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Joint Standing Committee on Transportation

This bill requires school buses to be equipped with a school bus crossing arm, which is a device requiring students to walk at least 10 feet in front of the school bus to cross the roadway.

Committee Amendment "A" (H-190)

This amendment, rather than requiring all school buses to be equipped with a school bus crossing arm, requires school buses of model year 2021 or newer to be equipped with a school bus crossing arm. This amendment also clarifies the definition of "school bus crossing arm" and sets the minimum and maximum length of a school bus crossing arm. This amendment also makes the bill an emergency, to take effect when approved.

Enacted Law Summary

Public Law 2019, chapter 413 requires school buses of model year 2021 or newer to be equipped with a school bus crossing arm. It also defines "school bus crossing arm" and sets the minimum and maximum length of a school bus crossing arm.

Public Law 2019, chapter 413 was enacted as an emergency measure effective June 20, 2019.

LD 32	Resolve, Naming a Highway and Renaming a Bridge in the Town of Whiting	RESOLVE 3
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<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
TUELL W MOORE M	OTP	

This resolve requires the Department of Transportation to designate a portion of U.S. Route 1 in the Town of Whiting the Brigadier General John Crane Memorial Highway and to rename the New Crane Bridge in the Town of Whiting the Purple Heart Veterans Memorial Bridge.

Enacted Law Summary

Resolve 2019, chapter 3 requires the Department of Transportation to designate a portion of U.S. Route 1 in the Town of Whiting the Brigadier General John Crane Memorial Highway and to rename the New Crane Bridge in the Town of Whiting the Purple Heart Veterans Memorial Bridge.

LD 39	Resolve, To Designate a Bridge in Waterville as the Specialist Wade A. Slack Memorial Bridge	RESOLVE 5
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<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
MADIGAN C CYRWAY S	OTP	

This resolve designates Bridge 1457 on Interstate 95, which crosses Main Street in the City of Waterville, the Specialist Wade A. Slack Memorial Bridge.

Enacted Law Summary

Resolve 2019, chapter 5 designates Bridge 1457 on Interstate 95, which crosses Main Street in the City of Waterville, the Specialist Wade A. Slack Memorial Bridge.

Joint Standing Committee on Transportation

**LD 49 An Act Authorizing the Issuance on Request of Acquired Brain Injury
Identification Cards**

PUBLIC 506

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
ORDWAY L DIAMOND B	OTP-AM	H-519 S-360 DIAMOND B

This bill requires the Secretary of State, upon request, to issue a sticker to be placed on a person's driver's license or nondriver identification card to indicate that the person has a traumatic brain injury.

Committee Amendment "A" (H-519)

This amendment strikes and replaces the bill and:

1. Directs the Secretary of State to issue wallet-sized acquired brain injury identification cards to persons who voluntarily request a card;
2. Allows the Secretary of State to require documentation of an acquired brain injury;
3. Provides requirements for the application for and issuance of an acquired brain injury identification card; and
4. Allows the Secretary of State to determine by rule any additional information about acquired brain injury that must be placed on an acquired brain injury identification card.

The amendment also adds an appropriations and allocations section.

Senate Amendment "A" To Committee Amendment "A" (S-360)

This amendment removes the appropriations and allocations section.

Enacted Law Summary

Public Law 2019, chapter 506:

1. Directs the Secretary of State to issue wallet-sized acquired brain injury identification cards to persons who voluntarily request a card;
2. Allows the Secretary of State to require documentation of an acquired brain injury;
3. Provides requirements for the application for and issuance of an acquired brain injury identification card; and
4. Allows the Secretary of State to determine by rule any additional information about acquired brain injury that must be placed on an acquired brain injury identification card.

**LD 57 An Act To Require the Maine Turnpike Authority To Accept E-Z Pass
Payments of Any Amount by Telephone**

ONTP

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

Joint Standing Committee on Transportation

This bill directs the Maine Turnpike Authority to allow payment in any amount of electronically assessed or recorded tolls to be made by telephone.

LD 83 An Act To Amend the Law Regarding Resale by a Motor Vehicle Dealer CARRIED OVER
To Permit the Dealer To Use a Copy of a Certificate of Title

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

This bill allows a dealer selling a motor vehicle to use a copy of the valid certificate of title instead of the original valid certificate of title.

This bill was carried over to any special or regular session, or both, of the 129th Legislature by joint order, H.P. 1322.

LD 108 An Act To Protect Historic Places and Structures on the Federal Aid ONTP
Highway System

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
HANLEY J DOW D	ONTP	

This bill requires the Department of Transportation to comply with the National Historic Preservation Act when performing construction or maintenance on a federal aid highway that involves or affects a structure or place listed on the National Register of Historic Places.

LD 117 An Act To Exempt Motor Vehicles Less Than 5 Years Old from ONTP
Inspection

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

This bill provides that a new motor vehicle that has had an inspection is not required to have another inspection until five years from the last day of the month in which it was initially registered. After this time period has passed, the motor vehicle is required to have an annual motor vehicle safety inspection.

LD 120 An Act To Rebrand Maine's License Plate Slogan from "Vacationland" ONTP
to "Staycationland"

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

This bill changes the slogan on motor vehicle license plates issued by the State from "Vacationland" to "Staycationland."

Joint Standing Committee on Transportation

LD 157 An Act To Amend the Laws Governing Car Seats

ONTP

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

This bill amends the laws governing the required use of child safety restraints in motor vehicles by changing the weight and age limits for the different types of restraints.

LD 165 An Act To Prohibit the Use of Handheld Phones and Devices While Driving

PUBLIC 486

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
DIAMOND B PERKINS M	OTP-AM	S-317

This bill repeals the provision of law that prohibits a person who has been issued a learner's permit from operating a motor vehicle while using a handheld electronic device or mobile telephone. It repeals the section of law that prohibits minors from operating a motor vehicle while using a handheld electronic device or mobile telephone and also repeals the section of law that prohibits any person from operating a motor vehicle while engaging in text messaging.

The bill incorporates the definition of "mobile telephone" into the definition of "handheld electronic device." It excludes text messaging from the definition of "using" to reflect the different penalties for using a handheld electronic device and for text messaging while operating a motor vehicle.

The bill expands the prohibition on minors and a person who has been issued a learner's permit operating a motor vehicle while using a handheld electronic device to prohibit all persons operating a motor vehicle from using a handheld electronic device.

The bill includes exceptions to the prohibition against using a handheld electronic device while operating a motor vehicle that allow for hands-free operation of the device and for using a handheld electronic device to communicate with law enforcement or emergency services personnel under emergency circumstances. The exceptions do not apply to text messaging.

The bill provides that the penalty for a first offense of the prohibition against using a handheld electronic device while operating a motor vehicle is \$75 and the penalty for a second or subsequent offense within a three-year period is \$150.

Committee Amendment "A" (S-317)

This amendment makes the following changes to the bill.

1. It creates a fund within the Department of Transportation for fine revenue collected in the enforcement of the prohibition on the use of handheld electronic devices while operating a motor vehicle on a public way.
2. It makes definitions uniform across the Maine Revised Statutes, Title 29-A for restrictions on the use of handheld electronic devices and mobile telephones and on texting by drivers, drivers operating with an intermediate license and drivers operating with a learner's permit.

Joint Standing Committee on Transportation

- 3. It clarifies that there is no exception for using a handheld electronic device or mobile telephone while a motor vehicle is stopped in traffic, but does permit use when a car is pulled over in a safe location.
- 4. It incorporates exceptions for radios, hands-free features, medical devices, ignition interlock devices, which are part of the operating equipment of the motor vehicle, and electronic logging devices and other equipment permitted under Federal Motor Carrier Safety Administration regulations.
- 5. It creates an exception for contacting emergency services personnel in emergency situations.
- 6. It defines and makes an exception for the use of handheld electronic devices and mobile telephones in hands-free mode for certain drivers.
- 7. It adds an appropriations and allocations section.

Enacted Law Summary

Public Law 2019, chapter 486 prohibits the operator of a motor vehicle from using a handheld electronic device and does the following.

- 1. It creates a fund within the Department of Transportation for fine revenue collected in the enforcement of the prohibition on the use of handheld electronic devices while operating a motor vehicle on a public way.
- 2. It makes definitions uniform across the Maine Revised Statutes, Title 29-A for restrictions on the use of handheld electronic devices and mobile telephones and on texting by drivers, drivers operating with an intermediate license and drivers operating with a learner's permit.
- 3. It clarifies that there is no exception for using a handheld electronic device or mobile telephone while a motor vehicle is stopped in traffic, but does permit use when a car is pulled over in a safe location.
- 4. It incorporates exceptions for radios, hands-free features, medical devices, ignition interlock devices, which are part of the operating equipment of the motor vehicle, and electronic logging devices and other equipment permitted under Federal Motor Carrier Safety Administration regulations.
- 5. It creates an exception for contacting emergency services personnel in emergency situations.
- 6. It defines and makes an exception for the use of handheld electronic devices and mobile telephones in hands-free mode for certain drivers.
- 7. It allows fine revenue collected in enforcement of the handheld electronic device prohibition to be used to fund a temporary clerk position within the judicial branch.

LD 166	An Act To Protect Schoolchildren by Providing Additional Enforcement and Prevention Options for Unlawful Passing of a School Bus	PUBLIC 318
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<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
WOODSOME D	OTP-AM	S-207

This bill increases the penalty for overtaking a school bus when the bus has stopped with its red lights flashing from a \$250 minimum fine to a \$500 minimum fine for the first offense and increases the driver's license suspension from 30 days to 60 days for a 2nd offense.

Committee Amendment "A" (S-207)

Joint Standing Committee on Transportation

This amendment replaces the bill and changes the title. Instead of increasing the penalty for the illegal passing of a school bus as in the bill, the amendment allows the State or a municipality to use a traffic surveillance camera mounted on a school bus to prove, enforce or open an investigation into a violation of illegally passing a school bus. The amendment provides that information recorded by a traffic surveillance camera mounted on a school bus is confidential and may be used only to prove, enforce or open an investigation into a violation and may not be retained for more than 30 days unless it is used to open an investigation. It also clarifies that the penalty provision in statute regarding overtaking and passing school buses applies only to the passing or overtaking of a school bus. The amendment also allows school buses to be equipped with extended stop arms that when activated extend 3 to 6 feet outward from the left side of a school bus.

Enacted Law Summary

Public Law 2019, chapter 318 allows the State or a municipality to use a traffic surveillance camera mounted on a school bus to prove, enforce or open an investigation into a violation of illegally passing a school bus. It provides that information recorded by a traffic surveillance camera mounted on a school bus is confidential and may be used only to prove, enforce or open an investigation into a violation and may not be retained for more than 30 days unless it is used to open an investigation. It clarifies that the penalty provision in statute regarding overtaking and passing school buses applies only to the passing or overtaking of a school bus. It also allows school buses to be equipped with extended stop arms that when activated extend 3 to 6 feet outward from the left side of a school bus.

**LD 180 An Act To Allow for the Regulation of Transportation Network
Companies at Airports by Certain Municipalities**

**PUBLIC 78
EMERGENCY**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
FARNSWORTH D	OTP-AM	H-124

This bill allows a municipality to adopt an ordinance governing the operations of a transportation network company at an airport located within that municipality.

Committee Amendment "A" (H-124)

This amendment, instead of giving municipalities broad authority to adopt an ordinance governing the operations of a transportation network company at an airport, specifies that a municipality or other political subdivision operating a public airport that receives scheduled passenger aircraft service and that had more than 20,000 passenger boardings in the previous year may in a manner consistent with the airport's regulation of other prearranged for-hire transportation services charge a reasonable fee for each trip to pick up a rider at the airport made by a driver for a transportation network company and regulate the parking and traffic flow of transportation network company drivers at the airport.

Enacted Law Summary

Public Law 2019, chapter 78 provides that a municipality or other political subdivision operating a public airport that receives scheduled passenger aircraft service and that had more than 20,000 passenger boardings in the previous year may in a manner consistent with the airport's regulation of other prearranged for-hire transportation services charge a reasonable fee for each trip to pick up a rider at the airport made by a driver for a transportation network company and regulate the parking and traffic flow of transportation network company drivers at the airport.

Public Law 2019, chapter 78 was enacted as an emergency measure effective May 8, 2019.

Joint Standing Committee on Transportation

LD 198 An Act To Require That Nonmotorized Carriages Be Equipped with Reflective Tape and Lights

PUBLIC 170

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
MCCREA D CARPENTER M	OTP-AM	H-243

This bill requires a horse-drawn carriage operated during nighttime to be equipped with reflective tape on all sides, a reflective triangle on the rear and a light that is visible outside of the carriage to the front and the rear.

Committee Amendment "A" (H-243)

This amendment expands the scope of the bill to apply to animal-drawn vehicles instead of just horse-drawn carriages. The amendment requires a light to be attached to the left side of the vehicle that displays a red light to the rear and white light to the front; specifies the placement and type of reflective tape required on all sides of the vehicle; and removes the requirement for a reflective triangle to be placed on the rear of the vehicle. The amendment also exempts animal-drawn vehicles from the standard red rear reflector requirement.

Enacted Law Summary

Public Law 2019, chapter 170 requires animal-drawn vehicles to be equipped with a light attached to the left side of the vehicle that displays a red light to the rear and white light to the front. It specifies the placement and type of reflective tape required on all sides of the vehicle. It also removes the requirement for a reflective triangle to be placed on the rear of an animal-drawn vehicle and exempts animal-drawn vehicles from the standard red rear reflector requirement.

LD 200 Resolve, To Name the Bridge on Main Street in the Town of Orono the Brandon M. Silk Memorial Bridge

RESOLVE 4

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
TIPPING R DILL J	OTP	

This resolve requires the Department of Transportation to rename the Ferry Hill Bridge in the Town of Orono the Brandon M. Silk Memorial Bridge.

Enacted Law Summary

Resolve 2019, chapter 4 requires the Department of Transportation to rename the Ferry Hill Bridge in the Town of Orono the Brandon M. Silk Memorial Bridge.

LD 203 Resolve, To Add a Safety Fence to the Penobscot Narrows Bridge

ONTP

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

This resolve directs the Department of Transportation to construct and maintain pedestrian barrier fences on the Penobscot Narrows Bridge for the purpose of suicide prevention.

Joint Standing Committee on Transportation

LD 261 An Act To Restrict the Authority for Posting of Roads ONTP

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
BLACK R HALL R	ONTP	

This bill requires publicly available written justification for imposing restrictions on a public way for more than six weeks, prohibits the imposition of size and weight restrictions for vehicles on a public way when the ambient air temperature is below 31 degrees Fahrenheit and protects the ability of a commercial entity to operate its vehicles on the public way where it is headquartered or where it is conducting its business activities.

LD 270 An Act To Eliminate Certain Motor Vehicle Inspections in the State ONTP

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
MIRAMANT D FAULKINGHAM B	ONTP	

This bill repeals statutory provisions requiring inspections for motor vehicles registered in the State, except that the provisions regarding inspection of commercial vehicles, trailers and semitrailers under the Maine Revised Statutes, Title 29-A, section 1753; inspection of fire trucks under Title 29-A, section 1755; and inspection by dealers and transporters under Title 29-A, section 1754 are not repealed.

**LD 280 An Act To Improve Public Safety by Restricting the Use of Distracting
Electronic Devices While Operating a Motor Vehicle ONTP**

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

This bill adds a prohibition on the use of a portable electronic device such as a video device or a global positioning system device to the prohibition on text messaging while operating a motor vehicle.

**LD 323 An Act To Set the Minimum Penalty for Littering on State Highways at
\$1,000 ONTP**

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

This bill sets the minimum penalty for littering on state highways at \$1,000.

Joint Standing Committee on Transportation

LD 331 An Act To Prohibit the Operation of Large Commercial Vessels in the Waters of Southern Mount Desert Island ONTP

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
HUBBELL B BELLOWS S	ONTP	

This bill prohibits the operation, mooring or anchoring of commercial vessels over 200 feet in length or with the capacity to carry more than 100 passengers in the waters of southern Mount Desert Island.

LD 344 An Act To Increase the Penalties for Illegally Passing a School Bus ONTP

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
MCDONALD G MOORE M	ONTP	

This bill increases the penalties for passing a stopped school bus with its red lights flashing. The new penalties are:

1. A \$500 fine and a suspension of a driver's license for not more than 30 days for the first offense; and
2. A fine of not less than \$1,000 and a suspension of a driver's license for not less than 30 days for a second or subsequent offense occurring within five years of the first offense.

LD 350 An Act To Exempt School Buses from Snow Tire Restrictions PUBLIC 31

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
STEWART T JACKSON T	OTP-AM	H-24

This bill exempts school buses operated by Head Start programs from the date restrictions on the use of studded snow tires.

Committee Amendment "A" (H-24)

This amendment exempts all school buses from the date restrictions on the use of studded snow tires, instead of creating a specific exemption for school buses operated by Head Start programs as in the bill. This amendment also changes the title to reflect the contents of the bill.

Enacted Law Summary

Public Law 2019, chapter 31 exempts all school buses from the date restrictions on the use of studded snow tires.

LD 380 An Act To Revise the Calculation of Tolls Established for the Maine State Ferry Service CARRIED OVER

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
DOUDERA V HERBIG E		

Joint Standing Committee on Transportation

This bill requires the Department of Transportation, by rule, to establish ferry tolls for each route of travel that are based upon the cost of service for vehicles, freight and passengers, and allows the department to provide discounted tolls for frequent usage of the Maine State Ferry Service. This bill also requires that the Marine Highway account must fund 100% of the capital costs and no more than 75% of the operating costs of the Maine State Ferry Service.

This bill was carried over to any special or regular session, or both, of the 129th Legislature by joint order, H.P. 1322.

LD 389 An Act To Require Biennial State Motor Vehicle Inspections ONTP

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

This bill changes noncommercial automobile inspection requirements from an annual inspection to a biennial inspection.

**LD 422 Resolve, Directing the Department of Transportation To Increase the Leave to Withdraw
Number of Signs on the Mt. Katahdin Trail Pursuant to Joint
Rule**

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

This resolve requires the Department of Transportation to develop a plan to increase the number of directional and identification signs on the Mt. Katahdin Trail and to submit the plan to the Joint Standing Committee on Transportation by January 1, 2020.

**LD 436 Resolve, Directing the Secretary of State To Review Standards for Vision ONTP
Tests**

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

This resolve requires the Secretary of State to review the standards for vision tests under the laws governing driver's licenses and to submit a report to the Joint Standing Committee on Transportation.

LD 458 An Act To Require Motorists To Yield to Transit Buses PUBLIC 194

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
CHIPMAN B	OTP-AM	S-129

This bill requires an operator of a vehicle to yield the right-of-way to a transit bus traveling in the same direction if the transit bus has signaled and is reentering the traffic flow from a bus stop or shoulder of the roadway.

Joint Standing Committee on Transportation

Committee Amendment "A" (S-129)

This amendment strikes and replaces the bill. The amendment requires that the operator of a vehicle on a public way that has a speed limit of 35 miles per hour or less must yield the right-of-way to a transit bus that has an illuminated yield sign on the left side of the rear of the bus and the bus driver has activated a turn signal to reenter the traffic flow from a bus stop or shoulder on the roadway. The amendment also clarifies the definition of "transit bus."

Enacted Law Summary

Public Law 2019, chapter 194 requires that the operator of a vehicle on a public way that has a speed limit of 35 miles per hour or less must yield the right-of-way to a transit bus that has an illuminated yield sign on the left side of the rear of the bus and the bus driver has activated a turn signal to reenter the traffic flow from a bus stop or shoulder on the roadway.

LD 466 An Act To Create a Diesel Fuel Tax Differential ONTP

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
TEPLER D CHIPMAN B	ONTP	

This bill imposes an additional 5¢ per gallon fuel tax on diesel fuel and requires that revenue from the tax be used only for construction, reconstruction, maintenance and repair of public highways and bridges. The additional tax is repealed on November 1, 2022. The Commissioner of Transportation is required to submit a report to the joint standing committee of the Legislature having jurisdiction over transportation matters by March 1, 2022 identifying the amount of revenue collected and the purposes for which the revenue was or will be used. The committee is authorized to submit legislation to the Second Regular Session of the 130th Legislature to retain, repeal or amend provisions relating to the diesel fuel tax differential.

LD 478 An Act To Allow All-terrain Vehicles To Be Used on a Public Way ONTP

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

This bill, beginning in 2020, allows the operation of an all-terrain vehicle, or ATV, on a public way as long as the ATV is registered and meets specified safety equipment requirements and the operator is licensed and has insurance. This bill establishes an annual registration fee of \$33, the same as for ATVs under current law. The bill does not affect the operation of ATVs off of public ways.

This bill prohibits the operation of an ATV on a public way with a posted speed limit of more than 50 miles per hour.

The Department of Transportation may adopt rules or a municipality or county may adopt an ordinance to restrict or prohibit the operation of an ATV on a way if the department, county or municipality determines that the prohibition or restriction is necessary in the interest of public safety.

Joint Standing Committee on Transportation

in a lane that is not adjacent to the stationary vehicle or, if passing in a nonadjacent lane would be impossible or unsafe, failing to pass at a careful and prudent speed.

Enacted Law Summary

Public Law 2019, chapter 254 increases the minimum fine from \$250 to \$275 for passing a stationary authorized emergency vehicle using an emergency light or a stationary public service vehicle using its authorized lights and failing to pass in a lane that is not adjacent to the stationary vehicle or, if passing in a nonadjacent lane would be impossible or unsafe, failing to pass at a careful and prudent speed.

LD 571 Resolve, Directing the Department of Transportation To Initiate a Service Development Plan for Commuter and Passenger Train Service between Portland and the Lewiston and Auburn Area **CARRIED OVER**

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

This resolve directs the Department of Transportation to initiate a service development plan for commuter and passenger train service between Portland and the Lewiston and Auburn area. The plan must indicate the locations of railway stations in towns along the corridor route and include an environmental impact statement for each station site. It directs the department to submit a progress report to the Joint Standing Committee on Transportation by January 15, 2020.

This resolve was carried over to any special or regular session, or both, of the 129th Legislature by joint order, H.P. 1322.

LD 586 An Act Regarding the Department of Transportation's Use of Sediment Erosion Control Systems **ONTP**

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

This bill requires the Department of Transportation to specify whether a biodegradable or nonbiodegradable sediment erosion control system will be used for a project by the department and requires that nonbiodegradable sediment erosion control systems be removed with 90 days of a project's completion.

LD 597 Resolve, To Establish a Pilot Project Authorizing the Use of Traffic Surveillance Cameras on Castine Road in Orland **ONTP**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
ROSEN K CAMPBELL D	ONTP	

This resolve directs the Department of Transportation to establish a pilot project allowing the use of traffic surveillance cameras to prove or enforce a violation of the Maine Revised Statutes, Title 29-A on Castine Road in Orland and requires the department to submit a report evaluating the results of the pilot project to the joint standing committee of the Legislature having jurisdiction over transportation matters by January 15, 2021.

Joint Standing Committee on Transportation

LD 599 An Act To Ensure Fair Access and Pricing for Residents Who Use the CARRIED OVER
Maine State Ferry Service

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
HERBIG E DOUDERA V		

This bill requires that state support to the Marine Highway account must fund 100% of the capital and operating costs of the Maine State Ferry Service. It also requires the Department of Transportation to establish, by rule, ferry tolls separately for each route of travel and to adopt no later than November 1, 2019 the toll rates that were in effect on May 20, 2018.

This bill was carried over to any special or regular session, or both, of the 129th Legislature by joint order, H.P. 1322.

LD 656 An Act To Increase the Penalty for Passing a School Bus with Its Red ONTP
Lights Flashing

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

This bill increases the penalties for passing a stopped school bus with its red lights flashing. The new penalties are:

1. The assessment of six demerit points on a driver's license;
2. A fine of \$2,000; and
3. A term of imprisonment of 90 days.

LD 668 Resolve, Directing the Department of Transportation To Convene a ONTP
Work Group To Study Improving Traffic Safety for Color-blind Drivers

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

This resolve directs the Department of Transportation to convene a work group of interested parties and persons with expertise in traffic light systems and technology to study requiring new traffic lights to accommodate color-blind drivers. It requires the study to include an analysis of the effectiveness of the available technology and its costs. The department is directed to submit a report on its study, including any suggested legislation, to the Joint Standing Committee on Transportation by December 4, 2019. The joint standing committee is authorized to report out a bill related to the report to the Second Regular Session of the 129th Legislature.

LD 689 An Act Regarding Temporary Signs Related to an Event That Are CARRIED OVER
Placed in the Public Right-of-way

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

Joint Standing Committee on Transportation

This bill limits the placement of temporary signs related to an event in the public right-of-way by prohibiting their placement more than six weeks before the event.

This bill was carried over to any special or regular session, or both, of the 129th Legislature by joint order, H.P. 1322.

LD 704 An Act To Clarify the Laws Regarding Driver's License Suspensions ONTP

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
HAMPER J ARATA A	ONTP	

This bill applies to motor vehicle offenses the definition of "criminal negligence" and the use of causation as an element of an offense as used in the Maine Criminal Code. This bill also changes the standard for minimum suspension for negligent operation of a motor vehicle causing the death of another person from "negligently" to "with criminal negligence" and removes the provision requiring the Secretary of State to notify any family of the victim or to consider written or oral statements from the family prior to the determination and issuance of the suspension.

LD 707 An Act To Require the Clearing of Vegetation along Roads ONTP

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

This bill is a concept draft pursuant to Joint Rule 208. This bill would require the Department of Transportation to clear from the sides of roads vegetation that poses a risk to drivers.

LD 716 An Act To Increase Railroad Freight Safety Accepted Majority (ONTP) Report

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

This bill requires a railroad company to ensure that there are at least two employees on a freight train traveling on a railroad line within the State, except for a freight train traveling for hostler service. It provides that a railroad company that violates this provision is subject to a fine of not more than \$500 for each violation.

LD 740 An Act To Include Bucksport and the Penobscot River Basin in the Department of Transportation's Cargo Port Strategy ONTP

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
CAMPBELL D ROSEN K	ONTP	

Joint Standing Committee on Transportation

This bill directs the Department of Transportation to develop and implement a strategy for cargo port development that includes Bucksport and the Penobscot River Basin.

LD 778 An Act To Create the Fund for Municipalities To Improve Pedestrian Safety CARRIED OVER

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
LIBBY N BRYANT M		

This 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 80% 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, except that up to 100% of proposed project costs for pedestrian 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 bill also requires the department to notify municipalities of the required biennial report and pedestrian crash data. Finally, the bill 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.

This bill was carried over to any special or regular session, or both, of the 129th Legislature by joint order, H.P. 1322.

LD 783 Resolve, To Require an Independent Analysis of the Department of Transportation's I-395/Route 9 Connector Project ONTP

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

This resolve directs the Legislature, through the Joint Standing Committee on Transportation, to contract with a nongovernmental entity to perform an independent analysis of the Department of Transportation's I-395/Route 9 Connector Project and appropriates \$25,000 from the General Fund to fund the contract. The nongovernmental entity may not have a direct commercial interest in the I-395/Route 9 Connector Project and must provide a report of its analysis to the Joint Standing Committee on Transportation no later than April 19, 2019. This resolve also suspends the project until the independent analysis is complete and provides the Joint Standing Committee on Transportation with the authority to make a determination about whether the project may continue.

LD 823 An Act To Exempt Vehicles That Are 20 Years Old or Older from Titling Requirements When the Vehicles Are Recycled, Salvaged or Scrapped PUBLIC 141

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
BRYANT M JACKSON T	OTP-AM	H-191

This bill amends the law exempting motor vehicles from certificate of title or certificate of salvage requirements to exempt automobiles and all over-the-road commercial vehicles that are more than 15 years old, unless the Secretary of State determines it is in the best interest of the State and an applicant for certificate of title to issue a title to a

Joint Standing Committee on Transportation

vehicle more than 15 years old.

Committee Amendment "A" (H-191)

This amendment strikes and replaces the bill. The amendment, rather than exempting all vehicles more than 15 years old from titling requirements, as in the original bill, allows a vehicle that is at least 20 years old according to its model year to be recycled, salvaged or scrapped without a certificate of title.

Enacted Law Summary

Public Law 2019, chapter 141 allows a vehicle that is at least 20 years old according to its model year to be recycled, salvaged or scrapped without a certificate of title.

LD 826 An Act Regarding Motor Vehicle Registration Plate Numbers ONTP

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
PICKETT R KEIM L	ONTP	

This bill provides that the \$15 fee imposed to retain a motor vehicle registration number in a year in which new registration plates are issued does not apply for the retention of the registration number of a special veterans registration plate or a special disability registration plate for veterans.

LD 827 An Act Regarding the Placement of Campaign Signs ONTP

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
DILLINGHAM K TIMBERLAKE J	ONTP	

This bill is a concept draft pursuant to Joint Rule 208. This bill proposes to allow a business to move a campaign sign that is placed directly in front of a storefront.

LD 844 An Act To Prohibit Driverless Commercial Vehicles ONTP

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

This bill prohibits the operation of a commercial motor vehicle that does not have a driver in the vehicle.

LD 850 Resolve, Directing the Department of Transportation To Erect Signs on Interstate 95 in Island Falls ONTP

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
STANLEY S ROSEN K	ONTP	

Joint Standing Committee on Transportation

This resolve directs the Department of Transportation to place signs directing motorists to the Town of Island Falls on Interstate 95 on the northbound and southbound lanes near the exit closest to the town.

LD 851 Resolve, To Effect Economies of Scale in Maine's Transportation Funding ONTP

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

This resolve directs the Department of Transportation and the Maine Turnpike Authority to study their holdings and operations and propose reorganizations effecting efficiencies in both the department and the authority leading to economies of scale within the State's transportation funding regime. The department and the authority are directed to report to the Joint Standing Committee on Transportation the results of their study and any suggested legislation by January 15, 2020. The joint standing committee is authorized to report out a bill regarding the report to the Second Regular Session of the 129th Legislature.

LD 917 An Act Increasing Municipal Agent Fees for Motor Vehicle Registrations PUBLIC 255

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
GRATWICK G FARNSWORTH D	OTP-AM	S-70 H-279 MCLEAN A

This bill allows municipal agents to charge higher service fees for registrations for motor vehicles, from \$3 to \$5 for renewals and from \$4 to \$6 for new registrations. It also allows municipal agents to charge higher service fees for registrations for all-terrain vehicles, snowmobiles and watercraft, from \$1 to \$3 for renewals and from \$2 to \$5 for new registrations.

Committee Amendment "A" (S-70)

This amendment allows, but does not require, municipal agents to charge a service fee for registration of a motor vehicle, up to \$5 for a renewal and up to \$6 for a new registration. It also allows, but does not require, municipal agents to charge a service fee for registration of an all-terrain vehicle, snowmobile or watercraft, up to \$3 for a renewal and up to \$5 for a new registration.

House Amendment "A" To Committee Amendment "A" (H-279)

This amendment strikes the provisions in the bill that allow an increase of municipal agent fees for watercraft, snowmobile and all-terrain vehicle registrations.

Enacted Law Summary

Public Law 2019, chapter 255 allows, but does not require, municipal agents to charge a service fee for registration of a motor vehicle, up to \$5 for a renewal and up to \$6 for a new registration.

Joint Standing Committee on Transportation

LD 938 An Act To Provide for Sustainable Transportation in Maine

Leave to Withdraw Pursuant to Joint Rule

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

This bill is a concept draft pursuant to Joint Rule 208. This bill proposes to provide a means of sustainable transportation funding for the State.

LD 945 Resolve, To Establish the Blue Ribbon Commission To Study and Recommend Funding Solutions for the State's Transportation Systems

RESOLVE 97 EMERGENCY

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
MARTIN T DIAMOND B	OTP-AM	H-557 S-353 DIAMOND B

This bill is a concept draft pursuant to Joint Rule 208.

This bill proposes to establish a blue ribbon commission to study and recommend additional funding options to adequately fund the State's transportation infrastructure maintenance program.

Committee Amendment "A" (H-557)

This amendment replaces the bill with a resolve that establishes the Blue Ribbon Commission To Study and Recommend Funding Solutions for the State's Transportation Systems. The commission has 15 members. It is required to report on its findings to the Joint Standing Committee on Transportation by January 3, 2020.

Senate Amendment "A" To Committee Amendment "A" (S-353)

This amendment changes the report date in order to conform with Joint Rule 353.

Enacted Law Summary

Resolve 2019, chapter 97 establishes the Blue Ribbon Commission To Study and Recommend Funding Solutions for the State's Transportation Systems. The commission has 15 members. It is required to report on its findings to the Joint Standing Committee on Transportation by December 4, 2019.

Resolve 2019, chapter 97 was finally passed as an emergency measure effective June 26, 2019.

LD 990 An Act To Improve Transportation in Maine

ONTP

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

This bill is a concept draft pursuant to Joint Rule 208. This bill proposes to make specific changes to the law to improve transportation infrastructure and modes in this State.

Joint Standing Committee on Transportation

LD 992 Resolve, To Extend the Down East Sunrise Trail from Ayers Junction to Calais CARRIED OVER

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
MOORE M PERRY A		

This resolve directs the Director of the Bureau of Parks and Lands within the Department of Agriculture, Conservation and Forestry to develop a fully off-road trail corridor linking the East Coast Greenway's northern terminus at the Ferry Point International Bridge in Calais with the Down East Sunrise Trail's eastern terminus at Ayers Junction.

This resolve was carried over to any special or regular session, or both, of the 129th Legislature by joint order, H.P. 1322.

LD 1002 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, 2019, June 30, 2020 and June 30, 2021 PUBLIC 415 EMERGENCY

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
MCLEAN A DIAMOND B	OTP-AM	H-624

This bill is a concept draft pursuant to Joint Rule 208. This bill as emergency legislation 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, 2019, June 30, 2020 and June 30, 2021, as submitted by the Governor pursuant to the Maine Revised Statutes, Title 5. The documents submitted by the Governor may be found here: <https://legislature.maine.gov/ros/9634>.

Committee Amendment "A" (H-624)

This amendment accomplishes the following.

PART A

This Part makes allocations of funds for the fiscal years ending June 30, 2020 and June 30, 2021.

PART B

This Part recognizes an increase in the attrition rate for the 2020-2021 biennium from 1.6% to 5% for judicial branch and executive branch departments and agencies.

PART C

This Part requires the State Controller to carry forward any unexpended balances in the Personal Services and All Other line categories in the Department of Secretary of State, Administration - Motor Vehicles program, after all financial commitments for salary, benefits and other obligations and budgetary adjustments have been made, at the

Joint Standing Committee on Transportation

end of fiscal year 2018-19 to fiscal year 2019-20 and at the end of fiscal year 2019-20 to fiscal year 2020-21, to the All Other line category in the Department of Secretary of State, Administration - Motor Vehicles program to be used for the procurement and implementation of an automated driver's license testing system.

PART D

This Part allows the Commissioner of Transportation to use funds in the Multimodal Transportation Fund to make loans to counties, municipalities, state agencies and quasi-state government agencies for multimodal forms of transportation.

PART E

This Part allows the Maine Municipal Bond Bank to issue up to \$75,000,000 of GARVEE bonds for highway and bridge needs.

PART F

This Part requires the State Controller to transfer amounts exceeding \$100,000 from the unallocated balance in the Highway Fund, after all commitments have been met, to the Highway and Bridge Capital, Highway Light Capital and Maintenance and Operations programs within the Department of Transportation for capital needs.

PART G

This Part authorizes the Commissioner of Transportation to transfer Highway Fund Personal Services balances available at the end fiscal years 2019-20 and 2020-21 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 H

This Part requires the State Controller to transfer \$6,345,967 in fiscal year 2019-20 and \$6,404,253 in fiscal year 2020-21 from the unallocated surplus of the Highway Fund to the TransCap Trust Fund.

PART I

This Part allows TransCap Trust Fund nonbond funds to be used for capital projects with an anticipated useful life of 5 years or more.

PART J

This Part repeals the section of law that excludes the Marine Highway account within the Highway Fund from the Local Road Assistance Program calculation.

PART K

This Part provides allocations to increase by 5% the base salary of one Public Service Executive I position and one Public Service Manager II position within the Department of the Secretary of State, Bureau of Motor Vehicles. This Part also requires the Department of Administrative and Financial Services, Bureau of Human Resources to make a corresponding change to the bureau's rules governing compensation.

Enacted Law Summary

Joint Standing Committee on Transportation

Public Law 2019, chapter 415 does the following:

PART A

This Part makes allocations of funds for the fiscal years ending June 30, 2020 and June 30, 2021.

PART B

This Part recognizes an increase in the attrition rate for the 2020-2021 biennium from 1.6% to 5% for judicial branch and executive branch departments and agencies.

PART C

This Part requires the State Controller to carry forward any unexpended balances in the Personal Services and All Other line categories in the Department of Secretary of State, Administration - Motor Vehicles program, after all financial commitments for salary, benefits and other obligations and budgetary adjustments have been made, at the end of fiscal year 2018-19 to fiscal year 2019-20 and at the end of fiscal year 2019-20 to fiscal year 2020-21, to the All Other line category in the Department of Secretary of State, Administration - Motor Vehicles program to be used for the procurement and implementation of an automated driver's license testing system.

PART D

This Part allows the Commissioner of Transportation to use funds in the Multimodal Transportation Fund to make loans to counties, municipalities, state agencies and quasi-state government agencies for multimodal forms of transportation.

PART E

This Part allows the Maine Municipal Bond Bank to issue up to \$75,000,000 of GARVEE bonds for highway and bridge needs.

PART F

This Part requires the State Controller to transfer amounts exceeding \$100,000 from the unallocated balance in the Highway Fund, after all commitments have been met, to the Highway and Bridge Capital, Highway Light Capital and Maintenance and Operations programs within the Department of Transportation for capital needs.

PART G

This Part authorizes the Commissioner of Transportation to transfer Highway Fund Personal Services balances available at the end fiscal years 2019-20 and 2020-21 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 H

This Part requires the State Controller to transfer \$6,345,967 in fiscal year 2019-20 and \$6,404,253 in fiscal year 2020-21 from the unallocated surplus of the Highway Fund to the TransCap Trust Fund.

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Joint Standing Committee on Transportation

This Part allows TransCap Trust Fund nonbond funds to be used for capital projects with an anticipated useful life of 5 years or more.

PART J

This Part repeals the section of law that excludes the Marine Highway account within the Highway Fund from the Local Road Assistance Program calculation.

PART K

This Part provides allocations to increase by 5% the base salary of one Public Service Executive I position and one Public Service Manager II position within the Department of the Secretary of State, Bureau of Motor Vehicles. This Part also requires the Department of Administrative and Financial Services, Bureau of Human Resources to make a corresponding change to the bureau's rules governing compensation.

Public Law 2019, chapter 415 was enacted as an emergency measure effective June 20, 2019.

LD 1034 An Act To Provide Revenue To Fix and Rebuild Maine's Transportation Infrastructure CARRIED OVER

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

This bill does the following for the purpose of increasing revenue to the Highway Fund and for other transportation purposes.

1. It increases certain fees charged by the Secretary of State for driver's license examinations, temporary license plates, nondriver identification cards, duplicate registrations, titles, driver's licenses, nondriver identification cards and transfers of registrations.
2. It increases the sales tax on the short-term rental of automobiles and certain pickup trucks and vans from 10% to 12%.
3. It requires 5% of the sales tax imposed on transportation-related items, such as motor vehicles and 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. Beginning October 1, 2019, it increases the tax imposed on gasoline to 36.5¢ per gallon and the tax imposed on special fuel to 37.7¢ per gallon.

This bill was carried over to any special or regular session, or both, of the 129th Legislature by joint order, H.P. 1322.

LD 1075 An Act To Allow a Wrecker To Transport the Number of Vehicles Authorized by Manufacturer Specifications for the Wrecker ONTP

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
MCCREA D DOW D	ONTP	

Joint Standing Committee on Transportation

Current law provides that "wrecker" does not include a vehicle designed to carry or tow more than two vehicles on its own body. This bill strikes that language and provides that a wrecker may not carry or tow more vehicles than allowed by the manufacturer specifications for that wrecker.

LD 1084 An Act Regarding the Operation of Pedal-powered Tour Vehicles

CARRIED OVER

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
SANBORN H SYLVESTER M		

This bill defines "pedal-powered tour vehicle" and permits such vehicles to be used on public ways. The bill provides that a municipality may restrict the operation of a pedal-powered tour vehicle on a public way within the municipality only by requiring evidence of liability insurance and compliance with equipment standards and traffic restrictions established by the municipality.

This bill was carried over to any special or regular session, or both, of the 129th Legislature by joint order, H.P. 1322.

LD 1141 Resolve, Directing the Department of Transportation To Construct the Merrymeeting Trail from Topsham to Gardiner

CARRIED OVER

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
WARREN C VITELLI E		

This resolve directs the Department of Transportation to construct a recreational trail, to be known as the Merrymeeting Trail, along the existing railroad corridor owned by the department from the Town of Topsham to the City of Gardiner.

This resolve was carried over to any special or regular session, or both, of the 129th Legislature by joint order, H.P. 1322.

LD 1157 An Act To Fix Maine's Roads and Bridges by Establishing a Seasonal Gasoline Tax Adjustment

ONTP

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

This bill adjusts the tax imposed on gasoline on a seasonal basis, so that the tax is 27¢ per gallon from November 1st to May 31st and 37¢ per gallon from June 1st to October 31st annually. The current tax rate on gasoline is 30¢ per gallon. This bill also repeals the requirement that an inventory tax be paid on gasoline on hand whenever there is an increase in the tax.

Joint Standing Committee on Transportation

LD 1165 An Act To Support the Operation of Fixed-wing Air Medical Transport in Northern Maine ONTP

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
JACKSON T MCCREAD D	ONTP	

This bill provides funding to the Northern Light A.R. Gould Hospital in Presque Isle to fund and support the operation of a fixed-wing aircraft out of Caribou.

LD 1166 An Act To Require Public Transit To Be Accessible to Blind or Visually Impaired Riders ONTP

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

This bill requires that all state and municipal vehicles that operate on a fixed route system for the purpose of public transportation must be equipped with an automated announcement system that delivers audible messages to passengers regarding transit route, current and next stop and destination of the vehicle. The bill provides an exemption for vehicles that cannot reasonably be equipped with an automated announcement system.

LD 1189 An Act To Make Allocations from Maine Turnpike Authority Funds for the Maine Turnpike Authority for the Calendar Year Ending December 31, 2020 P & S 9

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
	OTP-AM	H-377

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, 2020 in accordance with the requirements of the Maine Revised Statutes, Title 23, section 1961, subsection 6.

Committee Amendment "A" (H-377)

This amendment incorporates a fiscal note.

Enacted Law Summary

Private and Special Law 2019, chapter 9 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, 2020 in accordance with the requirements of the Maine Revised Statutes, Title 23, section 1961, subsection 6.

LD 1195 An Act To Encourage the Removal of Campaign Signs from the Public Right-of-way ONTP

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

Joint Standing Committee on Transportation

This bill requires that a temporary sign, which includes a campaign sign, placed within the public right-of-way that advertises or announces an event must be removed from the right-of-way within four weeks after the event and, if the sign is not removed within that four-week period, the municipality in which the sign is located may remove the sign and assess the individual, entity or organization that placed the sign a fee of \$10.

LD 1222 An Act Regarding Electric Bicycles

PUBLIC 349

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
RYKERSON D GRATWICK G	OTP-AM	H-511

This bill defines and regulates the use of electric bicycles, which are bicycles with a motor and which fall into one of 3 classes, depending on the top speed attainable and whether the operator needs to pedal while the motor is propelling the electric bicycle. The bill provides that an operator of an electric bicycle has generally the same rights and obligations as the operator of a bicycle, except that the use of an electric bicycle on bicycle paths and bikeways may be restricted by the entity having jurisdiction over the bicycle path or bikeway. An electric bicycle is considered a vehicle for purposes of the State's so-called open container law and, as with bicycles, any person under 16 years of age who is operating or riding as a passenger on an electric bicycle must wear a helmet.

Committee Amendment "A" (H-511)

This amendment makes minor technical edits to the bill, including to the definitions of Class 1, Class 2 and Class 3 electric bicycles, and clarifies the label requirement to apply only to a manufacturer, distributor or seller in the State. The amendment also makes changes to the age restrictions in the bill.

Enacted Law Summary

Public Law 2019, chapter 349 defines and regulates the use of electric bicycles, which are bicycles with a motor and which fall into one of 3 classes, depending on the top speed attainable and whether the operator needs to pedal while the motor is propelling the electric bicycle. It provides that an operator of an electric bicycle has generally the same rights and obligations as the operator of a bicycle, except that the use of an electric bicycle on bicycle paths and bikeways may be restricted by the entity having jurisdiction over the bicycle path or bikeway. The operator of an electric bicycle is subject to the State's so-called open container law and, as with bicycles, any person under 16 years of age who is operating or riding as a passenger on an electric bicycle must wear a helmet.

LD 1223 Resolve, Directing the Department of Transportation To Incorporate Transportation Demand Management Strategies in Its Rules Pertaining to Traffic Movement Permits

RESOLVE 89

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
MORALES V	OTP-AM	H-454

This bill amends the requirements for a traffic movement permit for a project by requiring the Department of Transportation to require all reasonable traffic mitigation measures that could avoid the expansion of a roadway. This bill requires an analysis of all modes of transportation affected by the project and a design to ensure that the project does not promote one mode of transportation in a way that negatively impacts another. This bill also requires the department to include within the scope of impact evaluation an analysis estimating the amount of vehicle, pedestrian, bicycle, transit and trail use that could be generated by the project.

Committee Amendment "A" (H-454)

Joint Standing Committee on Transportation

This amendment strikes and replaces the bill with a resolve requiring the Commissioner of Transportation to form a stakeholder group to review the Department of Transportation's rules pertaining to the traffic movement permit process. The commissioner is required to submit major substantive rules amending the traffic movement permit process adopted pursuant to the Maine Revised Statutes, Title 23, section 704-A, based on the findings and recommendations of the stakeholder group, no later than February 1, 2020. This amendment also allows the Joint Standing Committee on Transportation to introduce a bill related to the traffic movement permit process during the Second Regular Session of the 129th Legislature.

Enacted Law Summary

Resolve 2019, chapter 89 requires the Commissioner of Transportation to form a stakeholder group to review the Department of Transportation's rules pertaining to the traffic movement permit process. The commissioner is required to submit major substantive rules amending the traffic movement permit process adopted pursuant to the Maine Revised Statutes, Title 23, section 704-A, based on the findings and recommendations of the stakeholder group, no later than February 1, 2020. This law also allows the Joint Standing Committee on Transportation to introduce a bill related to the traffic movement permit process during the Second Regular Session of the 129th Legislature.

LD 1257 An Act To Prepare Maine for a Low-carbon Transportation Future

ONTP

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
BRYANT M MIRAMANT D	ONTP	

This bill authorizes the Secretary of State to require the owner of an electric vehicle to pay an electric vehicle registration surcharge of \$25 per year when at least 3,000 electric vehicles are annually registered in the State. The amount of the surcharge increases to \$50 per year when at least 10,000 electric vehicles are annually registered in the State. The municipality that collects the annual electric vehicle registration surcharge is required to expend no less than 50% of the surcharge to construct or modify public infrastructure that facilitates the charging of electric vehicles for use by the general public or for other purposes that encourage or support the purchase and use by the general public of electric vehicles.

The bill also directs the Governor's Energy Office to convene an electric vehicle task force, which is charged with reviewing a number of matters relating to electric vehicles and electric vehicle infrastructure. The director of the office is required to report by February 15, 2020 to the Joint Standing Committee on Energy, Utilities and Technology and the Joint Standing Committee on Transportation regarding any recommendations of the task force, including proposed legislation. After reviewing the report, the committees may report out legislation to the Second Regular Session of the 129th Legislature.

The bill also directs the Commissioner of Transportation to take a number of actions regarding short-term and long-term planning for road infrastructure and highway funding, including a review of potential new vehicle or road use fees. The commissioner is directed to report by February 15, 2021 to the joint standing committees of the Legislature having jurisdiction over energy, utilities and technology matters and transportation matters regarding those actions and including any findings and recommendations and proposed legislation necessary to implement those recommendations. After reviewing the report, the committees may report out legislation to the First Regular Session of the 130th Legislature.

Joint Standing Committee on Transportation

**LD 1258 An Act To Increase Access to Transportation for Workforce and Other
Essential Transportation Needs**

CARRIED OVER

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
SHEATS B CHIPMAN B	OTP-AM	H-453

This bill requires the quinquennial locally coordinated plan for regional transit submitted by each regional public transportation agency to focus on meeting workforce needs.

This bill also 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, split evenly between rural and urban areas, to expand their services, including addressing regional workforce needs.

Committee Amendment "A" (H-453)

This amendment provides funding to the Department of Transportation from the General Fund instead of the Highway Fund to support and expand local volunteer driver networks and for regional transportation providers through the State to expand their services. Resources must be distributed evenly between urban and rural areas.

This bill was reported out of committee and then carried over to any special or regular session, or both, of the 129th Legislature on the Special Appropriations Table by joint order, H.P. 1322.

**LD 1266 An Act To Create Transportation Corridor Districts for the Purpose of
Funding Transportation and Transit Services**

PUBLIC 242

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
CHIPMAN B BRYANT M	OTP	

This bill provides for the formation of transportation corridor districts within the current law relating to transit districts and regional transportation corporations. The bill 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 serve 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.

The bill requires a municipality or group of municipalities to select the borders of the transportation corridor district. The bill requires that the formation of a transportation corridor district be approved by voter referendum in each participating municipality. The bill authorizes a district's board of directors, with approval from all municipalities in the district, to change the borders of the district. The bill 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.

Enacted Law Summary

Public Law 2019, chapter 242 provides for the formation of transportation corridor districts within the current law relating to transit districts and regional transportation corporations. It 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 serve accessibility needs, including passenger rail, ferry,

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bus, bicycle and pedestrian facilities and routes, and promoting economic development at transportation station areas and in downtown areas.

The law requires a municipality or group of municipalities to select the borders of the transportation corridor district. It requires that the formation of a transportation corridor district be approved by voter referendum in each participating municipality. The law authorizes a district's board of directors, with approval from all municipalities in the district, to change the borders of the district. It 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 1269 An Act To Update the Laws Governing Child Safety Seats and Seat Belts

PUBLIC 299

Sponsor(s)
CYRWAY S
NADEAU C

Committee Report
OTP-AM

Amendments Adopted
S-217

This bill amends the laws governing the use of seat belts and child restraint systems in motor vehicles. It defines several types of child restraint systems and establishes requirements for the use of child restraint systems based on a child's age, height and weight. It increases the fines for violations of the law. It repeals a provision in current law making the nonuse of seat belts or the failure to secure a child not admissible in evidence in a civil or criminal trial involving a motor vehicle accident.

Committee Amendment "A" (S-217)

This amendment makes the following changes to the bill.

1. It defines "convertible child restraint system" and allows a child under 2 years of age properly secured in a convertible child restraint system to ride in a forward-facing position if the child exceeds the manufacturer recommended weight limit for a rear-facing position.
2. It retains fines for the violation of seat belt laws at current statutory levels.
3. It removes the changes in the bill regarding the inadmissibility of evidence for failure to properly secure a child.

Enacted Law Summary

Public Law 2019, chapter 299 amends the laws governing the use of seat belts and child restraint systems in motor vehicles. It defines several types of child restraint systems and establishes requirements for the use of child restraint systems based on a child's age, height and weight.

LD 1310 An Act To Address the Shortage of Department of Transportation Snowplow Drivers and Other Transportation Workers

CARRIED OVER

Sponsor(s)
MIRAMANT D
BRYANT M

Committee Report

Amendments Adopted

This bill addresses the shortage of snowplow drivers and other transportation workers in the Department of Transportation by:

1. Establishing five new Transportation Crew Supervisor positions; and

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2. Increasing the rate of pay for certain positions in the Department of Transportation by \$2 per hour.

This bill was carried over to any special or regular session, or both, of the 129th Legislature by joint order, H.P. 1322.

LD 1329 An Act To Allow Temporary Roadside Memorials for Deceased Victims of Traffic Accidents ONTP

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

This bill allows, for a period not to exceed 180 days, the placement of a roadside memorial on a public way marking the site of the death of a person and provides penalties for tampering with or the unauthorized removal of a roadside memorial.

LD 1330 An Act To Ensure Pedestrian Safety in Roundabouts Leave to Withdraw Pursuant to Joint Rule

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

This bill requires the Department of Transportation to install whenever practicable a crosswalk at a high-use roundabout on a state highway at least 150 feet from the edge of the roundabout.

LD 1335 An Act To Require the Department of Transportation To Place Official Business Directional Signs at Certain Intersections Leave to Withdraw Pursuant to Joint Rule

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

This bill directs the Department of Transportation to place three official business directional signs directing persons to a retail establishment engaged in the business of selling ice cream in the Town of Surry.

LD 1367 An Act To Preserve and Protect the State's Rail Corridors ONTP

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

This bill directs the Department of Transportation to preserve and protect the rail corridors of the State for future railroad use and maintain all rail corridors in a condition that allows for their resuming railroad service.

The bill prohibits a rail corridor from being converted into or operated as a trail, used as a pathway or space for

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walking or biking, used for any other form of nonmotorized travel or recreation or used as a bus line without first being evaluated for passenger railroad service.

LD 1390 An Act To Fund Saco Area Traffic Improvements

CARRIED OVER

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
CHENETTE J O'NEIL M		

This bill, based on the recommendations of the study conducted jointly by the Department of Transportation, the Maine Turnpike Authority and the City of Saco, provides 40% of the estimated cost of the construction of a new exit and spur from the Maine Turnpike to serve communities near Exit 36 of the Maine Turnpike, such as Saco, Old Orchard Beach and Hollis. The recommendation of the study was for the cost to be split as follows: 40% to be provided by the Department of Transportation; 40% to be provided by the Maine Turnpike Authority; and 20% to be provided by the City of Saco.

This bill was carried over to any special or regular session, or both, of the 129th Legislature by joint order, H.P. 1322.

LD 1435 Resolve, Directing the Joint Standing Committee on Transportation To Study Transportation Funding Reform

Leave to Withdraw Pursuant to Joint Rule

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

This resolve directs the Joint Standing Committee on Transportation 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 committee is authorized to meet for this purpose up to four times when the Legislature is not in session, and the committee's report must be submitted by December 4, 2019. The committee may submit legislation to the Second Regular Session of the 129th Legislature relating to the subject matter of the report.

LD 1471 Resolve, To Name the Route 7 Bridge in Corinna in Honor of PFC Paul Earl Sudsbury

RESOLVE 38

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
DAVIS P COSTAIN D	OTP	

This resolve requires the Department of Transportation to rename the Corinna Bridge in the Town of Corinna the PFC Paul Earl Sudsbury Bridge.

Enacted Law Summary

Resolve 2019, chapter 38 requires the Department of Transportation to rename the Corinna Bridge in the Town of Corinna the PFC Paul Earl Sudsbury Bridge.

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LD 1473 An Act To Provide Consistency in the Laws Governing Culvert Replacement

ONTP

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

This bill makes the cost of replacing a culvert the expense of the abutter.

LD 1487 An Act To Exempt Holders of Gold Star Family Registration Plates from Vehicle Registration Fees

PUBLIC 390

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
PECTEAU J TIMBERLAKE J	OTP-AM	H-444

This bill exempts a person possessing or applying for a registration certificate and a set of gold star family registration plates from the annual motor vehicle registration fee.

Committee Amendment "A" (H-444)

This amendment adds an appropriations and allocations section.

Enacted Law Summary

Public Law 2019, chapter 390 exempts a person possessing or applying for a registration certificate and a set of gold star family registration plates from the annual motor vehicle registration fee.

LD 1498 An Act To Provide Equity for Commercial Vehicles on Roads and Bridges in Maine

CARRIED OVER

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

This bill repeals the law that allows certain vehicles at weight limits higher than those in this State to travel from the United States-Canada border to certain points in this State. It allows a combination vehicle consisting of a 3-axle truck tractor with a tri-axle semitrailer to be operated with a maximum gross vehicle weight of 108,900 pounds, and a combination vehicle consisting of a 3-axle truck tractor with a semitrailer-semitrailer combination configured as a B-train double with 8 axles total to be operated with a gross vehicle weight of 137,700 pounds.

This bill was carried over to any special or regular session, or both, of the 129th Legislature by joint order, H.P. 1322.

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LD 1513 An Act To Amend the Date by Which an Applicant for Funds under the PUBLIC 173
Local Road Assistance Program Must Provide Certification to the
Department of Transportation

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

This bill changes from August 1st to November 1st the annual date by which an applicant for funds under the Local Road Assistance Program must provide certification to the Department of Transportation.

Enacted Law Summary

Public Law 2019, chapter 173 changes from August 1st to November 1st the annual date by which an applicant for funds under the Local Road Assistance Program must provide certification to the Department of Transportation.

LD 1527 An Act To Require That Certain Motor Vehicles Be Clear of Snow and ONTP
Ice When Operated on Public Ways

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
WOODSOME D MASTRACCIO A	ONTP	

This bill prohibits the operation of a motor vehicle at a speed of 40 miles per hour or more on a public way with a load of solid precipitation on the motor vehicle. Failure to clear a motor vehicle is a traffic infraction subject to a \$250 fine for a first offense and \$500 for a second or subsequent offense. It exempts commercial trucks from the provision.

LD 1528 An Act To Amend the Laws Regarding Motor Vehicle Fees PUBLIC 352

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
DIAMOND B	OTP-AM	S-164

This bill:

1. Increases the one-time fee for an out-of-rotation registration plate and for a reserved registration number from \$15 to \$25, the same as for a vanity registration plate fee;
2. Increases the registration transfer fee for a trailer under 2,000 pounds from \$5 to \$8, making the fee the same as for other registration transfers;
3. Increases the motorcycle rider education school and instructor license fees to match fees for other business licenses issued by the Department of the Secretary of State, Bureau of Motor Vehicles, such as certain dealer licenses;
4. Increases driver education school and instructor license fees to match other business license fees;
5. Increases the fee for a duplicate registration certificate from \$2 to \$5; and

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6. Reduces the driver's license fees for persons 65 years of age and over by \$1 to provide equity in the fees assessed on driver's licenses issued to this demographic.

Committee Amendment "A" (S-164)

This amendment incorporates a fiscal note.

Enacted Law Summary

Public Law 2019, chapter 352 does the following:

1. Increases the one-time fee for an out-of-rotation registration plate and for a reserved registration number from \$15 to \$25, the same as for a vanity registration plate fee;
2. Increases the registration transfer fee for a trailer under 2,000 pounds from \$5 to \$8, making the fee the same as for other registration transfers;
3. Increases the motorcycle rider education school and instructor license fees to match fees for other business licenses issued by the Department of the Secretary of State, Bureau of Motor Vehicles, such as certain dealer licenses;
4. Increases driver education school and instructor license fees to match other business license fees;
5. Increases the fee for a duplicate registration certificate from \$2 to \$5; and
6. Reduces the driver's license fees for persons 65 years of age and over by \$1 to provide equity in the fees assessed on driver's licenses issued to this demographic.

LD 1533 An Act To Eliminate Registration Plate Decals

CARRIED OVER

Sponsor(s)
MCLEAN A

Committee Report

Amendments Adopted

This bill eliminates the requirement that the Secretary of State must issue annual registration plates or decals.

It repeals language setting the price for replacement decals for plates at 50¢ each.

It repeals a provision that makes it a Class E crime to attach or display on a vehicle registration plate a decal issued for another vehicle.

This bill was carried over to any special or regular session, or both, of the 129th Legislature by joint order, H.P. 1322.

LD 1555 An Act To Improve Highway Maintenance Safety

PUBLIC 327

Sponsor(s)
DIAMOND B
MCLEAN A

Committee Report
OTP-AM

Amendments Adopted
S-206

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This bill amends current law to allow vehicles engaged in highway maintenance or in emergency rescue operations by emergency management and public safety agencies and public service vehicles to be equipped with auxiliary lights that emit a combination of amber and white lights or any shade between amber and white. It also allows the use of green lighting for any highway maintenance vehicle that is operating under the direction of the Department of Transportation or the Maine Turnpike Authority.

This bill also amends current law to allow the Maine Turnpike Authority to remove a vehicle from the Maine Turnpike if it is improperly parked, abandoned or interfering with snow removal in the same manner that the Department of Transportation may remove such a vehicle on a road under its jurisdiction. It also clarifies that a third-party agent such as an independent contractor working for the Department of Transportation or the Maine Turnpike Authority is entitled to the same immunity from liability for these removals as employees of the department or authority.

Committee Amendment "A" (S-206)

This amendment clarifies that a municipal public works vehicle or vehicle operating under direction of the Department of Transportation or the Maine Turnpike Authority may be equipped with green, white or amber auxiliary lights, which may be located on the front, rear or sides of the vehicle and may flash, oscillate, strobe or blink. This amendment also makes minor technical changes to section 2 of the bill.

Enacted Law Summary

Public Law 2019, chapter 327 amends current law to allow vehicles engaged in highway maintenance or in emergency rescue operations by emergency management and public safety agencies and public service vehicles to be equipped with auxiliary lights that emit a combination of amber and white lights or any shade between amber and white. It also allows the use of green lighting for any highway maintenance vehicle that is operating under the direction of the Department of Transportation or the Maine Turnpike Authority.

This law also amends current law to allow the Maine Turnpike Authority to remove a vehicle from the Maine Turnpike if it is improperly parked, abandoned or interfering with snow removal in the same manner that the Department of Transportation may remove such a vehicle on a road under its jurisdiction. It also clarifies that a third-party agent such as an independent contractor working for the Department of Transportation or the Maine Turnpike Authority is entitled to the same immunity from liability for these removals as employees of the department or authority.

LD 1576 An Act To Improve the Department of Corrections' Response to Emergency Situations by Amending Provisions Related to Vehicles Operated by Certain Department Employees

PUBLIC 319

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
PICKETT R DESCHAMBAULT S	OTP-AM	H-455

This bill amends the definition of "authorized emergency vehicle" in the motor vehicle laws to include a Department of Corrections vehicle operated by an investigative officer or other employee of the department who is certified by the Board of Trustees of the Maine Criminal Justice Academy as a law enforcement officer.

Committee Amendment "A" (H-455)

This amendment expands the definition of an authorized emergency vehicle to include a Department of Corrections vehicle operated by a person certified by the Board of Trustees of the Maine Criminal Justice Academy as a law enforcement officer and allows a person certified by the Board of Trustees of the Maine Criminal Justice Academy as a law enforcement officer who is operating a Department of Corrections vehicle to exceed the maximum speed

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limits as long as life or property is not endangered.

Enacted Law Summary

Public Law 2019, chapter 319 expands the definition of an authorized emergency vehicle to include a Department of Corrections vehicle operated by a person certified by the Board of Trustees of the Maine Criminal Justice Academy as a law enforcement officer and allows a person certified by the Board of Trustees of the Maine Criminal Justice Academy as a law enforcement officer who is operating a Department of Corrections vehicle to exceed the maximum speed limits as long as life or property is not endangered.

LD 1578 An Act To Improve Administration of the Maine Aeronautical Advisory Board and the Public Transit Advisory Council

**PUBLIC 211
EMERGENCY**

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

This bill changes the membership of the Maine Aeronautical Advisory Board and provides for staggered terms. It provides that the Commissioner of Transportation serves as a nonvoting secretary and clerk of the board and authorizes the board to adopt bylaws.

The bill authorizes the Commissioner of Transportation to designate as voting members of the Public Transit Advisory Council those persons the commissioner is required to invite to participate in council meetings. It provides for staggered terms, requires the council to meet at least once per year and authorizes the council to adopt bylaws. It also changes the reporting requirements for the council.

Enacted Law Summary

Public Law 2019, chapter 211 changes the membership of the Maine Aeronautical Advisory Board and provides for staggered terms. It provides that the Commissioner of Transportation serves as a nonvoting secretary and clerk of the board and authorizes the board to adopt bylaws.

The law authorizes the Commissioner of Transportation to designate as voting members of the Public Transit Advisory Council those persons the commissioner is required to invite to participate in council meetings. It provides for staggered terms, requires the council to meet at least once per year and authorizes the council to adopt bylaws. It also changes the reporting requirements for the council.

Public Law 2019, chapter 211 was enacted as an emergency measure effective June 6, 2019.

LD 1627 An Act To Authorize the Use of Autocycles

PUBLIC 345

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
BRYANT M MIRAMANT D	OTP-AM	H-487

This bill defines an autocycle as a three-wheeled motorcycle that has a steering wheel or handlebars, floor pedals for automotive-style controls and seating that does not require the operator to straddle or sit astride a seat and establishes provisions for registration and operator licensing.

Committee Amendment "A" (H-487)

This amendment clarifies that an autocycle is subject to the general motorcycle inspection standards, except those that do not apply to the design of the vehicle, and any other inspection standards set by the Chief of the State Police.

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This amendment also clarifies that an autocycle may not be operated abreast with any motor vehicle within the same lane.

Enacted Law Summary

Public Law 2019, chapter 345 defines an autocycle as a three-wheeled motorcycle that has a steering wheel or handlebars, floor pedals for automotive-style controls and seating that does not require the operator to straddle or sit astride a seat and establishes provisions for registration and operator licensing.

LD 1682 An Act To Amend the Laws Governing the Removal of Unlawful Signs

PUBLIC 228

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

This bill further restricts the placement of categorical signs by prohibiting their erection on trees, in control-of-access areas, within medians less than 6 feet in width and on islands within a rotary. The bill reduces the number of days the owner of a sign erected in violation of the law has to remove the sign from 30 days to 14 days after notice and clarifies that the notice may be sent by the agency having control of the public way in which the sign has been erected.

The bill requires the Department of Transportation to remove any sign that has been placed in violation of the law if the public right-of-way is a state or state aid highway that is not within an urban compact municipality; the department may remove any sign on a public right-of-way for public safety purposes. A municipality may remove any sign that has been placed in violation of the law on a town way or state or state aid highway that is in an urban compact municipality within that municipality's jurisdiction.

Enacted Law Summary

Public Law 2019, chapter 228 restricts the placement of categorical signs by prohibiting their erection on trees, in control-of-access areas, within medians less than 6 feet in width and on islands within a rotary. It reduces the number of days the owner of a sign erected in violation of the law has to remove the sign from 30 days to 14 days after notice and clarifies that the notice may be sent by the agency having control of the public way in which the sign has been erected.

The law requires the Department of Transportation to remove any sign that has been placed in violation of the law if the public right-of-way is a state or state aid highway that is not within an urban compact municipality; the department may remove any sign on a public right-of-way for public safety purposes. A municipality may remove any sign that has been placed in violation of the law on a town way or state or state aid highway that is in an urban compact municipality within that municipality's jurisdiction.

LD 1710 An Act To Enact the Automated Driving Safety Act

ONTP

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

This bill establishes the Automated Driving Safety Act, which provides standards for the registration of automated vehicles, the licensure of automated vehicle operators and the liability of the operators and providers of automated vehicles, including:

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1. Defining a provider for an automated vehicle as an individual, organization or joint enterprise that controls an automated driving system of an automated vehicle for testing or deployment of the automated vehicle on a public way;
2. Requiring the Secretary of State to record on the automated vehicle's registration that the vehicle is an automated vehicle and the identity of the provider for the automated vehicle;
3. Requiring the Secretary of State to terminate the registration or refuse to register or renew a registration of an automated vehicle that has been modified or has had its automated driving system modified or that the Secretary of State determines is unsafe or unfit for operation on a public way;
4. Providing that the automated vehicle has two operators, an individual operator when the automated driving system is not engaged and the provider as the operator when the automated driving system is engaged, and, under most instances, that the applicable operator is responsible for the proper operation of the automated vehicle and is liable for an infraction, offense or negligence resulting in bodily injury, death or property damage; and
5. Requiring, if an automated vehicle is involved in an accident while the automated driving system is engaged, that pursuant to the provisions of law regarding motor vehicle accident reports, the automated vehicle not be moved and that the provider immediately contact the applicable law enforcement agency, inform the law enforcement agency that the automated driving system was engaged at the time of the accident and transmit electronically or by the fastest means available the financial responsibility information required for the vehicle.

LD 1714 Resolve, Directing the Secretary of State To Enter into a Reciprocal Agreement between the State and Taiwan Regarding Driver's Licenses CARRIED OVER

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
STEWART T KEIM L		

This resolve directs the Secretary of State to begin negotiations toward the development of a reciprocal agreement between the Department of the Secretary of State, Bureau of Motor Vehicles and Taiwan for reciprocity, beginning January 1, 2021, in issuing driver's licenses to residents of this State who reside in Taiwan and to Taiwanese citizens who reside in this State.

This resolve was carried over to any special or regular session, or both, of the 129th Legislature by joint order, H.P. 1322.

LD 1769 An Act To Make Various Changes to the Motor Vehicle Laws PUBLIC 335

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
MCLEAN A	OTP-AM	H-515

This bill amends the motor vehicle laws in the following ways.

1. It amends the law governing motor vehicle frame end heights to increase dimensions for current weight ranges of vehicles. It also adds vehicles from 11,501 pounds to 13,000 pounds, which may have frame end heights of 32 inches in the front and 34 inches in the rear.
2. It establishes that a vehicle owned by the Department of Public Safety may be equipped with blue emergency lighting and a siren, but neither the lighting nor the siren may be displayed or used except when the vehicle is being

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operated by a law enforcement officer.

3. It establishes that a person may not operate, or cause to have operated, a diesel-powered motor vehicle with a manufacturer's gross vehicle weight rating under 18,000 pounds that emits visible smoke on a public way or parking area because of a permanent or temporary alteration to the air pollution control system of the motor vehicle. Emitting visible smoke by using such an alteration is commonly referred to as "rolling coal."

4. It excludes the use of electronic logging devices from the definition of "text messaging" in the law that governs text messaging while operating a motor vehicle.

5. It establishes that the law governing motor vehicle heights and widths does not apply to snowplows and equipment mounted on a vehicle traveling from one work location to another work location during a snow event, or traveling from the point of purchase to a storage location, as long as the vehicle does not exceed 108 inches in total width. The term "snow event" is defined as the period beginning 48 hours before a predicted snowstorm and ending 48 hours after the snowstorm.

Committee Amendment "A" (H-515)

This amendment makes the following changes to the bill.

1. It defines "heavy duty recovery vehicle."

2. It adds heavy duty recovery vehicles to the list of vehicles allowed to be issued long-term permits for overweight operation issued by the Secretary of State.

3. It removes the section of the bill that amends the definition of "text messaging."

4. It removes a cross-reference to the definition of "law enforcement officer."

5. It modifies the definition of "snow event."

Enacted Law Summary

Public Law 2019, chapter 335 amends the motor vehicle laws in the following ways.

1. It amends the law governing motor vehicle frame end heights to increase dimensions for current weight ranges of vehicles. It also adds vehicles from 11,501 pounds to 13,000 pounds, which may have frame end heights of 32 inches in the front and 34 inches in the rear.

2. It establishes that a vehicle owned by the Department of Public Safety may be equipped with blue emergency lighting and a siren, but neither the lighting nor the siren may be displayed or used except when the vehicle is being operated by a law enforcement officer.

3. It establishes that a person may not operate, or cause to have operated, a diesel-powered motor vehicle with a manufacturer's gross vehicle weight rating under 18,000 pounds that emits visible smoke on a public way or parking area because of a permanent or temporary alteration to the air pollution control system of the motor vehicle. Emitting visible smoke by using such an alteration is commonly referred to as "rolling coal."

4. It establishes that the law governing motor vehicle heights and widths does not apply to snowplows and equipment mounted on a vehicle traveling from one work location to another work location during a snow event, or traveling from the point of purchase to a storage location, as long as the vehicle does not exceed 108 inches in total width. The term "snow event" is defined as the period beginning 48 hours before a snowstorm and ending 48 hours after the snowstorm.

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5. It defines "heavy duty recovery vehicle."

6. It adds heavy duty recovery vehicles to the list of vehicles allowed to be issued long-term permits by the Secretary of State for overweight operation.

LD 1782 An Act To Amend the Motorcycle Rider Education and Driver Education Laws

PUBLIC 337

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
WHITE B DIAMOND B	OTP-AM	H-510

This bill amends the motorcycle rider education laws to clarify that a person who completes a motorcycle rider education course approved by the Secretary of State on a two-wheel motorcycle may operate a two-wheel or three-wheel motorcycle and that a person who completes a motorcycle rider education course approved by the Secretary of State on a three-wheel motorcycle may only operate a three-wheel motorcycle. A person who holds a motorcycle learner's permit and who completes a motorcycle road test administered by the Secretary of State on a three-wheel motorcycle is also restricted to the operation of a three-wheel motorcycle. The bill requires motorcycle rider education schools to be licensed, submit to inspections and establish a place of business.

The bill also amends the driver education program laws to require that the two instructors who serve on the Secretary of State's Technical Review Panel be licensed in the curriculum and training being reviewed. The bill removes the authorization for the State to bring an action in Superior Court to enjoin a person from violating the driver education laws, as the penalties under those laws are administered by the District Courts.

Committee Amendment "A" (H-510)

This amendment makes the following changes to the bill.

1. It clarifies the motorcycle rider education course provisions.
2. It clarifies that a motorcycle rider education school must continually comply with the requirements to obtain or renew a motorcycle rider education school license.
3. It clarifies which records must be retained by a motorcycle rider education school for five years.
4. It clarifies the penalty provisions contained in the bill and makes failure to comply with motorcycle rider education instructor standards and requirements a traffic infraction.

Enacted Law Summary

Public Law 2019, chapter 337 amends the motorcycle rider education laws to clarify that a person who completes a motorcycle rider education course approved by the Secretary of State on a two-wheel motorcycle may operate a two-wheel or three-wheel motorcycle and that a person who completes a motorcycle rider education course approved by the Secretary of State on a three-wheel motorcycle may only operate a three-wheel motorcycle. A person who holds a motorcycle learner's permit and who completes a motorcycle road test administered by the Secretary of State on a three-wheel motorcycle is also restricted to the operation of a three-wheel motorcycle. It requires motorcycle rider education schools to be licensed, submit to inspections and establish a place of business.

The law also amends the driver education program laws to require that the two instructors who serve on the Secretary of State's Technical Review Panel be licensed in the curriculum and training being reviewed. The bill removes the authorization for the State to bring an action in Superior Court to enjoin a person from violating the driver education laws, as the penalties under those laws are administered by the District Courts.

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LD 1783 An Act To Amend the Motor Vehicle Laws

PUBLIC 397

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
BRYANT M DIAMOND B	OTP-AM	H-588

This bill is the Department of the Secretary of State, Bureau of Motor Vehicles' omnibus bill. The bureau is recommending several changes to the motor vehicle laws to facilitate program administration and to bring administrative fees more in line with actual costs.

It amends the enforcement provision governing dealers, transporters and automobile graveyards to change investigators to motor vehicle detectives to match the current job title.

It replaces the requirement that an applicant for an original motor vehicle registration submit a dealer's certificate with the requirement that the applicant submit a properly completed bill of sale. It replaces the requirement that a municipal official retain from the use taxes collected a fee of \$1.25 for each vehicle with a requirement that the Secretary of State be reimbursed by the State Tax Assessor \$1.25 per use tax certificate processed. It requires registration certificates to be forwarded to the Secretary of State as well as the State Tax Assessor.

It amends the law allowing the Secretary of State to refuse to issue or to recall a vanity plate having language that encourages violence or may result in an act of violence or other unlawful activity to remove express language stating that it is the Secretary of State who makes the finding regarding the language.

It repeals the requirement that the Commissioner of Inland Fisheries and Wildlife submit a new sportsman registration plate design every six years.

It repeals the trailer transit plate provision from the law regarding temporary registration plates and enacts the language of the provision in the law regarding special dealer licenses and plates. It makes a violation of that provision a traffic infraction and specifies a trailer transit plate expires annually at the end of March.

It removes the 10-year authorization period for recognition license plates.

It reduces the minimum number of registrations required for eligibility for the 25-year permanent registration program for semitrailers from 30,000 to 20,000.

It repeals the moratorium on commemorative veteran decals, which ran from October 1, 2009 to October 1, 2014.

It clarifies that International Registration Plan credentials may be presented in electronic format.

It changes the retention period for information pertaining to a scrapped vehicle from one year to five years to bring it into compliance with the record requirements for salvage vehicle recyclers. It adds an accuracy requirement to allow for a penalty for recyclers who incorrectly record information for scrapped vehicles of model years 1995 to 1999 and makes a violation a traffic infraction.

It amends the Maine Revised Statutes, Title 29-A, section 667, regarding salvage vehicles, to change the reporting requirements due date in the provisions regarding surrender and cancellation of a certificate of title or certificate of salvage from "immediately" to within 30 days. It adds scrap processors to the list of persons to whom an owner must have transferred a vehicle for which a certificate of salvage has not been issued in order for that vehicle to be deemed declared by the owner to be a salvage vehicle. It also allows a salvage dealer, recycler or scrap processor to retain possession of a certificate of salvage until the recycler scraps or dismantles the vehicle and requires that 30

Joint Standing Committee on Transportation

days after the scrapping or dismantling of the vehicle the certificate of title or certificate of salvage must be delivered to the Secretary of State for cancellation. It repeals the current requirement regarding the surrender of the certificate of title or certificate of salvage.

It requires a salvage dealer, recycler or scrap processor to obtain the vehicle seller's name and address from a government-issued photograph identification document or credential.

It requires a licensed mobile crusher to maintain an operator log for each of its locations, which must include the make, model, model year and vehicle identification number of each vehicle crushed and the date of the action.

It adds the requirement for recyclers to use the National Motor Vehicle Title Information System as required by federal law and regulation.

It provides for the issuance of a commercial learner's permit for one year.

It provides a motorcycle driver education instructor a hearing pursuant to Title 29-A, chapter 23, subchapter 2, article 3 when refused an instructor's license or the instructor's license is suspended or revoked.

It allows the Secretary of State to suspend, revoke or refuse to issue or renew a driver education school or instructor license or deny a driver education program certificate of completion for just cause or for noncompliance with statutory or regulatory requirements.

It provides that a driver's license or nondriver identification card of a person under 21 years of age must bear a distinctive layout or marking rather than a distinctive color code.

It eliminates the sticker designation for a deaf or hard-of-hearing person and replaces it with a distinctive marker or code on the person's driver's license or nondriver identification card.

It clarifies that when any change is made to a driver's license, nondriver identification card, registration certificate or learner's permit that requires that an updated credential be issued, it is considered a duplicate for processing purposes.

It includes vehicles of the Attorney General's office and the Secretary of State's office in the definition of "police vehicle" in the law governing emergency and auxiliary lights.

It removes the requirement that the Secretary of State report annually to the joint standing committee of the Legislature having jurisdiction over transportation matters on the federal Systematic Alien Verification for Entitlements Program.

Committee Amendment "A" (H-588)

This amendment removes the section of the bill dealing with the suspension and revocation of instructors' licenses. This amendment defines "life support transport vehicle," adds those vehicles to the list of authorized emergency vehicles, adds restrictions on their use of emergency lights and sirens and authorizes the Commissioner of Transportation to adopt rules concerning those vehicles. This amendment requires that a person issued temporary registration plates maintain a written record on a form prescribed by the Secretary of State and submit that form upon renewal of a dealer license.

Enacted Law Summary

Public Law 2019, chapter 397 does the following.

It amends the enforcement provision governing dealers, transporters and automobile graveyards to change investigators to motor vehicle detectives to match the current job title.

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It replaces the requirement that an applicant for an original motor vehicle registration submit a dealer's certificate with the requirement that the applicant submit a properly completed bill of sale. It replaces the requirement that a municipal official retain from the use taxes collected a fee of \$1.25 for each vehicle with a requirement that the Secretary of State be reimbursed by the State Tax Assessor \$1.25 per use tax certificate processed.

It amends the law allowing the Secretary of State to refuse to issue or to recall a vanity plate having language that encourages violence or may result in an act of violence or other unlawful activity to remove express language stating that it is the Secretary of State who makes the finding regarding the language.

It repeals the requirement that the Commissioner of Inland Fisheries and Wildlife submit a new sportsman registration plate design every six years.

It repeals the trailer transit plate provision from the law regarding temporary registration plates and enacts the language of the provision in the law regarding special dealer licenses and plates. It makes a violation of that provision a traffic infraction and specifies a trailer transit plate expires annually at the end of March.

It removes the 10-year authorization period for recognition license plates.

It reduces the minimum number of registrations required for eligibility for the 25-year permanent registration program for semitrailers from 30,000 to 20,000.

It repeals the moratorium on commemorative veteran decals, which ran from October 1, 2009 to October 1, 2014.

It clarifies that International Registration Plan credentials may be presented in electronic format.

It changes the retention period for information pertaining to a scrapped vehicle from one year to five years to bring it into compliance with the record requirements for salvage vehicle recyclers. It adds an accuracy requirement to allow for a penalty for recyclers who incorrectly record information for scrapped vehicles of model years 1995 to 1999 and makes a violation a traffic infraction.

It amends the Maine Revised Statutes, Title 29-A, section 667, regarding salvage vehicles, to change the reporting requirements due date in the provisions regarding surrender and cancellation of a certificate of title or certificate of salvage from "immediately" to within 30 days. It adds scrap processors to the list of persons to whom an owner must have transferred a vehicle for which a certificate of salvage has not been issued in order for that vehicle to be deemed declared by the owner to be a salvage vehicle. It also allows a salvage dealer, recycler or scrap processor to retain possession of a certificate of salvage until the recycler scraps or dismantles the vehicle and requires that 30 days after the scrapping or dismantling of the vehicle the certificate of title or certificate of salvage must be delivered to the Secretary of State for cancellation. It repeals the current requirement regarding the surrender of the certificate of title or certificate of salvage.

It requires a salvage dealer, recycler or scrap processor to obtain the vehicle seller's name and address from a government-issued photograph identification document or credential.

It requires a licensed mobile crusher to maintain an operator log for each of its locations, which must include the make, model, model year and vehicle identification number of each vehicle crushed and the date of the action.

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It adds the requirement for recyclers to use the National Motor Vehicle Title Information System as required by federal law and regulation.

It provides for the issuance of a commercial learner's permit for one year.

It allows the Secretary of State to suspend, revoke or refuse to issue or renew a driver education school or instructor license or deny a driver education program certificate of completion for just cause or for noncompliance with statutory or regulatory requirements.

It provides that a driver's license or nondriver identification card of a person under 21 years of age must bear a distinctive layout or marking rather than a distinctive color code.

It eliminates the sticker designation for a deaf or hard-of-hearing person and replaces it with a distinctive marker or code on the person's driver's license or nondriver identification card.

It clarifies that when any change is made to a driver's license, nondriver identification card, registration certificate or learner's permit that requires that an updated credential be issued, it is considered a duplicate for processing purposes.

It includes vehicles of the Attorney General's office and the Secretary of State's office in the definition of "police vehicle" in the law governing emergency and auxiliary lights.

It removes the requirement that the Secretary of State report annually to the joint standing committee of the Legislature having jurisdiction over transportation matters on the federal Systematic Alien Verification for Entitlements Program.

It defines "life support transport vehicle," adds those vehicles to the list of authorized emergency vehicles, adds restrictions on their use of emergency lights and sirens and authorizes the Commissioner of Transportation to adopt rules concerning those vehicles.

It requires that a person issued temporary registration plates maintain a written record on a form prescribed by the Secretary of State and submit that form upon renewal of a dealer license.

**LD 1827 Resolve, To Designate a Bridge in Indian Purchase Township the
Detective Benjamin Campbell Bridge**

RESOLVE 86

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
DILL J STANLEY S	OTP	

This resolve requires the Department of Transportation to rename Bridge 3666 on Route 11 in T3 Indian Purchase Township, currently known as the West Branch Bridge, the Detective Benjamin Campbell Bridge.

Enacted Law Summary

Resolve 2019, chapter 86 requires the Department of Transportation to rename Bridge 3666 on Route 11 in T3 Indian Purchase Township, currently known as the West Branch Bridge, the Detective Benjamin Campbell Bridge.

Joint Standing Committee on Transportation

SUBJECT INDEX

Bridges

Enacted

LD 7	Resolve, To Name a Bridge in the Town of Lincoln and the Town of Chester the Master Sergeant Gary Gordon Bridge	RESOLVE 1
LD 32	Resolve, Naming a Highway and Renaming a Bridge in the Town of Whiting	RESOLVE 3
LD 39	Resolve, To Designate a Bridge in Waterville as the Specialist Wade A. Slack Memorial Bridge	RESOLVE 5
LD 200	Resolve, To Name the Bridge on Main Street in the Town of Orono the Brandon M. Silk Memorial Bridge	RESOLVE 4
LD 207	Resolve, To Rename the Stillwater Bridges in Old Town the Llewellyn Estes Bridge	RESOLVE 10
LD 244	Resolve, To Rename the Stinson Bridge the Woodsome Bridge	RESOLVE 7
LD 1471	Resolve, To Name the Route 7 Bridge in Corinna in Honor of PFC Paul Earl Sudsbury	RESOLVE 38
LD 1827	Resolve, To Designate a Bridge in Indian Purchase Township the Detective Benjamin Campbell Bridge	RESOLVE 86

Not Enacted

LD 203	Resolve, To Add a Safety Fence to the Penobscot Narrows Bridge	ONTP
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Highway Fund

Enacted

LD 1002	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, 2019, June 30, 2020 and June 30, 2021	PUBLIC 415 EMERGENCY
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Inspection

Not Enacted

LD 10	An Act To Provide That Inspections of New Motor Vehicles Are Valid for 2 Years	ONTP
LD 117	An Act To Exempt Motor Vehicles Less Than 5 Years Old from Inspection	ONTP
LD 270	An Act To Eliminate Certain Motor Vehicle Inspections in the State	ONTP
LD 389	An Act To Require Biennial State Motor Vehicle Inspections	ONTP

Marine Transportation

Not Enacted

LD 331	An Act To Prohibit the Operation of Large Commercial Vessels in the Waters of Southern Mount Desert Island	ONTP
LD 380	An Act To Revise the Calculation of Tolls Established for the Maine State Ferry Service	CARRIED OVER
LD 599	An Act To Ensure Fair Access and Pricing for Residents Who Use the Maine State Ferry Service	CARRIED OVER

Miscellaneous

Enacted

LD 1222	An Act Regarding Electric Bicycles	PUBLIC 349
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Not Enacted

LD 1084	An Act Regarding the Operation of Pedal-powered Tour Vehicles	CARRIED OVER
LD 1165	An Act To Support the Operation of Fixed-wing Air Medical Transport in Northern Maine	ONTP

Motor Carriers

Not Enacted

LD 844	An Act To Prohibit Driverless Commercial Vehicles	ONTP
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LD 1498 **An Act To Provide Equity for Commercial Vehicles on Roads and Bridges in Maine** **CARRIED OVER**

Motor Vehicles

Enacted

LD 1627 **An Act To Authorize the Use of Autocycles** **PUBLIC 345**

LD 1769 **An Act To Make Various Changes to the Motor Vehicle Laws** **PUBLIC 335**

LD 1783 **An Act To Amend the Motor Vehicle Laws** **PUBLIC 397**

Not Enacted

LD 478 **An Act To Allow All-terrain Vehicles To Be Used on a Public Way** **ONTP**

LD 491 **An Act To Regulate the Brightness of Headlights** **ONTP**

LD 1075 **An Act To Allow a Wrecker To Transport the Number of Vehicles Authorized by Manufacturer Specifications for the Wrecker** **ONTP**

Operator's Licenses

Not Enacted

LD 704 **An Act To Clarify the Laws Regarding Driver's License Suspensions** **ONTP**

Public Safety

Enacted

LD 1576 **An Act To Improve the Department of Corrections' Response to Emergency Situations by Amending Provisions Related to Vehicles Operated by Certain Department Employees** **PUBLIC 319**

Not Enacted

LD 597 **Resolve, To Establish a Pilot Project Authorizing the Use of Traffic Surveillance Cameras on Castine Road in Orland** **ONTP**

LD 1710 **An Act To Enact the Automated Driving Safety Act** **ONTP**

Public Transportation

Enacted

**LD 1578 An Act To Improve Administration of the Maine Aeronautical Advisory Board and the Public Transit Advisory Council PUBLIC 211
EMERGENCY**

Not Enacted

LD 1166 An Act To Require Public Transit To Be Accessible to Blind or Visually Impaired Riders ONTP

Railroads

Not Enacted

LD 571 Resolve, Directing the Department of Transportation To Initiate a Service Development Plan for Commuter and Passenger Train Service between Portland and the Lewiston and Auburn Area CARRIED OVER

LD 716 An Act To Increase Railroad Freight Safety Majority (ONTP) Report

LD 1367 An Act To Preserve and Protect the State's Rail Corridors ONTP

Registration Plates

Enacted

LD 1487 An Act To Exempt Holders of Gold Star Family Registration Plates from Vehicle Registration Fees PUBLIC 390

Not Enacted

LD 120 An Act To Rebrand Maine's License Plate Slogan from "Vacationland" to "Staycationland" ONTP

LD 826 An Act Regarding Motor Vehicle Registration Plate Numbers ONTP

LD 1533 An Act To Eliminate Registration Plate Decals CARRIED OVER

Roads

Enacted

LD 17 **Resolve, Designating a Portion of Route 1 in Downeast Maine the Hannah and Rebecca Weston Trail** **RESOLVE 2**

Not Enacted

LD 108 **An Act To Protect Historic Places and Structures on the Federal Aid Highway System** **ONTP**

LD 261 **An Act To Restrict the Authority for Posting of Roads** **ONTP**

LD 487 **Resolve, Directing the Department of Transportation To Study the Corner of Smithwheel Road and Ocean Park Road and the Intersection of Saco Avenue, Temple Street and Old Orchard Road in Old Orchard Beach** **ONTP**

LD 707 **An Act To Require the Clearing of Vegetation along Roads** **ONTP**

LD 1473 **An Act To Provide Consistency in the Laws Governing Culvert Replacement** **ONTP**

School Buses

Enacted

LD 19 **An Act To Require Newly Purchased Public School Buses To Be Equipped with School Bus Crossing Arms** **PUBLIC 413
EMERGENCY**

LD 166 **An Act To Protect Schoolchildren by Providing Additional Enforcement and Prevention Options for Unlawful Passing of a School Bus** **PUBLIC 318**

LD 350 **An Act To Exempt School Buses from Snow Tire Restrictions** **PUBLIC 31**

Not Enacted

LD 344 **An Act To Increase the Penalties for Illegally Passing a School Bus** **ONTP**

LD 656 **An Act To Increase the Penalty for Passing a School Bus with Its Red Lights Flashing** **ONTP**

Secretary of State

Enacted

LD 49	An Act Authorizing the Issuance on Request of Acquired Brain Injury Identification Cards	PUBLIC 506
LD 823	An Act To Exempt Vehicles That Are 20 Years Old or Older from Titling Requirements When the Vehicles Are Recycled, Salvaged or Scrapped	PUBLIC 141
LD 917	An Act Increasing Municipal Agent Fees for Motor Vehicle Registrations	PUBLIC 255
LD 1528	An Act To Amend the Laws Regarding Motor Vehicle Fees	PUBLIC 352
LD 1782	An Act To Amend the Motorcycle Rider Education and Driver Education Laws	PUBLIC 337

Not Enacted

LD 83	An Act To Amend the Law Regarding Resale by a Motor Vehicle Dealer To Permit the Dealer To Use a Copy of a Certificate of Title	CARRIED OVER
LD 436	Resolve, Directing the Secretary of State To Review Standards for Vision Tests	ONTP
LD 1714	Resolve, Directing the Secretary of State To Enter into a Reciprocal Agreement between the State and Taiwan Regarding Driver's Licenses	CARRIED OVER

Signs

Enacted

LD 1682	An Act To Amend the Laws Governing the Removal of Unlawful Signs	PUBLIC 228
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Not Enacted

LD 422	Resolve, Directing the Department of Transportation To Increase the Number of Signs on the Mt. Katahdin Trail	Leave to Withdraw Pursuant to Joint Rule 310
LD 689	An Act Regarding Temporary Signs Related to an Event That Are Placed in the Public Right-of-way	CARRIED OVER
LD 827	An Act Regarding the Placement of Campaign Signs	ONTP
LD 850	Resolve, Directing the Department of Transportation To Erect Signs on Interstate 95 in Island Falls	ONTP

LD 1195	An Act To Encourage the Removal of Campaign Signs from the Public Right-of-way	ONTP
LD 1329	An Act To Allow Temporary Roadside Memorials for Deceased Victims of Traffic Accidents	ONTP
LD 1335	An Act To Require the Department of Transportation To Place Official Business Directional Signs at Certain Intersections	Leave to Withdraw Pursuant to Joint Rule 310

Traffic Regulations

Enacted

LD 165	An Act To Prohibit the Use of Handheld Phones and Devices While Driving	PUBLIC 486
LD 198	An Act To Require That Nonmotorized Carriages Be Equipped with Reflective Tape and Lights	PUBLIC 170
LD 458	An Act To Require Motorists To Yield to Transit Buses	PUBLIC 194
LD 546	An Act To Enhance Highway Safety by Strengthening the So-called Move Over Law	PUBLIC 254
LD 1269	An Act To Update the Laws Governing Child Safety Seats and Seat Belts	PUBLIC 299

Not Enacted

LD 157	An Act To Amend the Laws Governing Car Seats	ONTP
LD 213	An Act To Require Snow Tires or All-weather Tires on Automobiles from October through April	Leave to Withdraw Pursuant to Joint Rule 310
LD 280	An Act To Improve Public Safety by Restricting the Use of Distracting Electronic Devices While Operating a Motor Vehicle	ONTP
LD 323	An Act To Set the Minimum Penalty for Littering on State Highways at \$1,000	ONTP
LD 526	An Act To Require Horse-drawn Carriages and Wagons To Be Equipped with Reflectors	ONTP
LD 1527	An Act To Require That Certain Motor Vehicles Be Clear of Snow and Ice When Operated on Public Ways	ONTP

Trails

Not Enacted

LD 992	Resolve, To Extend the Down East Sunrise Trail from Ayers Junction to Calais	CARRIED OVER
LD 1141	Resolve, Directing the Department of Transportation To Construct the Merrymeeting Trail from Topsham to Gardiner	CARRIED OVER

Transportation Department

Enacted

LD 1223	Resolve, Directing the Department of Transportation To Incorporate Transportation Demand Management Strategies in Its Rules Pertaining to Traffic Movement Permits	RESOLVE 89
LD 1513	An Act To Amend the Date by Which an Applicant for Funds under the Local Road Assistance Program Must Provide Certification to the Department of Transportation	PUBLIC 173
LD 1555	An Act To Improve Highway Maintenance Safety	PUBLIC 327

Not Enacted

LD 586	An Act Regarding the Department of Transportation's Use of Sediment Erosion Control Systems	ONTP
LD 668	Resolve, Directing the Department of Transportation To Convene a Work Group To Study Improving Traffic Safety for Color-blind Drivers	ONTP
LD 740	An Act To Include Bucksport and the Penobscot River Basin in the Department of Transportation's Cargo Port Strategy	ONTP
LD 783	Resolve, To Require an Independent Analysis of the Department of Transportation's I-395/Route 9 Connector Project	ONTP
LD 1258	An Act To Increase Access to Transportation for Workforce and Other Essential Transportation Needs	CARRIED OVER
LD 1310	An Act To Address the Shortage of Department of Transportation Snowplow Drivers and Other Transportation Workers	CARRIED OVER
LD 1330	An Act To Ensure Pedestrian Safety in Roundabouts	Leave to Withdraw Pursuant to Joint Rule 310

Transportation Funding

Enacted

LD 945	Resolve, To Establish the Blue Ribbon Commission To Study and Recommend Funding Solutions for the State's Transportation Systems	RESOLVE 97 EMERGENCY
LD 1266	An Act To Create Transportation Corridor Districts for the Purpose of Funding Transportation and Transit Services	PUBLIC 242

Not Enacted

LD 466	An Act To Create a Diesel Fuel Tax Differential	ONTP
LD 778	An Act To Create the Fund for Municipalities To Improve Pedestrian Safety	CARRIED OVER
LD 851	Resolve, To Effect Economies of Scale in Maine's Transportation Funding	ONTP
LD 938	An Act To Provide for Sustainable Transportation in Maine	Leave to Withdraw Pursuant to Joint Rule 310
LD 990	An Act To Improve Transportation in Maine	ONTP
LD 1034	An Act To Provide Revenue To Fix and Rebuild Maine's Transportation Infrastructure	CARRIED OVER
LD 1157	An Act To Fix Maine's Roads and Bridges by Establishing a Seasonal Gasoline Tax Adjustment	ONTP
LD 1257	An Act To Prepare Maine for a Low-carbon Transportation Future	ONTP
LD 1390	An Act To Fund Saco Area Traffic Improvements	CARRIED OVER
LD 1435	Resolve, Directing the Joint Standing Committee on Transportation To Study Transportation Funding Reform	Leave to Withdraw Pursuant to Joint Rule 310

Transportation Network Companies

Enacted

LD 180	An Act To Allow for the Regulation of Transportation Network Companies at Airports by Certain Municipalities	PUBLIC 78 EMERGENCY
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Turnpike Authority

Enacted

LD 1189 An Act To Make Allocations from Maine Turnpike Authority Funds for the Maine Turnpike Authority for the Calendar Year Ending December 31, 2020 P & S 9

Not Enacted

LD 57 An Act To Require the Maine Turnpike Authority To Accept E-Z Pass Payments of Any Amount by Telephone ONTP