

**STATE OF MAINE**  
129<sup>TH</sup> LEGISLATURE  
FIRST SPECIAL AND SECOND REGULAR SESSIONS



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

**JOINT STANDING COMMITTEE ON TRANSPORTATION**

November 2020

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**STATE OF MAINE**  
129<sup>TH</sup> LEGISLATURE  
FIRST SPECIAL AND SECOND REGULAR SESSIONS



**LEGISLATIVE DIGEST OF BILL SUMMARIES AND  
ENACTED LAWS**

**SPECIAL NOTICE REGARDING  
COVID-19 PANDEMIC**

As a result of the COVID-19 Pandemic, the Second Regular Session of the 129<sup>th</sup> Legislature adjourned on March 17, 2020, nearly a month prior to the statutory adjournment date of April 15, 2020. Before adjourning, the Legislature passed Joint Order, S.P. 788:

“ORDERED, the House concurring, that all matters not finally disposed of upon the adjournment sine die of the Second Regular Session of the 129<sup>th</sup> Legislature be carried over, in the same posture, to any special session of the 129<sup>th</sup> Legislature.”

The “matters not finally disposed of” were in many different postures upon adjournment. In this digest, at the end of each summary of a bill that was carried over by S.P. 788, there is an indication of the posture of the bill at the time of adjournment.

No special session has been held as of the publication of the Digest and none is anticipated, so all bills carried over are expected to die upon the conclusion of the 129<sup>th</sup> Legislature. However, after the Second Regular Session adjourned and in preparation for the possibility of a special session, a number of committees met and considered a number of bills in their possession. One hundred and sixty bills were acted upon in some way by committees (voted or reported out), among them several new bills that were printed and referred to committee, worked and reported out. **Appendix A** provides a list of the bills that were voted or reported out of committees after the Second Regular Session adjourned.





*Joint Standing Committee on Transportation*

**LD 83      An Act To Amend the Law Regarding Resale by a Motor Vehicle Dealer      ONTP**  
**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	ONTP	

This bill was carried over in committee from the First Regular Session of the 129th Legislature by joint order, H.P. 1322.

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.

**LD 380      An Act To Revise the Calculation of Tolls Established for the Maine      Leave to Withdraw**  
**State Ferry Service      Pursuant to Joint**  
**Rule**

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

This bill was carried over in committee from the First Regular Session of the 129th Legislature by joint order, H.P. 1322.

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.

**LD 571      Resolve, Directing the Department of Transportation To Conduct an      RESOLVE 138**  
**Economic Feasibility Study for Commuter and Passenger Train Service**  
**between Portland and the Lewiston and Auburn Area**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
SHEATS B CLAXTON N	OTP-AM	H-736

This resolve was carried over in committee from the First Regular Session of the 129th Legislature by joint order, H.P. 1322.

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.

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### **Committee Amendment "A" (H-736)**

This amendment replaces the resolve and does the following.

1. It directs the Department of Transportation to conduct an economic feasibility study for commuter and passenger train service between Portland and the Lewiston and Auburn area.
2. It requires the department to submit a report to the joint standing committee of the Legislature having jurisdiction over transportation matters by February 1, 2021.
3. It allows the joint standing committee of the Legislature having jurisdiction over transportation matters to submit a bill to the First Regular Session of the 130th Legislature based on the findings provided in the department's report.
4. It requires that 1/3 of the costs of the study must come from the Multimodal Transportation Fund under the Maine Revised Statutes, Title 23, section 4210-B and 2/3 of the costs must be provided by municipalities that would be directly impacted by the commuter and passenger train service and private entities interested in the commuter and passenger train service.
5. It provides that no funds may be transferred to the department for the purpose of conducting the study unless the department receives commitments from the municipalities and private entities sufficient to fund 2/3 of the costs of the study.
6. It provides that if municipalities and private entities have not committed to providing the required funding for the study by August 1, 2020, the department is not authorized to accept any funds or conduct the study.

### **Enacted Law Summary**

Resolve 2019, chapter 138 does the following.

1. It directs the Department of Transportation to conduct an economic feasibility study for commuter and passenger train service between Portland and the Lewiston and Auburn area.
2. It requires the department to submit a report to the joint standing committee of the Legislature having jurisdiction over transportation matters by February 1, 2021.
3. It allows the joint standing committee of the Legislature having jurisdiction over transportation matters to submit a bill to the First Regular Session of the 130th Legislature based on the findings provided in the department's report.
4. It requires that 1/3 of the costs of the study must come from the Multimodal Transportation Fund under the Maine Revised Statutes, Title 23, section 4210-B and 2/3 of the costs must be provided by municipalities that would be directly impacted by the commuter and passenger train service and private entities interested in the commuter and passenger train service.
5. It provides that no funds may be transferred to the department for the purpose of conducting the study unless the department receives commitments from the municipalities and private entities sufficient to fund 2/3 of the costs of the study.
6. It provides that if municipalities and private entities have not committed to providing the required funding for the study by August 1, 2020, the department is not authorized to accept any funds or conduct the study.

*Joint Standing Committee on Transportation*

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

**Leave to Withdraw  
Pursuant to Joint  
Rule**

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

This bill was carried over in committee from the First Regular Session of the 129th Legislature by joint order, H.P. 1322.

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.

**LD 689      An Act Regarding Temporary Signs That Are Placed in the Public  
Right-of-way**

**PUBLIC 594**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
CHIPMAN B	OTP-AM	S-393

This bill was carried over in committee from the First Regular Session of the 129th Legislature by joint order, H.P. 1322.

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.

**Committee Amendment "A" (S-393)**

This amendment prohibits a temporary sign from being placed within the public right-of-way for more than six weeks from January 1st to June 30th or for more than six weeks from July 1st to December 31st.

**Enacted Law Summary**

Public Law 2019, chapter 594 prohibits a temporary sign from being placed within the public right-of-way for more than six weeks from January 1st to June 30th or for more than six weeks from July 1st to December 31st.

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

**ONTP**

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

This bill was carried over in committee from the First Regular Session of the 129th Legislature by joint order, H.P. 1322.



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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.

**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	ONTP	

This resolve was carried over in committee from the First Regular Session of the 129th Legislature by joint order, H.P. 1322.

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 bill, which had been reported out of committee but not yet taken up by the House or the Senate, was carried over to any special session of the 129th Legislature by joint order, S.P. 788.

**LD 1034      An Act To Provide Revenue To Fix and Rebuild Maine's Transportation Infrastructure      ONTP**

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

This bill was carried over in committee from the First Regular Session of the 129th Legislature by joint order, H.P. 1322.

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, 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

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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.

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

**Accepted Majority (ONTP) Report**

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

This bill was carried over in committee from the First Regular Session of the 129th Legislature by joint order, H.P. 1322.

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.

**Committee Amendment "A" (S-383)**

This amendment is the minority report of the committee. This amendment replaces the bill. The amendment restricts a person from operating a pedal-powered tour vehicle on any portion of a public way that is not within a municipality, defines "pedal-powered tour vehicle" and exempts pedal-powered tour vehicles from the definition of "motor vehicle." It subjects the operator of a pedal-powered tour vehicle to the open container laws and allows a municipality to establish additional restrictions related to open alcoholic beverage containers and the consumption of alcohol by passengers on a pedal-powered tour vehicle. The amendment also creates equipment requirements for the operation of pedal-powered tour vehicles and creates licensing requirements, which include proof of insurance, for any municipality that allows the operation of pedal-powered tour vehicles.

This amendment requires that, if a municipality allows the operation of a pedal-powered tour vehicle on a public way, the municipality must create designated zones of operation for pedal-powered tour vehicles and such zones may not include public ways with a speed limit that exceeds 15 miles per hour. The amendment also creates requirements for the operators of pedal-powered tour vehicles and allows municipalities to establish other inspection, equipment and safety standards.

This amendment was not adopted.

**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 VITELLIE	ONTP	

This resolve was carried over in committee from the First Regular Session of the 129th Legislature by joint order, H.P. 1322.



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

**LD 1390 An Act To Fund Saco Area Traffic Improvements**

**ONTP**

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

This bill was carried over in committee from the First Regular Session of the 129th Legislature by joint order, H.P. 1322.

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.

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

**PUBLIC 624**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
JACKSON T MCLEANA	OTP-AM	S-428

This bill was carried over in committee from the First Regular Session of the 129th Legislature by joint order, H.P. 1322.

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

**Committee Amendment "A" (S-428)**

This amendment does the following.

1. It states that after December 31, 2025, the Department of Transportation may not authorize certain routes from the United States-Canada border to certain points in this State for commercial vehicles transporting wood at Canadian gross vehicle weight limits; and
2. It requires the department to submit a report to the joint standing committee of the Legislature having jurisdiction over transportation matters by January 1, 2024, regarding the effects on road conditions and recommendations for continuance, discontinuance or modification of allowing certain commercial vehicles to travel at Canadian gross vehicle weight limits. It allows the joint standing committee to submit legislation based on the findings and recommendations in the report to the Second Regular Session of the 131st Legislature.

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**Enacted Law Summary**

Public Law 2019, chapter 624 does the following:

1. It states that after December 31, 2025, the Department of Transportation may not authorize certain routes from the United States-Canada border to certain points in this State for commercial vehicles transporting wood at Canadian gross vehicle weight limits; and
2. It requires the department to submit a report to the joint standing committee of the Legislature having jurisdiction over transportation matters by January 1, 2024, regarding the effects on road conditions and recommendations for continuance, discontinuance or modification of allowing certain commercial vehicles to travel at Canadian gross vehicle weight limits. It allows the joint standing committee to submit legislation based on the findings and recommendations in the report to the Second Regular Session of the 131st Legislature.

**LD 1533 An Act To Eliminate Registration Plate Decals**

**ONTP**

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

This bill was carried over in committee from the First Regular Session of the 129th Legislature by joint order, H.P. 1322.

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.

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

**ONTP**

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

This resolve was carried over in committee from the First Regular Session of the 129th Legislature by joint order, H.P. 1322.

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.

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**LD 1861 An Act To Make Allocations from Maine Turnpike Authority Funds for the Maine Turnpike Authority for the Calendar Year Ending December 31, 2021 and To Increase the Maine Turnpike Authority Revenue Bond Limit**

**P & S 16**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
	OTP-AM	H-673

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, 2021, in accordance with the requirements of the Maine Revised Statutes, Title 23, section 1961, subsection 6.

**Committee Amendment "A" (H-673)**

This amendment increases the Maine Turnpike Authority revenue bond limit from \$486,000,000 to \$600,000,000.

**Enacted Law Summary**

Private and Special Law 2019, chapter 16 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, 2021, in accordance with the requirements of the Maine Revised Statutes, Title 23, section 1961, subsection 6. It also increases the Maine Turnpike Authority revenue bond limit from \$486,000,000 to \$600,000,000.

**LD 1870 An Act To Create the Maine Lighthouse Trust Registration Plate**

**CARRIED OVER**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
MIRAMANTD KESCHLD	OTP-AM	S-394

This bill creates the Maine Lighthouse Trust special registration plate to support lighthouse restoration and preservation efforts.

**Committee Amendment "A" (S-394)**

This amendment provides funding for the design and manufacture of the new Maine Lighthouse Trust license plate.

This bill was carried over on the Special Highway Table to any special session of the 129th Legislature by joint order, S.P. 788.

**LD 1875 An Act Regarding the Naming of Bridges and Designating Bridge 5818 as the Specialist Wade A. Slack Memorial Bridge**

**PUBLIC 565**

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

This bill requires the Department of Transportation to designate Bridge 5818 on Interstate 95, which crosses Main Street in the City of Waterville, the Specialist Wade A. Slack Memorial Bridge. The bill also requires the department, when designating a bridge in this State with a specific name, to deem separate bridges that run parallel

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to one another on the same highway as one bridge for the purposes of that designation.

**Enacted Law Summary**

Public Law 2019, chapter 565 requires the Department of Transportation to designate Bridge 5818 on Interstate 95, which crosses Main Street in the City of Waterville, the Specialist Wade A. Slack Memorial Bridge. The bill also requires the department, when designating a bridge in this State with a specific name, to deem separate bridges that run parallel to one another on the same highway as one bridge for the purposes of that designation.

**LD 1876      Resolve, To Name Bridge 3880 in the Town of Dresden the Veterans Memorial Bridge      RESOLVE 118**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
HEPLER A VITELLIE	OTP	

This resolve requires the Department of Transportation to name Bridge 3880 in the Town of Dresden the Veterans Memorial Bridge.

**Enacted Law Summary**

Resolve 2019, chapter 118 requires the Department of Transportation to name Bridge 3880 in the Town of Dresden the Veterans Memorial Bridge.

**LD 1886      Resolve, To Rename the Sibley Pond Bridge the William Harris Memorial Bridge      RESOLVE 127  
EMERGENCY**

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

This resolve requires the Department of Transportation to rename the Sibley Pond Bridge in the Town of Canaan and the Town of Pittsfield the William Harris Memorial Bridge.

**Enacted Law Summary**

Resolve 2019, chapter 127 requires the Department of Transportation to rename the Sibley Pond Bridge in the Town of Canaan and the Town of Pittsfield the William Harris Memorial Bridge.

Resolve 2019, chapter 127 was finally passed as an emergency measure effective March 18, 2020.

**LD 1887      Resolve, To Reduce the Operational Costs of Ferries in the State      ONTP**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
MCDONALD G VITELLI E	ONTP	

This resolve directs the Department of Transportation, Maine State Ferry Service to seek alternative fuel sources for its ferry vessels, including electricity from renewable sources, in order to help reduce or control ongoing operational costs as well as to help the State meet its climate goals. It directs the Maine State Ferry Service to develop an evaluation process to compare the cost of fuel over the anticipated service life of a vessel powered by electricity and

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a vessel powered by fossil fuel to use as part of the new vessel procurement process. The department is directed to perform a feasibility assessment to determine the costs and barriers associated with the use by the Maine State Ferry Service of ferry vessels powered by electricity instead of fossil fuel and to submit a report on its findings and the vessel evaluation process developed by the Maine State Ferry Service to the Joint Standing Committee on Transportation by July 31, 2020.

**LD 1899 An Act To Amend Certain Motor Vehicle Laws**

**PUBLIC 634**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
FARRIN B BRYANT M	OTP-AM	S-419

This bill makes the following changes to the motor vehicle laws.

1. It clarifies the law with respect to weight requirements for heavy duty recovery vehicles.
2. It allows the Secretary of State to assist law enforcement entities by providing driver's license biometric technology records. The bill prohibits the Secretary of State from allowing an outside entity to use biometric technology to search driver's license records.
3. It repeals the law establishing the Motor Carrier Review Board in order to remove conflicts with the motor carrier review process conducted by the Department of the Secretary of State, Bureau of Motor Vehicles.

**Committee Amendment "A" (S-419)**

This amendment allows the Secretary of State to provide information, including digital images, produced by searching its records using facial recognition technology to law enforcement agencies only in emergency circumstances involving an immediate threat to the life of a person or pursuant to major substantive rules adopted by the Secretary of State.

**Enacted Law Summary**

Public Law 2019, chapter 634 makes the following changes to the motor vehicle laws.

1. It clarifies the law with respect to weight requirements for heavy duty recovery vehicles.
2. It allows the Secretary of State to provide information, including digital images, produced by searching its records using facial recognition technology to law enforcement agencies only in emergency circumstances involving an immediate threat to the life of a person or pursuant to major substantive rules adopted by the Secretary of State.
3. It repeals the law establishing the Motor Carrier Review Board in order to remove conflicts with the motor carrier review process conducted by the Department of the Secretary of State, Bureau of Motor Vehicles.

**LD 1900 An Act To Amend the Laws Governing Motor Vehicle Child Restraint Systems To Allow Certain Exceptions**

**PUBLIC 577**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
CYRWAY S O'NEIL M	OTP-AM	S-382



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This bill amends the laws governing motor vehicle child restraint systems to provide exceptions for children who exceed a manufacturer's recommended height limit and for children who have a medical condition that necessitates a different child restraint system.

### Committee Amendment "A" (S-382)

This amendment does the following.

1. It requires that a child restraint system for children two years of age or older and weighing less than 55 pounds must have an internal harness.
2. It clarifies that children less than eight years of age who weigh less than 80 pounds and are less than 57 inches in height must be properly secured in a belt positioning seat or other child restraint system.
3. It clarifies that a child with a medical condition that, in the written opinion of a physician, nurse practitioner, physician assistant or child passenger safety technician with special needs training, necessitates that a different child restraint system be used is required to be secured in a child restraint system recommended in the opinion.

### Enacted Law Summary

Public Law 2019, chapter 577 does the following.

1. It requires that a child restraint system for children two years of age or older and weighing less than 55 pounds must have an internal harness.
2. It clarifies that children less than eight years of age who weigh less than 80 pounds and are less than 57 inches in height must be properly secured in a belt positioning seat or other child restraint system.
3. It clarifies that a child with a medical condition that, in the written opinion of a physician, nurse practitioner, physician assistant or child passenger safety technician with special needs training, necessitates that a different child restraint system be used is required to be secured in a child restraint system recommended in the opinion.

### LD 1901 An Act To Amend the Laws Prohibiting the Use of Handheld Phones and Devices While Driving

**PUBLIC 579  
EMERGENCY**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
DIAMOND B	OTP-AM	S-386

This bill simplifies the definition of "handheld electronic device" in recently enacted law prohibiting the use of handheld electronic devices while driving. It adds parking areas to the places where the use of mobile telephones and handheld electronic devices while driving is prohibited. It changes the penalty provisions to provide a fine of \$50 for the first offense and \$250 for a second or subsequent offense.

### Committee Amendment "A" (S-386)

This amendment removes parking areas from the places where using a handheld electronic device while operating a motor vehicle is prohibited and restores the exemption for devices utilizing "push to talk" features from the prohibition on the use of handheld electronic devices.

### Enacted Law Summary

Public Law 2019, chapter 579 simplifies the definition of "handheld electronic device" in recently enacted law

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prohibiting the use of handheld electronic devices while driving, and it changes the penalty provisions to provide a fine of \$50 for the first offense and \$250 for a second or subsequent offense.

Public Law 2019, chapter 579 was enacted as an emergency measure effective March 6, 2020.

**LD 1927      Resolve, Directing the Department of Transportation To Erect and Maintain Markers To Commemorate and Recognize the Lafayette Trail      CARRIED OVER**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
DESCHAMBAULT S	OTP-AM ONTP	S-427

This resolve directs the Department of Transportation to erect and maintain suitable signs and other markers at or near each portion of the route followed by the Marquis de Lafayette while he was in Maine, to be designated the Lafayette Trail.

**Committee Amendment "A" (S-427)**

This amendment is the majority report of the committee. This amendment, which replaces the resolve, specifically designates each portion of the Lafayette Trail for the purposes of the placement of suitable signs and markers by the Department of Transportation.

This resolve was carried over on the Special Highway Table to any special session of the 129th Legislature by joint order, S.P. 788.

**LD 1966      An Act To Amend the Laws Regarding Parking for Vehicles with Disability Placards and Plates      PUBLIC 648**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
MOONEN M	OTP-AM	H-735

Current law authorizes a vehicle with a disability placard or registration plate to park at a parking meter with no charge. This bill extends this authorization to public ways and other parking areas administered by municipalities.

**Committee Amendment "A" (H-735)**

This amendment allows a vehicle that exhibits a permanent placard, a temporary placard or a disability registration plate to park at a parking area that is not a parking facility free of charge and for twice the time limit otherwise allowed.

**Enacted Law Summary**

Public Law 2019, chapter 648 allows a vehicle that exhibits a permanent placard, a temporary placard or a disability registration plate to park at a parking area that is not a parking facility free of charge and for twice the time limit otherwise allowed.

*Joint Standing Committee on Transportation*

**LD 1981    An Act Regarding the Regulation of Tiny Homes**

**PUBLIC 650  
EMERGENCY**

<u>Sponsor(s)</u> CARPENTER M	<u>Committee Report</u> OTP-AM	<u>Amendments Adopted</u> S-429
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This bill is a concept draft pursuant to Joint Rule 208. This bill proposes to define what a tiny house is and to allow for the titling of a tiny house as a camp trailer or a trailer.

**Committee Amendment "A" (S-429)**

This amendment replaces the bill, which is a concept draft, and changes the title. The amendment also does the following.

1. It defines "tiny home."
2. It amends the use of temporary registration permit provisions to allow transportation of a vehicle after sale, transportation necessary for service or repairs of a vehicle, occasional seasonal relocation of a vehicle or transportation necessary for the relocation of a tiny home.
3. It provides that a temporary registration permit may not be issued for a vehicle that is otherwise subject to registration.
4. It establishes a \$100 fee for the certificate of title of a tiny home or manufactured housing.
5. It provides a process to apply for, issue and cancel certificates of title for tiny homes.
6. It requires that tiny homes be equipped with safe tires and meet the equipment requirements applicable to trailers.
7. It adds an emergency preamble and clause.

**Enacted Law Summary**

Public Law 2019, chapter 650 does the following.

1. It defines "tiny home."
2. It amends current law on the use of temporary registration permits provisions to allow transportation of a vehicle after sale, transportation necessary for service or repairs of a vehicle, occasional seasonal relocation of a vehicle or transportation necessary for the relocation of a tiny home.
3. It provides that a temporary registration permit may not be issued for a vehicle that is otherwise subject to registration.
4. It establishes a \$100 fee for the certificate of title of a tiny home or manufactured housing.
5. It provides a process to apply for, issue and cancel certificates of title for tiny homes.
6. It requires that tiny homes be equipped with safe tires and meet the equipment requirements applicable to trailers.



*Joint Standing Committee on Transportation*

Portland Area Comprehensive Transportation System.

**Enacted Law Summary**

Public Law 2019, chapter 554 authorizes the board of directors of the Greater Portland Transit District to accept applications for membership from municipalities that are contiguous to, as well as those located wholly or partially within, the Portland Area Comprehensive Transportation System.  
Public Law 2019, chapter 554 was enacted as an emergency measure effective February 4, 2020.

**LD 2030      An Act To Provide an Appeals Process for Administrative Suspensions of Provisional Driver's Licenses      ONTP**

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

This bill provides the Secretary of State discretion as to whether to suspend the driver's license of a driver under 18 years of age who has violated restrictions that apply only to drivers under 18 years of age. It also provides such a driver whose license has been suspended the opportunity to request a hearing.

**LD 2036      Resolve, To Establish the Blue Ribbon Commission To Continue Studying and Recommend Funding Solutions for the State's Transportation Systems      RESOLVE 112 EMERGENCY**

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

This resolve was reported by the Joint Standing Committee on Transportation pursuant to Resolve 2019, chapter 97, section 7 to implement the recommendation of the Blue Ribbon Commission To Study and Recommend Funding Solutions for the State's Transportation Systems.

This resolve establishes the Blue Ribbon Commission To Continue Studying and Recommend Funding Solutions for the State's Transportation Systems to continue the work of studying funding solutions for the State's transportation systems as recommended by the report of the previous commission created by Resolve 2019, chapter 97.

**Enacted Law Summary**

Resolve 2019, chapter 112 establishes the Blue Ribbon Commission To Continue Studying and Recommend Funding Solutions for the State's Transportation Systems to continue the work of studying funding solutions for the State's transportation systems as recommended by the report of the previous commission created by Resolve 2019, chapter 97.  
Resolve 2019, chapter 112 was finally passed as an emergency measure effective January 21, 2020.

**LD 2064      An Act To Amend the Laws Governing Local Bridges      CARRIED OVER**

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

## Joint Standing Committee on Transportation

This bill requires the Department of Transportation to notify a municipality when a bridge for which a municipality has maintenance responsibility requires a posting or closure and requires the municipality to carry out the posting or closure. Current law provides a municipality sole responsibility to determine whether such a bridge must be posted or closed. The bill provides that the department's responsibility to pay a portion of the cost of a capital improvement for a low use or redundant bridge on a town way is subject to available funds. It provides that in order for the department to accept certain responsibilities for an improved bridge or for a new bridge, the department must approve the design of the improvements or construction before the improvements are made or the bridge is constructed. The design of the improvements or construction must meet standards set by the department and be sealed by a professional engineer. The department must inspect the bridge after it is improved or constructed. The bill also changes how often the department must prepare a list of bridges that are eligible for capital improvement from biennially to annually and removes the requirement that this list be arranged in priority order using accepted bridge management principles.

This bill, which had been voted but not yet reported out of committee, was carried over in committee to any special session of the 129th Legislature by joint order, S.P. 788.

**LD 2066     An Act To Authorize the Maine Pilotage Commission To Establish  
Alternative Initial License Criteria for Existing Pilots Seeking  
Endorsements for Low Traffic Volume Routes**

**PUBLIC 663**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
MCLEANA	OTP-AM	H-734

This bill allows the Maine Pilotage Commission to establish alternative initial license criteria for existing pilots who are seeking low-volume route endorsements and requires the commission to adopt routine technical rules to implement any criteria that are established.

**Committee Amendment "A" (H-734)**

This amendment clarifies the language in the bill allowing the Maine Pilotage Commission to establish alternative initial license criteria for pilots who are seeking low traffic volume route endorsements and requiring the commission to adopt routine technical rules to implement any criteria that are established.

The amendment makes minor technical changes, including:

1. Removing a reference to "existing" pilots;
2. Clarifying how the alternative criteria relate to the current training trip requirements; and
3. Moving the new provisions to their own paragraph.

**Enacted Law Summary**

Public Law 2019, chapter 663 allows the Maine Pilotage Commission to establish alternative initial license criteria for existing pilots who are seeking low-volume route endorsements and requires the commission to adopt routine technical rules to implement any criteria that are established.

***Joint Standing Committee on Transportation***

**LD 2100      An Act To Require Third-party Certification for Persons Undertaking Corrosion Prevention and Mitigation Projects for Public Water Supply and Wastewater Infrastructure and Bridges      ONTP**

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

This bill requires the adoption of rules by the Department of Health and Human Services and the Department of Transportation governing corrosion prevention and mitigation for bridges, public water supply infrastructure and public wastewater infrastructure. Rules adopted pursuant to this legislation must include establishing a process for ensuring that corrosion prevention and mitigation activities are performed in accordance with established corrosion prevention and mitigation standards, requiring the use of personnel who are industry-trained and industry-certified in corrosion prevention and mitigation methods and requiring plans to prevent environmental degradation that might result from corrosion prevention and mitigation activities.

**LD 2122      Resolve, Designating Portions of Route 139 and Route 201A in Somerset County the Corporal Eugene Cole Way      RESOLVE 137**

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

This resolve directs the Department of Transportation to designate portions of Route 139 and Route 201A in Somerset County the Corporal Eugene Cole Way.

**Enacted Law Summary**

Resolve 2019, chapter 137 directs the Department of Transportation to designate portions of Route 139 and Route 201A in Somerset County the Corporal Eugene Cole Way.

**LD 2124      An Act To Create the Rail Corridor Use Advisory Council Process      CARRIED OVER**

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

This bill authorizes the Commissioner of Transportation to convene a rail corridor use advisory council to advise and make recommendations each time one or more governmental entities that represent communities along a state-owned rail corridor request the Department of Transportation to review a nonrail use of that rail corridor, as long as any nonrail use is considered to be interim in nature and that all such rail corridors are preserved for future rail use. Upon receiving a report from a rail corridor use advisory council that recommends track removal or another change to nonrail use of the rail corridor, the commissioner is required, if the commissioner concurs with the recommendation, to seek legislative approval of the recommendation by submitting legislation to the joint standing committee of the Legislature having jurisdiction over transportation matters prior to removal or another change to a nonrail use.

This bill, which had been voted but not yet reported out of committee, was carried over in committee to any special session of the 129th Legislature by joint order, S.P. 778.

*Joint Standing Committee on Transportation*

**LD 2140    An Act Making Supplemental Appropriations and Allocations from the Highway Fund and Other Funds for the Expenditures of State Government and Changing Certain Provisions of the Law Necessary to the Proper Operations of State Government for the Fiscal Years Ending June 30, 2020 and June 30, 2021**

**CARRIED OVER**

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

This bill makes supplemental appropriations and allocations from the Highway Fund and other funds for the expenditures of state government and changes certain provisions of law as follows.

Part A makes appropriations and allocations.

Part B amends a provision in Public Law 2019, chapter 415, Part C to require the State Controller, at the end of fiscal years 2018-19 and 2019-20, 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, 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 hardware and software for computer modernization projects. Public Law 2019, chapter 415, Part C authorized the balances to be used for the procurement and implementation of an automated driver's license testing system.

Part C amends a provision in Public Law 2019, chapter 415, Part G to authorize the Commissioner of Transportation, for fiscal years ending June 30, 2020, and June 30, 2021, to transfer Highway Fund Personal Services, All Other or Capital savings in any program in the Department of Transportation to the Department of Transportation, Highway and Bridge Capital, Highway Light Capital and Maintenance and Operations programs for capital or all other needs.

This bill, which had not yet been voted by the committee, was carried over to any special session of the 129th Legislature by joint order, S.P. 778.



*Joint Standing Committee on Transportation*

**SUBJECT INDEX**

**Bridges**

**Enacted**

<b>LD 1875</b>	<b>An Act Regarding the Naming of Bridges and Designating Bridge 5818 as the Specialist Wade A. Slack Memorial Bridge</b>	<b>PUBLIC 565</b>
<b>LD 1876</b>	<b>Resolve, To Name Bridge 3880 in the Town of Dresden the Veterans Memorial Bridge</b>	<b>RESOLVE 118</b>
<b>LD 1886</b>	<b>Resolve, To Rename the Sibley Pond Bridge the William Harris Memorial Bridge</b>	<b>RESOLVE 127 EMERGENCY</b>

**Not Enacted**

<b>LD 2064</b>	<b>An Act To Amend the Laws Governing Local Bridges</b>	<b>CARRIED OVER</b>
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**Marine Transportation**

**Enacted**

<b>LD 2066</b>	<b>An Act To Authorize the Maine Pilotage Commission To Establish Alternative Initial License Criteria for Existing Pilots Seeking Endorsements for Low Traffic Volume Routes</b>	<b>PUBLIC 663</b>
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**Not Enacted**

<b>LD 380</b>	<b>An Act To Revise the Calculation of Tolls Established for the Maine State Ferry Service</b>	<b>Leave to Withdraw Pursuant to Joint Rule 310</b>
<b>LD 599</b>	<b>An Act To Ensure Fair Access and Pricing for Residents Who Use the Maine State Ferry Service</b>	<b>Leave to Withdraw Pursuant to Joint Rule 310</b>
<b>LD 1887</b>	<b>Resolve, To Reduce the Operational Costs of Ferries in the State</b>	<b>ONTP</b>

**Miscellaneous - Transportation**

**Enacted**

LD 1966     An Act To Amend the Laws Regarding Parking for Vehicles with Disability Placards and Plates     PUBLIC 648

**Not Enacted**

LD 1084     An Act Regarding the Operation of Pedal-powered Tour Vehicles     Majority (ONTP) Report

**Motor Carriers**

**Enacted**

LD 2005     An Act To Amend the Law Governing Maximum Length Limits for Truck Tractor Semitrailers     PUBLIC 606

**Not Enacted**

LD 1987     Resolve, To Exempt Truck Drivers Transporting Live Lobsters from Certain Hours-of-service Restrictions     ONTP

**Motor Vehicles**

**Enacted**

LD 1899     An Act To Amend Certain Motor Vehicle Laws     PUBLIC 634

LD 1900     An Act To Amend the Laws Governing Motor Vehicle Child Restraint Systems To Allow Certain Exceptions     PUBLIC 577

**Operator's License**

**Not Enacted**

LD 2030     An Act To Provide an Appeals Process for Administrative Suspensions of Provisional Driver's Licenses     ONTP

**Public Transportation**

**Enacted**

LD 2009     An Act To Permit the Expansion of Municipal Membership of the Greater Portland Transit District     PUBLIC 554 EMERGENCY

## *Railroads*

### Enacted

LD 571	Resolve, Directing the Department of Transportation To Conduct an Economic Feasibility Study for Commuter and Passenger Train Service between Portland and the Lewiston and Auburn Area	RESOLVE 138
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## *Registration Plates*

### Not Enacted

LD 1533	An Act To Eliminate Registration Plate Decals	ONTP
LD 1870	An Act To Create the Maine Lighthouse Trust Registration Plate	CARRIED OVER
LD 1992	An Act To Broaden Eligibility for Disabled Veterans License Plates	ONTP

## *Secretary of State*

### Enacted

LD 1981	An Act Regarding the Regulation of Tiny Homes	PUBLIC 650 EMERGENCY
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### 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	ONTP
LD 1714	Resolve, Directing the Secretary of State To Enter into a Reciprocal Agreement between the State and Taiwan Regarding Driver's Licenses	ONTP

## *Signs*

### Enacted

LD 689	An Act Regarding Temporary Signs That Are Placed in the Public Right-of-way	PUBLIC 594
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**Traffic Regulations**

**Enacted**

<b>LD 1901</b>	<b>An Act To Amend the Laws Prohibiting the Use of Handheld Phones and Devices While Driving</b>	<b>PUBLIC 579 EMERGENCY</b>
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**Trails**

**Not Enacted**

<b>LD 992</b>	<b>Resolve, To Extend the Down East Sunrise Trail from Ayers Junction to Calais</b>	<b>CARRIED OVER</b>
<b>LD 1141</b>	<b>Resolve, Directing the Department of Transportation To Construct the Merrymeeting Trail from Topsham to Gardiner</b>	<b>CARRIED OVER</b>
<b>LD 1927</b>	<b>Resolve, Directing the Department of Transportation To Erect and Maintain Markers To Commemorate and Recognize the Lafayette Trail</b>	<b>CARRIED OVER</b>
<b>LD 2124</b>	<b>An Act To Create the Rail Corridor Use Advisory Council Process</b>	<b>CARRIED OVER</b>

**Transportation Department**

**Enacted**

<b>LD 1498</b>	<b>An Act To Provide Equity for Commercial Vehicles on Roads and Bridges in Maine</b>	<b>PUBLIC 624</b>
<b>LD 2122</b>	<b>Resolve, Designating Portions of Route 139 and Route 201A in Somerset County the Corporal Eugene Cole Way</b>	<b>RESOLVE 137</b>

**Not Enacted**

<b>LD 1310</b>	<b>An Act To Address the Shortage of Department of Transportation Snowplow Drivers and Other Transportation Workers</b>	<b>ONTP</b>
<b>LD 2100</b>	<b>An Act To Require Third-party Certification for Persons Undertaking Corrosion Prevention and Mitigation Projects for Public Water Supply and Wastewater Infrastructure and Bridges</b>	<b>ONTP</b>

**Transportation Funding**

**Enacted**

<b>LD 1861</b>	<b>An Act To Make Allocations from Maine Turnpike Authority Funds for the Maine Turnpike Authority for the Calendar Year Ending December 31, 2021 and To Increase the Maine Turnpike Authority Revenue Bond Limit</b>	<b>P &amp; S 16</b>
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<b>LD 2036</b>	<b>Resolve, To Establish the Blue Ribbon Commission To Continue Studying and Recommend Funding Solutions for the State's Transportation Systems</b>	<b>RESOLVE 112 EMERGENCY</b>
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**Not Enacted**

<b>LD 778</b>	<b>An Act To Create the Fund for Municipalities To Improve Pedestrian Safety</b>	<b>ONTP</b>
<b>LD 1034</b>	<b>An Act To Provide Revenue To Fix and Rebuild Maine's Transportation Infrastructure</b>	<b>ONTP</b>
<b>LD 1258</b>	<b>An Act To Increase Access to Transportation for Workforce and Other Essential Transportation Needs</b>	<b>CARRIED OVER</b>
<b>LD 1390</b>	<b>An Act To Fund Saco Area Traffic Improvements</b>	<b>ONTP</b>
<b>LD 2140</b>	<b>An Act Making Supplemental Appropriations and Allocations from the Highway Fund and Other Funds for the Expenditures of State Government and Changing Certain Provisions of the Law Necessary to the Proper Operations of State Government for the Fiscal Years Ending June 30, 2020 and June 30, 2021</b>	<b>CARRIED OVER</b>