

STATE OF MAINE
123RD LEGISLATURE
FIRST REGULAR SESSION



Summaries of bills and adopted amendments and laws enacted or finally passed during the First Regular Session of the 123rd Maine Legislature coming from the

JOINT STANDING COMMITTEE ON TRANSPORTATION

July 2007

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**JOINT STANDING COMMITTEE ON
TRANSPORTATION**

Summary of Committee Actions

I. BILLS AND PAPERS CONSIDERED	<u>Number</u>	<u>% of Comm Activity</u>	<u>% of All Bills/Papers</u>
A. Bills referred to Committee			
<i>Bills referred and voted out</i>	139	95.2%	7.2%
<u><i>Bills Carried Over</i></u>	<u>6</u>	<u>4.1%</u>	<u>0.3%</u>
Total Bills referred	145	99.3%	7.5%
B. Bills reported out by law or joint order	1	0.7%	0.1%
Total Bills considered by Committee	146	100.0%	7.6%
Orders and Resolutions referred to Committee			
<i>Joint Study Orders referred and voted out</i>	0	0.0%	0.0%
<i>Joint Resolutions referred and voted out</i>	0	0.0%	0.0%
<i>Orders and Resolutions Carried Over</i>	<u>0</u>	<u>0.0%</u>	<u>0.0%</u>
Total Orders and Resolutions Referred	0	0.0%	0.0%
II. COMMITTEE REPORTS	<u>Number</u>	<u>% of this Committee's Reports</u>	<u>% of All Committee Reports</u>
A. Unanimous committee reports			
<i>Ought to Pass</i>	8	5.7%	0.5%
<i>Ought to Pass as Amended</i>	36	25.7%	2.1%
<i>Ought to Pass as New Draft</i>	0	0.0%	0.0%
<u><i>Ought Not to Pass</i></u>	<u>74</u>	<u>52.9%</u>	<u>4.2%</u>
Total unanimous reports	118	84.3%	6.8%
B. Divided committee reports			
<i>Two-way reports</i>	22	15.7%	1.3%
<i>Three-way reports</i>	0	0.0%	0.0%
<u><i>Four-way reports</i></u>	<u>0</u>	<u>0.0%</u>	<u>0.0%</u>
Total divided reports	22	15.7%	1.3%
Total committee reports	140	95.9%	8.0%
III. CONFIRMATION HEARINGS	13	N/A	N/A
IV. FINAL DISPOSITION	<u>Number</u>	<u>% of Comm Bills/Papers</u>	<u>% of All Bills/Papers</u>
A. Bills and Papers enacted or finally passed			
<i>Joint Study Orders</i>	0	0.0%	0.0%
<i>Public laws</i>	35	24.0%	1.8%
<i>Private and Special Laws</i>	1	0.7%	0.1%
<i>Resolves</i>	14	9.6%	0.7%
<u><i>Constitutional Resolutions</i></u>	<u>0</u>	<u>0.0%</u>	<u>0.0%</u>
Total Enacted or Finally Passed	50	34.2%	2.6%
B. Resolves to authorize major substantive rules			
Rules authorized without legislative changes	0	0.0%	0.0%
Rules authorized with legislative changes	0	0.0%	0.0%
<u>Rules not authorized by the Legislature</u>	<u>0</u>	<u>0.0%</u>	<u>0.0%</u>
Total number of rules reviewed	0	0.0%	0.0%
C. Bills vetoed or held by Governor			
<i>Vetoed over-ridden</i>	0	0.0%	0.0%
<i>Vetoed sustained</i>	0	0.0%	0.0%
<u><i>Held by the Governor</i></u>	<u>1</u>	<u>0.7%</u>	<u>0.1%</u>
Total	1	0.7%	0.1%

Note: A committee vote on a bill is not included here if the bill was subsequently re-referred to another committee or recommitted and carried over.

Joint Standing Committee on Transportation

LD 6 Resolve, Directing the Department of Transportation To Improve CARRIED OVER
Guardrails on Portions of Interstate 295

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

This resolve directs the Department of Transportation to inspect the guardrails on Interstate 295 north from Exit 8 to Exit 9 and along Interstate 295 south from the mile 8 marker to the bridge that crosses Veranda Street in Portland and to take action necessary to ensure that they meet current safety standards.

This bill was carried over to any special or regular session of the 123rd Legislature by joint order, H.P. 1369.

LD 7 Resolve, To Require the Department of Transportation To Accept a ONTP
Traffic Light in Portland

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

This resolve directs the Department of Transportation to accept a traffic light that has been built by the City of Portland at the corner of Plymouth Street and Allen Avenue.

LD 8 An Act To Limit the Duration of a Legal Alien's Driver's License ONTP

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

The bill requires an applicant for a driver's license or nondriver identification card to provide proof of citizenship or documentation that the applicant is a legal resident in the United States. The bill limits the duration of a legal alien's driver's license or nondriver identification card to the duration of the visa granted to the legal alien by the authority of the United States.

LD 9 An Act To Continue the Axle Weight Law Changes beyond September PUBLIC 453
15, 2007 EMERGENCY

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
THOMAS	OTP-AM	H-48

Recently enacted law (Public Law 2005, chapter 426) amended the calculation of tandem axle weight fines for 6-axle trucks hauling special commodities to provide that the lower of the fines specified in statute applies. It also amended the axle weight fine schedules to eliminate relatively steep fine increases for smaller violations for trucks hauling forest products and it also eliminated axle weight fine violations during the months of January and February on most state roads. The changes made by that recently enacted law are scheduled to sunset September 15, 2007. This bill repeals the sunset.

Committee Amendment "A" (H-48)

Joint Standing Committee on Transportation

This committee amendment adds an emergency preamble and emergency clause to the bill and adds a sunset of September 15, 2009 to that portion of law that eliminates axle weight fine violations during the months of January and February on most state roads.

Enacted Law Summary

Public Law 2007, chapter 453, amends recently enacted law relating to axle weights. The recently enacted law (Public Law 2005, chapter 426) amended the calculation of tandem axle weight fines for 6-axle trucks hauling special commodities to provide that the lower of the fines specified in statute applies. It also amended the axle weight fine schedules to eliminate relatively steep fine increases for smaller violations for trucks hauling forest products and it eliminated axle weight fine violations during the months of January and February on most state roads. These provisions were scheduled to sunset September 15, 2007. Chapter 453 bill repeals this sunset except with respect to the provision that eliminates axle weight fine violations during the months of January and February on most state roads; chapter 543 establishes a sunset of September 15, 2009 for that provision of the law.

Public Law 2007, chapter 453 was enacted as an emergency measure effective June 28, 2007.

LD 13 *Resolve, To Return Swanville Road in Frankfort to State Road* **ONTP**
Classification

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

This resolve directs the Department of Transportation to take over the maintenance, repair and upkeep of Swanville Road in Frankfort, since the usage of that road has increased substantially over the years. It also directs the department to take the appropriate steps to reclassify the town road as a state road.

LD 14 *Resolve, To Direct the Department of Transportation To Better Ensure* **ONTP**
the Safety of Students Traveling to and from School in Waterboro

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

This resolve directs the Department of Transportation to install bicycle lanes on 2 specific lengths of road in the Town of Waterboro to ensure the safety of students traveling to and from School Administrative District 57 Middle School and Waterboro Elementary School.

LD 17 *Resolve, To Transfer the Cliff Island Wharf from the City of Portland* **ONTP**
to the Department of Transportation

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

This resolve allows the Department of Transportation to accept the transfer of the Cliff Island Wharf from the City of Portland.

Joint Standing Committee on Transportation

LD 18 An Act To Streamline Permitting for and Encourage the Business of Showing Vehicles ONTP

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

This bill extends from 30 days to 90 days the length of time allowed by an attended sales promotion permit for dealers to show vehicles at expositions in the State. It also allows the permit to be used at any location in the State instead of at only one location.

LD 19 Resolve, To Reduce Traffic Congestion and Improve Safety on Interstate 295 ONTP

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

This resolve directs the Maine Turnpike Authority, in consultation with the Department of Transportation, to develop tolling strategies designed to divert truck through traffic from Interstate 295 onto the Maine Turnpike.

LD 23 An Act To Clarify the Use and Purpose of Center Turn Lanes PUBLIC 8

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

This bill clarifies the intent of and proper use of a 2-way traffic lane to allow a motorist to turn safely onto a public way from an entrance or driveway.

Enacted Law Summary

Public Law 2007, Chapter 8 clarifies the intent of and proper use of a 2-way traffic lane to allow a motorist to turn safely onto a public way from an entrance or driveway.

LD 24 An Act To Make Failure To Wear a Seat Belt a Primary Offense PUBLIC 60

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
SAVAGE C	OTP MAJ ONTP MIN	S-35 SAVAGE C

Current law prohibits the enforcement of the seat belt law unless the driver has been stopped for a violation of another law. This bill repeals that prohibition, allowing a police officer to detain and cite a vehicle operator or passenger 18 years of age or older solely for failing to wear a seat belt.

Senate Amendment "A" (S-35)

This amendment prohibits searches of vehicles and occupants solely because of a violation of the mandatory

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seat belt law. It also provides that a person detained solely for a violation of the mandatory seat belt law before April 1, 2008 may only be issued a warning.

Enacted Law Summary

Public Law 2007, chapter 60 makes failure to wear a seat belt a primary offense for which a police officer may detain and cite a vehicle operator or passenger 18 years of age or older. It prohibits searches of vehicles and occupants solely because of a violation of the mandatory seat belt law. It also provides that a person detained solely for a violation of the mandatory seat belt law before April 1, 2008 may only be issued a warning.

**LD 55 An Act To Amend the Law Regarding a License To Operate an
Attended or Unattended Sales Promotion**

**PUBLIC 5
EMERGENCY**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
SMITH N DAMON	OTP-AM	H-18

This bill clarifies that a vehicle or industrial equipment dealer who operates an attended sales promotion at an agricultural fair or other agricultural event is exempt from obtaining a dealer license only if the sales promotion does not include motor vehicles.

Committee Amendment "A" (H-18)

The committee amendment replaces the bill and adds an emergency preamble and emergency clause. This amendment extends the length of time allowed by an attended sales promotion permit for dealers to show vehicles at expositions in the State from 30 days to 90 days. It also allows the permit to be used at any location in the State instead of only one location. The amendment also exempts equipment dealers or trailer dealers from the attended and unattended sales promotion permit requirements if the sales promotion does not include motor vehicles and does not exceed 90 continuous days.

Enacted Law Summary

Public law 2007, chapter 5 extends the length of time allowed by an attended sales promotion permit for dealers to show vehicles at expositions in the State from 30 days to 90 days. It also allows the permit to be used at any location in the State instead of only one location. The amendment also exempts equipment dealers or trailer dealers from the attended and unattended sales promotion permit requirements if the sales promotion does not include motor vehicles and does not exceed 90 continuous days.

Public law 2007, chapter 5 was enacted as an emergency effective March 14, 2007.

**LD 56 An Act To Allow Farm Trucks That Weigh over 9,000 Pounds To Be
Eligible for Specialty License Plates**

ONTP

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

This bill allows a farm truck that weighs more than 9,000 pounds to be issued a specialty license plate.

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LD 84 An Act To Standardize Documentation Requirements for a Driver's License or Nondriver Identification Card ONTP

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

This bill requires an applicant for a driver's license or nondriver identification card to provide the Secretary of State written proof, evidence or documentation that the applicant's presence in the United States is authorized under federal law if the applicant is ineligible to receive a social security number.

LD 85 Resolve, To Designate a Portion of U.S. Route 1 in Indian Township Passamaquoddy Indian Reservation as the Captain Tomah Lewey Memorial Highway RESOLVE 2

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

This resolve names the portion of U.S. Route 1 that goes through Indian Township Passamaquoddy Indian Reservation from Princeton to Topsfield as the Captain Tomah Lewey Memorial Highway in honor of one of the first permanent residents of Indian Township.

Enacted Law Summary

Resolve 2007, chapter 2 names the portion of U.S. Route 1 that goes through Indian Township Passamaquoddy Indian Reservation from Princeton to Topsfield as the Captain Tomah Lewey Memorial Highway in honor of one of the first permanent residents of Indian Township.

LD 89 An Act To Repeal the Automatic Increase in the Gasoline Tax ACCEPTED ONTP REPORT

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

This bill repeals the annual inflation indexing of the excise tax on motor fuel. The bill also amends the relevant statutes to reflect the current rate of tax as changed by inflation indexing.

Committee Amendment "A" (S-293)

This amendment, the minority report of the committee, incorporates a fiscal note.

LD 95 An Act To Require Notification when a Vehicle Is Towed ONTP

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

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This bill, a concept draft pursuant to Joint Rule 208, proposes to amend the current law to establish a procedure to notify a lienholder of a towed motor vehicle in order for the lienholder to gain possession of the vehicle to prevent its abandonment and allow the lienholder to retrieve the vehicle before fees for towing and storage reach an amount worth more than the vehicle's value.

LD 112 An Act To Create a One-time Fee for Veterans Vanity Registration Plates

**ACCEPTED ONTP
REPORT**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
AUSTIN TURNER	ONTP MAJ OTP-AM MIN	

This bill creates a one-time fee for veterans vanity motor vehicle registration plates in place of the current annual fee.

Committee Amendment "A" (H-16)

This amendment, which is the minority report of the committee, incorporates a fiscal note.

LD 113 An Act To Establish a Recreational Vehicle Veterans Registration Plate

ONTP

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

This bill establishes a recreational vehicle veterans registration plate.

LD 114 An Act To Prohibit the Use of a Handheld Cellular Telephone while Operating a Motor Vehicle

**ACCEPTED ONTP
REPORT**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
BERUBE BARTLETT	ONTP MAJ OTP-AM MIN	

This bill prohibits the use of a handheld cellular telephone while operating a motor vehicle. The bill clarifies that drivers of authorized emergency vehicles, including law enforcement officers, corrections officers and firefighters; holders of commercial driver's licenses; physicians; municipal public works personnel; Maine Turnpike Authority personnel; and state transportation personnel, including all employees and contractors of the Department of Transportation, may use handheld cellular telephones while driving within the scope of their employment. The bill makes the offense a traffic infraction.

Committee Amendment "A" (H-464)

This amendment, which is the minority report of the Joint Standing Committee on Transportation, replaces the bill. The amendment defines "distracted" and makes it a Class E crime to drive while distracted. The amendment also imposes a fine of \$300 for the first offense of driving while distracted and a suspension of a person's license for 30 days for a 2nd offense within 3 years of the first offense. This amendment also amends the title to reflect the content of the amendment.

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LD 133 An Act To Require Seat Belts on All School Buses

ONTP

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

This bill requires that new school buses purchased after January 1, 2008 must be equipped with safety seat belts for use by all passengers.

**LD 159 RESOLUTION, Proposing an Amendment to the Constitution of Maine
To Dedicate a Portion of Vehicle Registration Fees To Fund Veterans'
Cemeteries**

ONTP

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

This constitutional resolution provides that 50¢ of the revenue derived from the registration of each vehicle must be expended solely to fund veterans' cemeteries.

LD 160 An Act To Provide Safe All-terrain Vehicle Access on Public Ways

PUBLIC 33

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
MARLEY	OTP-AM	H-25

This bill allows the Department of Transportation more flexibility in providing safe access for ATV users within the public way by determining how and where ATV access occurs on a case-by-case basis.

Committee Amendment "A" (H-25)

The amendment gives municipalities, in addition to the Department of Transportation, more flexibility in determining how and where ATV access occurs. The amendment also requires that ATVs travel in the same direction as motor vehicle traffic on a public way designated as an ATV-access route.

Enacted Law Summary

Public Law 2007, chapter 33 gives municipalities and the Department of Transportation more flexibility in determining how and where ATV access to public ways occurs. The amendment also requires that ATVs travel in the same direction as motor vehicle traffic on a public way designated as an ATV-access route.

**LD 161 An Act To Prohibit the Use of Electronic Devices by Minors while
Driving**

PUBLIC 272

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
HOGAN	OTP-AM	H-348

This bill prohibits a person who has not attained 18 years of age from using a cellular telephone while operating a motor vehicle. The bill makes the offense a traffic infraction.

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Committee Amendment "A" (H-348)

This amendment replaces the bill and amends the title to reflect the content of the amendment. This amendment retains the provision of the bill prohibiting a person who has not attained 18 years of age from operating a motor vehicle while using a mobile telephone, but expands that prohibition to include handheld electronic devices that are not part of the operating equipment of a motor vehicle.

Enacted Law Summary

Public Law 2007, chapter 272 prohibits a person who has not attained 18 years of age from operating a motor vehicle while using a mobile telephone or while using a handheld electronic device that is not part of the operating equipment of a motor vehicle.

LD 173 An Act To Allow a Newspaper Carrier To Use Flashing Amber Lights on That Carrier's Vehicle

PUBLIC 11

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

This bill authorizes the use of flashing amber lights on newspaper delivery carriers' vehicles.

Enacted Law Summary

Public Law 2007 chapter 11 authorizes the use of flashing amber lights on newspaper delivery carriers' vehicles.

LD 180 An Act To Provide for a Change in Gender Designation on a Driver's License BY REQUEST

ONTP

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

This bill requires a person to notify the Secretary of State with confirmation from a physician when that person has reassigned gender and directs the Secretary of State to adopt rules to determine the process for changing a person's reassigned gender on the person's driver's license.

LD 181 Resolve, To Reduce the Cost of Moving Modular Homes and Increase Traffic Safety

ONTP

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

This resolve directs the Maine Turnpike Authority to issue a permit for the movement of a modular home with a load height up to 14 feet, 6 inches on portions of the Maine Turnpike with clearances of 15 feet or higher when the movement either originates or has a destination in the State.

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LD 209 An Act To Require That a Person Be a Maine Resident in Order To Be Issued a Maine Driver's License ONTP

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

This bill requires a person to be a Maine resident in order to receive a Maine driver's license.

LD 210 An Act Relating to the Use of Dealer Plates ONTP

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

This bill, a concept draft pursuant to Joint Rule 208, proposes to amend the current law to require the Secretary of State to review the laws relating to the issuance of dealer plates for new and used car dealers and to propose revisions to the joint standing committee of the Legislature having jurisdiction over motor vehicle matters.

LD 211 An Act To Allow a Truck Driver To Haul a Trailer on a Highway If That Driver Has a Point-to-point Permit PUBLIC 38

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
JACKSON MARTIN	OTP-AM MAJ ONTP MIN	H-26

This bill allows the Secretary of State to issue a temporary point-to-point permit for an off-highway vehicle to haul a trailer on a highway from point to point as set forth in the permit.

Committee Amendment "A" (H-26)

The amendment replaces the bill and is the majority report of the Joint Standing Committee on Transportation. The amendment adds trailers and semitrailers to the list of vehicles, otherwise used exclusively for off-highway purposes, that may be issued a special registration permit authorizing limited operation on a public way. The amendment also provides that the trailer or semitrailer must be empty when traveling on a public way and must be moved during daytime hours under the special registration permit for off-highway vehicles.

Enacted Law Summary

Public Law 2007, Chapter 38 adds trailers and semitrailers to the list of vehicles, otherwise used exclusively for off-highway purposes, that may be issued a special registration permit authorizing limited operation on a public way. The amendment also provides that the trailer or semitrailer must be empty when traveling on a public way and must be moved during daytime hours under the special registration permit for off-highway vehicles.

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LD 212 An Act Regarding Penalties for Logbook Violations

ONTP

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

This bill limits the fine to \$100 for a violation of the federal regulation requiring drivers of commercial motor vehicles to keep a record of duty status for each 24-hour period of driving.

LD 213 An Act To Establish an Airport Managers Training Program

PUBLIC 76

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
MIRAMANT BOWMAN	OTP-AM	H-53

The bill requires the Department of Transportation, in consultation with a Maine airport managers association, to establish and provide a training program for airport managers. The bill also requires that airport managers complete the training program within 60 days of designation.

Committee Amendment "A" (H-53)

The amendment provides that after December 31, 2008, the Department of Transportation may not issue an annual airport registration certificate under the Maine Revised Statutes, Title 6, section 51 to any airport whose airport manager has not completed required training. The amendment also provides that the Commissioner of Transportation may accept training completed by airport managers through a national association of airport executives as fulfilling the requirements for training.

Enacted Law Summary

Public Law 2007, Chapter 76 provides that after December 31, 2008, the Department of Transportation may not issue an annual airport registration certificate under the Maine Revised Statutes, Title 6, section 51 to any airport whose airport manager has not completed required training. It also provides that the Commissioner of Transportation may accept training completed by airport managers through a national association of airport executives as fulfilling the requirements for training.

LD 228 An Act To Establish a Special Veterans License Plate for Motorcycles

PUBLIC 376

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
BURNS SULLIVAN	OTP-AM	H-189

This bill authorizes the Secretary of State to issue special veterans motorcycle registration plates for veterans of the United States Armed Forces.

Committee Amendment "A" (H-189)

This amendment clarifies that an applicant for a special veterans registration plate for a motorcycle must show evidence of payment of the registration fee. It also provides for a one-time \$5 fee for the issuance of special veterans registration plates for a motorcycle; allows for the issuance of special veterans registration plates for a motorcycle that are also vanity plates; and provides that commemorative decals are not authorized on special

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veterans registration plates for a motorcycle.

Enacted Law Summary

Public Law 2007, chapter 376 authorizes the Secretary of State to issue special veterans motorcycle registration plates for veterans of the United States Armed Forces.

LD 232 Resolve, To Direct the Department of Transportation to Establish the RESOLVE 1
Elton R. Brooks Memorial Rest Area and Boat Launching Facility

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

This resolve directs the Department of Transportation to designate with appropriate signs and notices the rest area and boat launch site in the Town of Robbinston, on U.S. Route 1, as the Elton R. Brooks Memorial Rest Area and Boat Launching Facility, as requested by the municipal officers of the Town of Robbinston.

Enacted Law Summary

Resolve 2007, chapter 1 directs the Department of Transportation to designate with appropriate signs and notices the rest area and boat launch site in the Town of Robbinston, on U.S. Route 1, as the Elton R. Brooks Memorial Rest Area and Boat Launching Facility, as requested by the municipal officers of the Town of Robbinston.

LD 235 An Act To Allow a Person To Be Issued More than One Set of Disabled ONTP
Veteran Registration Plates

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

This bill allows a veteran with disabilities to obtain more than one set of disabled veteran registration plates.

LD 241 An Act To Allow the Secretary of State To Issue a Work-restricted DIED BETWEEN
License to First-time License Holders Not Yet 21 Years of Age with Less HOUSES
than 2 Years of Driving Time

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

This bill allows the Secretary of State to stay a suspension of the license of a person with a juvenile provisional license for moving violations and to issue a work-restricted license.

Committee Amendment "A" (S-47)

This amendment, which is the minority report of the Joint Standing Committee on Transportation, corrects a technical problem created by the bill. It provides that a juvenile who receives a work-restricted license after license suspension for a moving violation that does not relate to operating a motor vehicle while under the influence of intoxicants is not required to complete an alcohol and drug program during the period of the statutory suspension.

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LD 245 Resolve, To Direct the Secretary of State To Study Issues Related to Dealer Plates

RESOLVE 125

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
NASS R	OTP-AM	S-81

This bill increases the number of vehicles that a motor vehicle dealer must sell to become a licensed motor vehicle dealer. It also provides that motor vehicle dealers that sell more than 6 motor vehicles, but fewer than 12, within a 12-month period may be issued at least 2 dealer plates.

Committee Amendment "A" (S-81)

This amendment replaces the bill with a resolve that directs the Secretary of State to establish a working group to examine and develop recommendations for changes to the laws and rules governing dealer plates, including but not limited to laws governing the number of types of dealer plates issued and eligibility standards for issuance of the plates. The Secretary of State is required to report the findings and recommendations of the working group to the Joint Standing Committee on Transportation no later than November 30, 2007 together with draft legislation to implement those findings and recommendations. The amendment authorizes the Joint Standing Committee on Transportation to submit a bill related to the subject matter of the working group's report to the Second Regular Session of the 123rd Legislature.

Enacted Law Summary

Resolve 2007, chapter 125 directs the Secretary of State to establish a working group to examine and develop recommendations for changes to the laws and rules governing dealer plates, including but not limited to laws governing the number of types of dealer plates issued and eligibility standards for issuance of the plates. The Secretary of State is required to report the findings and recommendations of the working group to the Joint Standing Committee on Transportation no later than November 30, 2007 together with draft legislation to implement those findings and recommendations. It authorizes the Joint Standing Committee on Transportation to submit a bill related to the subject matter of the working group's report to the Second Regular Session of the 123rd Legislature.

LD 264 An Act To Amend the Temporary Registration Plate Law

PUBLIC 177

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
HAMPER HASTINGS	ONTP MAJ OTP-AM MIN	H-127 S-87 DAMON

This bill allows the use of a temporary registration permit, which currently may be used only for a one-way trip, to be used for a round trip, as long as the entire trip occurs within 15 days. The purpose of this change, for example, is to allow a vehicle to be transported from a dealer to a garage and back to the dealer.

Committee Amendment "A" (H-127)

This amendment, which is the minority report of the committee, replaces the bill. This amendment modifies the temporary registration permit law:

1. To allow a permit holder to make a round trip under the permit;
2. To decrease the period of validity of a permit from 15 days to 10 days; and
3. To increase the fee for the permit from \$12 to \$15.

Joint Standing Committee on Transportation

Senate Amendment "A" (S-87)

This amendment retains the provisions of current law that allow a temporary registration permit for a one-way trip to be issued for a fee of \$12. It allows a temporary registration permit for a round trip to be issued for a fee of \$25.

Enacted Law Summary

Public Law 2007, Chapter 177 modifies the temporary registration permit law. It retains the provisions of current law that allow a temporary registration permit for a one-way trip to be issued for a fee of \$12 but allows a temporary registration permit for a round trip to be issued for a fee of \$25. It decreases the period of validity of a temporary registration permit from 15 days to 10 days.

LD 265 An Act To Allow a Weight Tolerance for Vehicle Auxiliary Power Units

**DIED ON
ADJOURNMENT**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
THERIAULT DAMON	OTP-AM	H-36

This bill extends a weight tolerance for vehicle auxiliary power units in the laws governing highway weight limits for vehicles.

Committee Amendment "A" (H-36)

This amendment incorporates a fiscal note.

LD 266 An Act To Fully Fund the Project To Replace the Route 302 Bridge in Naples

ONTP

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

This bill, a concept draft pursuant to Joint Rule 208, seeks to fully fund in the Highway Budget the Department of Transportation's project for the replacement of the Route 302 bridge in the Town of Naples with a drawbridge of the department's specification. The project also includes the construction of a temporary bridge structure during the construction of the permanent bridge.

LD 299 An Act To Aid Municipalities Concerning Plowing Efficiency

ONTP

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

This bill exempts a vehicle modified for the purpose of plowing snow on town or state roads from weight limits that apply to public ways.

Joint Standing Committee on Transportation

LD 319 An Act To Make Allocations from Maine Turnpike Authority Funds for the Maine Turnpike Authority for the Calendar Year Ending December 31, 2008

P & S 7

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
	OTP-AM	S-23

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, 2008 in accordance with the requirements of the Maine Revised Statutes, Title 23, section 1961, subsection 6.

Committee Amendment "A" (S-23)

This amendment incorporates a fiscal note and corrects the title of the bill.

Enacted Law Summary

Private and Special Law 2007, chapter 7 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, 2008 in accordance with the requirements of the Maine Revised Statutes, Title 23, section 1961, subsection 6.

LD 320 An Act To Allow the Widening of a Portion of the Maine Turnpike

PUBLIC 270

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
DAMON	OTP-AM MAJ ONTP MIN	S-150

This bill authorizes the widening of the Maine Turnpike to 3 lanes for each direction of travel from mile marker 44 to mile marker 53 if, after completing an evaluation of reasonable alternatives, as required by the Sensible Transportation Policy Act, the Maine Turnpike Authority determines that there is not a reasonable alternative to the widening that will no meet the identified need. This bill also increases the Maine Turnpike Authority's bonding limit to allow for construction of this project.

Committee Amendment "A" (S-150)

This amendment incorporates the recent \$100,000,000 increase in the bonding authority of the Maine Turnpike Authority (see LD 321) so that the \$25,000,000 additional increase in the bill results in a total bonding authority of \$486,000,000.

Enacted Law Summary

Public Law 2007, chapter 270 authorizes the widening of the Maine Turnpike to 3 lanes for each direction of travel from mile marker 44 to mile marker 53 if, after completing an evaluation of reasonable alternatives, as required by the Sensible Transportation Policy Act, the Maine Turnpike Authority determines that there is not a reasonable alternative to the widening that will no meet the identified need. It also increases the Maine Turnpike Authority's bonding limit to allow for construction of this project.

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LD 321 An Act To Increase the Bonding Capacity of the Maine Turnpike Authority

PUBLIC 59

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
DAMON	OTP-AM MAJ ONTP MIN	S-24

This bill increases the bond limit of the Maine Turnpike Authority to enable the Maine Turnpike Authority to complete the projects in its 20-year capital plan.

Committee Amendment "A" (S-24)

This is the majority report of the Joint Standing Committee on Transportation. This amendment incorporates a fiscal note.

Enacted Law Summary

Public Law 2007, Chapter 59 increases the bond limit of the Maine Turnpike Authority to enable the Maine Turnpike Authority to complete the projects in its 20-year capital plan.

LD 327 An Act To Make Supplemental Allocations from the Highway Fund and Other Funds for the Expenditures of State Government and To Change Certain Provisions of State Law Necessary to the Proper Operations of State Government for the Fiscal Year Ending June 30, 2007

**PUBLIC 4
EMERGENCY**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
MARLEY DAMON	OTP-AM	H-5 S-9 DAMON

This bill does the following.

Part A makes supplemental allocations of funds for fiscal year 2006-07.

Part B makes supplemental allocations of funds for approved reclassifications and range changes.

Part C authorizes the transfer of Personal Services balances in fiscal year 2006-07 in the Administration - Motor Vehicle program Highway Fund carrying account within the Department of the Secretary of State to All Other and Capital Expenditures by financial order upon recommendation of the State Budget Officer and approval of the Governor.

Committee Amendment "A" (H-5)

This amendment adjusts certain Highway Fund allocations to maintain a balanced Highway Fund budget for fiscal year 2006-07. It also amends current law to allow more funds from the unallocated balance of the Highway Fund at the close of fiscal year 2006-07 to be used for capital needs of the Highway and Bridge Improvement program within the Department of Transportation.

Senate Amendment "A" (S-9)

This amendment corrects Part D of Committee Amendment "A", which amended the wrong public law.

Enacted Law Summary

Joint Standing Committee on Transportation

Public Law 2007, chapter 4 makes supplemental allocations of funds for fiscal year 2006-07. It makes supplemental allocations of funds for approved reclassifications and range changes. It authorizes the transfer of Personal Services balances in fiscal year 2006-07 in the Administration - Motor Vehicle program Highway Fund carrying account within the Department of the Secretary of State to All Other and Capital Expenditures by financial order upon recommendation of the State Budget Officer and approval of the Governor.

Public Law 2007, chapter 4 was enacted as an emergency effective March 13, 2007.

LD 328 Resolve, To Require an Engineering Study To Determine the Cost of Extending Rail Service from Portland to Fryeburg

**RESOLVE 18
EMERGENCY**

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

This resolve directs the Department of Transportation in collaboration with the Northern New England Passenger Rail Authority to conduct an engineering study to determine the cost of extending rail service from Portland to Fryeburg and submit the study with any proposed legislation to the Joint Standing Committee on Transportation no later than January 15, 2008.

Enacted Law Summary

Resolve 2007, chapter 18 directs the Department of Transportation in collaboration with the Northern New England Passenger Rail Authority to conduct an engineering study to determine the cost of extending rail service from Portland to Fryeburg and submit the study with any proposed legislation to the Joint Standing Committee on Transportation no later than January 15, 2008.

LD 350 An Act To Protect Citizens from Physical Injury Due to Obstructed Driveways

ONTP

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

This bill requires that a bar, cable or similar obstruction, not including a gate, that is blocking a driveway leading onto public or private land from a public way be marked with reflective material that is highly visible during day or night and not be more than 3 feet high.

LD 381 An Act To Require That Vehicles Transporting Poultry Fecal Matter Be Covered

ONTP

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

This bill requires that a motor vehicle hauling a load of poultry fecal matter be covered.

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LD 401 An Act To Protect the Integrity of Funeral Processions ONTP

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

This bill makes it a traffic infraction to interrupt or cut into a funeral procession.

LD 407 An Act To Allow the Use of Flashing Red Lights by State Emergency Management Agency Directors ONTP

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

This bill allows the use of flashing red vehicle lights by emergency management agency directors when a state emergency is declared.

LD 438 Resolve, To Improve Driver Education Programs ONTP

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

This resolve directs the Secretary of State to undertake a comprehensive review of the Department of the Secretary of State's current driver education programs.

LD 442 An Act To Amend the Laws Pertaining to Advertisements on Motor Vehicles Used in Driver Education ONTP

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

This bill amends the motor vehicle laws concerning illuminated identification signs and advertisements on motor vehicles to allow driver education vehicles to be equipped with signs capable of illumination, which may be illuminated only during actual driving instruction.

LD 447 Resolve, To Improve the Registration Process for Commercial Motor Vehicles ONTP

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

This resolve directs the Department of the Secretary of State, Bureau of Motor Vehicles to implement the municipal registration of commercial motor vehicles with a gross weight of less than 6,000 pounds.

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LD 474 Resolve, To Direct the Department of Transportation To Rename State Bridge Number 5278 the Ryan Quirion Guthrie

RESOLVE 6

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
MARRACHE	OTP-AM	S-15

This resolve directs the Department of Transportation to designate with appropriate signs and notices state bridge number 5278 on Interstate 95, commonly known as the Staples Point Bridge, as the Ryan Quirion Guthrie Bridge in memory of the boy who died in an accident at that site.

Committee Amendment "A" (S-15)

This amendment makes 2 corrections to the bill by clarifying that the bridge is on Interstate 295 and the name of the river the bridge spans is the Presumpscot River.

Enacted Law Summary

Resolves 2007, Chapter 6 directs the Department of Transportation to designate with appropriate signs and notices state bridge number 5278 on Interstate 295, commonly known as the Staples Point Bridge, as the Ryan Quirion Guthrie Bridge in memory of the boy who died in an accident at that site.

LD 478 An Act Regarding the Certification of the Required Driving Time for a License for Certain Persons under 21 Years of Age

**PUBLIC 2
EMERGENCY**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
HANLEY S		H-4 MARLEY

This bill, which was acted upon without being referenced to committee, authorizes the Secretary of State to accept the form certifying driving time from the licensed driver who accompanied the applicant for a driver's license for the majority of the required 35 hours of driving if the applicant is at least 18 years of age and has no individual otherwise authorized to certify driving time.

House Amendment "A" (H-4)

Current law requires a person under 21 years of age applying for a driver's license to complete 35 hours of driving accompanied by a parent, guardian or licensed driver. The applicant's parent, stepparent, guardian, spouse or employer must certify the applicant's driving time, but is not required to be the person who accompanied the applicant.

This amendment requires the person certifying the driving log of the applicant to provide the name and address of the person who accompanied the applicant for a majority of the required 35 hours. This amendment also allows the Secretary of State to complete the certification of a person between 18 and 21 years of age who does not have a parent, stepparent, guardian, spouse or employer if the applicant provides the name and address of the person accompanying the applicant for the majority of the required 35 hours.

Enacted Law Summary

Public Law 2007, chapter 2 amends the law governing the certification of pre-license driving time for persons under 21 applying for driver's licenses. Current law requires a person under 21 years of age applying for a driver's license to complete 35 hours of driving accompanied by a parent, guardian or licensed driver. The applicant's parent, stepparent, guardian, spouse or employer must certify the applicant's driving time, but is not required to be the person who accompanied the applicant. This law requires the person certifying the driving

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log of the applicant to provide the name and address of the person who accompanied the applicant for a majority of the required 35 hours. This law also allows the Secretary of State to complete the certification of a person between 18 and 21 years of age who does not have a parent, stepparent, guardian, spouse or employer if the applicant provides the name and address of the person accompanying the applicant for the majority of the required 35 hours.

Public Law 2007, chapter 2 was enacted as an emergency measure effective February 13, 2007.

LD 494 An Act To Repeal the Motor Vehicle Inspection Laws

ONTP

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

This bill repeals statutory provisions that require motor vehicles registered in the State to have an annual motor vehicle inspection.

LD 495 Resolve, To Develop an Appropriate Commemorative License Plate Decal for Combat Service

RESOLVE 23

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
FLETCHER	OTP-AM	H-107

This bill adds the Combat Infantryman Badge, established by the War Department in 1943 to recognize the skill and heroism of the American infantry, to the list of special commemorative decals for sets of special veterans registration plates.

Committee Amendment "A" (H-107)

This amendment replaces the bill with a resolve that directs the Director of the Bureau of Veterans' Services within the Department of Defense, Veterans and Emergency Management, in consultation with the Secretary of State, to convene a working group composed of combat veterans to develop an appropriate manner of commemorating combat service in the form of one or more commemorative license plate decals. The working group is directed to examine the appropriateness of developing a single decal versus the use of decals representing the following combat badges: Army Combat Infantry Badge, Army Combat Medic Badge, Army Combat Action Badge, Combat Action Ribbon and Combat Action Medal. If the working group determines that a single decal is appropriate, it must design the decal in consultation with the Secretary of State. The director and the Secretary of State are directed to report the findings and recommendations of the working group to the Joint Standing Committee on Transportation no later than November 30, 2007. The Secretary of State must include with the report draft legislation to make appropriate changes to law to implement the recommendations of the working group. The Joint Standing Committee on Transportation may submit a bill related to the subject matter of the working group's report to the Second Regular Session of the 123rd Legislature.

Enacted Law Summary

Resolves 2007, chapter 23 directs the Director of the Bureau of Veterans' Services within the Department of Defense, Veterans and Emergency Management, in consultation with the Secretary of State, to convene a working group to develop an appropriate manner of commemorating combat service in the form of one or more commemorative license plate decals. The director and the Secretary of State are required to report the findings

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and recommendations of the working group to the Joint Standing Committee on Transportation no later than November 30, 2007. The Secretary of State must include with the report draft legislation to make appropriate changes to law to implement the recommendations of the working group. The Joint Standing Committee on Transportation may submit a bill related to the subject matter of the working group's report to the Second Regular Session of the 123rd Legislature.

LD 496 An Act To Exempt Emergency Vehicles from Tolls on the Maine Turnpike

ONTP

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

This bill exempts a municipality's emergency vehicles from tolls on the Maine Turnpike if that municipality provides emergency services to the Maine Turnpike Authority.

LD 497 An Act To Allow Funeral Processions To Use Certain Lights

PUBLIC 62

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
HANLEY S	OTP-AM	H-47

This bill allows a lead vehicle in a funeral procession to use a device that provides for alternate flashing of the vehicle's headlights or a white flashing strobe light in the front grille if that vehicle is owned and operated by a licensed funeral home.

Committee Amendment "A" (H-47)

This amendment allows a lead vehicle in a funeral procession to use a device that provides for a white flashing strobe light in the front grille if that vehicle is operated by a licensed funeral home.

Enacted Law Summary

Public Law 2007, chapter 62 allows a lead vehicle in a funeral procession to use a device that provides for a white flashing strobe light in the front grille if that vehicle is operated by a licensed funeral home.

LD 511 An Act To Study the Feasibility of Locating a New Bridge in the St. David Area

CARRIED OVER

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
THERIAULT		H-17

This bill allocates funds from the Highway Fund for the Department of Transportation to study the feasibility of locating a new bridge in the St. David area and specifies that any unspent funds not needed for the costs of the study are to be used for the costs of an environmental impact study required by the federal National Environmental Policy Act of 1969. The bill also allocates funds to the Madawaska Bridge Committee to defray expenses incurred by the committee in its effort to locate a new bridge in the St. David area.

Committee Amendment "A" (H-17)

The amendment eliminates the appropriation of funds from the Highway Fund to the Madawaska Bridge Committee that was included in the bill to defray expenses incurred by the committee in its effort to locate a new bridge in the

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St. David area.

This bill was carried over to any special or regular session of the 123rd Legislature by joint order, H.P. 1369.

LD 513 An Act To Amend the Motor Vehicle Laws

PUBLIC 383

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
DAMON	OTP-AM	S-242

This bill:

1. Creates a definition of "sport utility vehicle" for registration purposes and clarifies that a sport utility vehicle may be registered either as an automobile or as a truck. A sport utility vehicle used in a commercial enterprise with a weight in excess of 10,000 pounds must be registered as a truck according to its actual weight;
2. Clarifies that a pickup truck, which by definition has a gross vehicle weight of 6,000 pounds or less, hauling a trailer registered for 2,000 pounds or less may be operated at the combined weight;
3. Makes minor adjustments to the truck and farm truck registration brackets to create a bracket at 10,000 pounds. Many federal safety requirements become effective at 10,001 pounds;
4. Clarifies that special veteran vehicle registration plates may be issued to a company under certain conditions;
5. Removes the fee for the Pearl Harbor Survivor vehicle registration plate;
6. Resolves a conflict in implementation dates for the issuance of titles for manufactured housing;
7. Resolves a conflict regarding the mailing of lien certificates;
8. Makes a technical change to ensure compliance with the federal Commercial Motor Vehicle Safety Act of 1986 and regulations adopted thereto;
9. Clarifies that a 3rd or subsequent offense committed by an adult while holding a provisional license requires a 90-day driver license suspension; and
10. Clarifies that a 3rd or subsequent offense committed by a juvenile while holding a provisional license requires a 90-day driver license suspension.

Committee Amendment "A" (S-242)

This amendment:

1. Removes the section of the bill that would have amended the law regarding when the State must begin issuing the title for manufactured housing (this matter was dealt with in the Error's Bill, LD 1904, handled by the Judiciary Committee);
2. Establishes definitions of commercial-vehicle-class and non-commercial-vehicle-class school buses. This revision reflects changes in the federal commercial driver's license requirements for school buses rated as

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commercial motor vehicles;

3. Provides that a person issued a summons for operating in excess of registered weight does not commit a subsequent violation involving the same vehicle and the same load until the next business day;
4. Repeals the requirement that a state trooper collect the difference in registration fee when a truck is found to be exceeding its registered weight and repeals the requirement that a foreign vehicle obtain a trip permit before proceeding. Currently, troopers calculate and collect the difference between the fee paid and the fee for the higher weight;
5. Makes altering the expiration date of a disability placard a traffic infraction;
6. Changes the name of the Motorcycle Rider Course to the Basic Rider Course;
7. Extends the term of a motorcycle learner's permit from 1 to 2 years to allow more time to for drivers to complete the driving test;
8. Changes the maximum weight limits for certain plates to conform to changes to the weight registration brackets made by the bill;
9. Requires the Secretary of State to brand the certificate of title of vehicles subject to the disclosure requirements of the Maine Lemon Law;
10. Makes a variety of changes to the specialty plate and recognition plate laws: it makes it clear that a proposed plate must be reviewed by the joint standing committee of the Legislature having jurisdiction over transportation matters and approved by the Legislature; requires supporters to sign and date a statement declaring that they intend to purchase and display the plate; requires that signatures be no more than 2 years old when submitted; increases the plate fee from \$20 to \$25 and clarifies that each supporter must contribute \$25; makes the total \$50,000 prepayment nonrefundable; increases the weight restriction to 10,000 lbs; retires new specialty plates after 10 years or if the number of plates falls below 4,000 plates for more than one year; and provides that all requirements of the law must be met for each version or class of plate; and
11. Provides that a sponsor who, as of June 1, 2007, has registered with the Secretary of State as a sponsor of a specialty plate or recognition plate under the Maine Revised Statutes, Title 29-A, section 468, subsection 1 or section 468-A, subsection 2 may meet the requirements of Title 29-A, section 468 or section 468-A, as applicable, that were in effect on June 1, 2007. A sponsor who registered with the Secretary of State prior to June 1, 2005 has until January 1, 2008 to meet those requirements that were in effect on June 1, 2007. A sponsor who registered with the Secretary of State on or after June 1, 2005 has until 2 years from the date of registration to meet those requirements that were in effect on June 1, 2007. If the sponsor fails to meet those requirements within the applicable time frame, the sponsor becomes subject to the new requirements established under this amendment.

Enacted Law Summary

Public Law 2007, chapter 383, does the following:

1. Creates a definition of "sport utility vehicle" for registration purposes and clarifies that a sport utility vehicle may be registered either as an automobile or as a truck. A sport utility vehicle used in a commercial enterprise with a weight in excess of 10,000 pounds must be registered as a truck according to its actual weight;

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2. Clarifies that a pickup truck, which by definition has a gross vehicle weight of 6,000 pounds or less, hauling a trailer registered for 2,000 pounds or less may be operated at the combined weight;
3. Makes minor adjustments to the truck registration brackets to create a bracket at 10,000 pounds. Many federal safety requirements become effective at 10,001 pounds;
4. Makes minor adjustments to the farm truck registration brackets to create a bracket at 10,000 pounds. Many federal safety requirements become effective at 10,001 pounds;
5. Clarifies that special veteran vehicle registration plates may be issued to a company under certain conditions;
6. Removes the fee for the Pearl Harbor Survivor vehicle registration plate;
7. Resolves a conflict regarding the mailing of lien certificates;
8. Makes a technical change to ensure compliance with the federal Commercial Motor Vehicle Safety Act of 1986 and regulations adopted thereto;
9. Clarifies that a 3rd or subsequent offense committed by an adult while holding a provisional license requires a 90-day driver license suspension;
10. Clarifies that a 3rd or subsequent offense committed by a juvenile while holding a provisional license requires a 90-day driver license suspension;
11. Establishes definitions of commercial-vehicle-class and non-commercial-vehicle-class school buses. This revision reflects changes in the federal commercial driver's license requirements for school buses rated as commercial motor vehicles;
12. Provides that a person issued a summons for operating in excess of registered weight does not commit a subsequent violation involving the same vehicle and the same load until the next business day;
13. Repeals the requirement that a state trooper collect the difference in registration fee when a truck is found to be exceeding its registered weight and repeals the requirement that a foreign vehicle obtain a trip permit before proceeding. Currently, troopers calculate and collect the difference between the fee paid and the fee for the higher weight;
14. Makes altering the expiration date of a disability placard a traffic infraction;
15. Changes the name of the Motorcycle Rider Course to the Basic Rider Course;
16. Extends the term of a motorcycle learner's permit from 1 to 2 years to allow more time to for drivers to complete the driving test;
17. Changes the maximum weight limits for certain plates to conform to changes to the weight registration brackets made by the bill;
18. Requires the Secretary of State to brand the certificate of title of vehicles subject to the disclosure requirements of the Maine Lemon Law;

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19. Makes a variety of changes to the specialty plate and recognition plate laws: it makes it clear that a proposed plate must be reviewed by the joint standing committee of the Legislature having jurisdiction over transportation matters and approved by the Legislature; requires supporters to sign and date a statement declaring that they intend to purchase and display the plate; requires that signatures be no more than 2 years old when submitted; increases the plate fee from \$20 to \$25 and clarifies that each supporter must contribute \$25; makes the total \$50,000 prepayment nonrefundable; increases the weight restriction to 10,000 lbs; retires new specialty plates after 10 years or if the number of plates falls below 4,000 plates for more than one year; and provides that all requirements of the law must be met for each version or class of plate; and
20. Provides that a sponsor who, as of June 1, 2007, has registered with the Secretary of State as a sponsor of a specialty plate or recognition plate under the Maine Revised Statutes, Title 29-A, section 468, subsection 1 or section 468-A, subsection 2 may meet the requirements of Title 29-A, section 468 or section 468-A, as applicable, that were in effect on June 1, 2007. A sponsor who registered with the Secretary of State prior to June 1, 2005 has until January 1, 2008 to meet those requirements that were in effect on June 1, 2007. A sponsor who registered with the Secretary of State on or after June 1, 2005 has until 2 years from the date of registration to meet those requirements that were in effect on June 1, 2007. If the sponsor fails to meet those requirements within the applicable time frame, the sponsor becomes subject to the new requirements established under this amendment.

LD 524 An Act To Establish the Fee for Commercial Inspections for Farm Trucks

PUBLIC 190

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
PIEH NUTTING J	OTP-AM	H-183

This bill exempts farm trucks from commercial vehicle inspections, but retains the regular inspection requirements.

Committee Amendment "A" (H-183)

This amendment replaces the bill and changes the title to reflect the content of the amendment. This amendment establishes the fee for commercial inspections of farm trucks. Under current law, the fee for a commercial inspection is based on the inspector's normal hourly rate. The amendment sets the fee at \$45.

Enacted Law Summary

Public Law 2007, Chapter 190 establishes the fee for commercial inspections of farm trucks. Under current law, the fee for a commercial inspection is based on the inspector's normal hourly rate. The amendment sets the fee at \$45.

LD 532 Resolve, To Create a Plan for the Downeast Airport Authority

ONTP

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

This resolve directs the Commissioner of Transportation to create a plan to establish the Downeast Airport Authority for a regional commercial public airport in Washington County. The commissioner shall present the plan to the Joint Standing Committee on Transportation, which may submit legislation to the Second Regular Session of the

Joint Standing Committee on Transportation

123rd Legislature.

LD 533 An Act To Establish "Clean Air - No Idling" Zones

ONTP

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

This bill establishes "clean air - no idling zones" to protect public health and the environment by reducing tailpipe emissions and to conserve fuel by restricting the unnecessary operation of motor vehicle engines.

LD 534 Resolve, Directing the Maine Turnpike Authority To Study the Relocation of the York Toll Booth

RESOLVE 45

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

This resolve directs the Maine Turnpike Authority to study the need for and expense of replacing the York toll booth. The Maine Turnpike Authority is required to report to the Joint Standing Committee on Transportation no later than December 15, 2007.

Enacted Law Summary

Resolves 2007, Chapter 45 directs the Maine Turnpike Authority to study the need for and expense of replacing the York toll booth. The Maine Turnpike Authority is required to report to the Joint Standing Committee on Transportation no later than December 15, 2007.

LD 535 An Act To Create a Retired Firefighter Registration Plate

ONTP

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

This bill authorizes the issuance of a special registration plate for retired firefighters that will fund special programs that offer fire prevention and fire safety training.

LD 545 Resolve, To Name the Bridge on Route 201 in Jackman over the Moose River the Veterans Memorial Bridge

RESOLVE 15

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

This resolve names the bridge on Route 201 in Jackman crossing the Moose River the Veterans Memorial Bridge.

Enacted Law Summary

Resolves 2007, Chapter 15 names the bridge on Route 201 in Jackman crossing the Moose River the Veterans Memorial Bridge.

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LD 546 Resolve, Directing the Department of Transportation To Amend Its Rules Regarding Noise Abatement Costs ONTP

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

Under the existing statewide noise policy adopted by the Department of Transportation, there is an abatement cost limit of \$20,000 per affected property. This resolve requires that the cost limit be adjusted by a factor that represents the annual inflation adjustment for each year since the statewide noise policy was adopted and directs that the amount thereafter be adjusted annually for inflation.

LD 561 Resolve, To Direct the Department of Transportation To Establish a Rest Area on U.S. Route 9 between Calais and Brewer ONTP

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

This resolve directs the Department of Transportation to establish and maintain a rest area with bathroom facilities on U.S. Route 9 approximately halfway between the cities of Brewer and Calais.

LD 576 Resolve, To Examine Issues Related to Distracted Driving RESOLVE 86

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
BABBIDGE	OTP-AM MAJ ONTP MIN	H-349

This resolve requires law enforcement agencies to inform the Department of Public Safety of motor vehicle incidents, accidents, violations and warnings from October 1, 2007 to September 30, 2008 in which cellular telephones were involved. This resolve requires the Department of Public Safety to study the role that cellular telephones may have played in contributing to motor vehicle accidents, using the information received from law enforcement agencies as well as from insurance companies, and to report its findings and recommended legislation to the joint standing committee of the Legislature having jurisdiction over criminal justice and public safety matters by January 15, 2009, with the committee having authority to submit legislation based upon the findings of the study.

Committee Amendment "A" (H-349)

This amendment, which is the majority report of the Joint Standing Committee on Transportation replaces the resolve and changes the title to reflect the content of the amendment. The resolve directed the Department of Public Safety to study the effect of cellular telephone use on motor vehicle accidents. The amendment directs the department to analyze available data, including data generated from its planned upgrades of crash reports that will include fields for specific distractions and any other relevant data that may be available to the department, to determine the role various types of distractions play in motor vehicle accidents. It also directs the department to develop recommendations for strengthening laws relating to distracted driving. The department is directed to submit an interim report that includes recommended legislation to strengthen laws related to distracted driving to the joint standing committee of the Legislature having jurisdiction over transportation matters by January 15, 2009. The department is directed to provide a final report on the data it has collected and its analysis of that data together with any further recommended legislation related to distracted driving to the joint standing committee of the Legislature having jurisdiction over transportation matters by January 15, 2010. The joint standing committee of the Legislature having jurisdiction over transportation matters is authorized to submit legislation related to the department's report to

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the First and Second Regular Sessions of the 124th Legislature.

Enacted Law Summary

Resolve 2007, chapter 86, directs the Department of Public Safety to analyze available data to determine the role various types of distractions play in motor vehicle accidents. It also directs the department to develop recommendations for strengthening laws relating to distracted driving. The department is directed to submit an interim report that includes recommended legislation to strengthen laws related to distracted driving to the joint standing committee of the Legislature having jurisdiction over transportation matters by January 15, 2009. The department is directed to provide a final report on the data it has collected and its analysis of that data together with any further recommended legislation related to distracted driving to the joint standing committee of the Legislature having jurisdiction over transportation matters by January 15, 2010. The Transportation Committee is authorized to submit legislation related to the department's report to the First and Second Regular Sessions of the 124th Legislature.

**LD 592 An Act To Waive Tolls on the Maine Turnpike for People Who Are
Traveling for Treatment of Catastrophic Illnesses**

**ACCEPTED ONTP
REPORT**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
SAVAGE C	ONTP MAJ OTP MIN	

This bill allows a person to travel on the Maine Turnpike free of charge if that person is a Maine resident and is traveling on the turnpike for treatment of a catastrophic illness. It is modeled after Public Law 2005, chapter 472, which was enacted last session and allowed free ferry service for people traveling on ferries for treatment of catastrophic illnesses.

LD 599 An Act To Create an Airport Authority

CARRIED OVER

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

This bill, a concept draft pursuant to Joint Rule 208, proposes creation of an airport authority to regulate aviation.

This bill was carried over to any special or regular session of the 123rd Legislature by joint order, H.P. 1369.

**LD 625 Resolve, To Establish a Commission To Study the Feasibility of the
State's Acquiring the Golden Road**

ONTP

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

This resolve establishes the Commission To Study the Feasibility of the State's Acquiring the Golden Road.

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**LD 626 An Act To Require Warning Lights at All Railroad Crossings BY
REQUEST** **ONTP**

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

This bill requires warning lights to be placed by the railroads at every railroad crossing where the railroad crosses a public way.

LD 642 An Act to Clarify Certain Laws Concerning Posted Speed Limit **ONTP**

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

This bill, a concept draft pursuant to Joint Rule 208, proposes to require that speed limits be clearly posted within 100 feet of a change in speed limit. The bill also proposes to create a definition for "imprudent speed."

LD 643 An Act To Clarify Certain Equipment Provisions for Motor Vehicles **PUBLIC 121**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
CHASE	OTP-AM	H-128

The bill amends the law relating to use of aftermarket equipment on motor vehicles by removing the specific list of aftermarket equipment prohibited by law; removing the prohibition on the sale of or equipping a motor vehicle with aftermarket equipment; limiting the prohibition to use on a public way; and removing reference to violations of State Police rules regarding aftermarket equipment.

Committee Amendment "A" (H-128)

This amendment replaces the bill. The amendment, like the bill, removes the specific list of aftermarket equipment prohibited by law. However, the amendment, unlike the bill, provides that a person may not use a vehicle on a public way or sell or equip a vehicle for use on a public way with aftermarket equipment contrary to the Maine Revised Statutes, Title 29-A or contrary to the rules of the Chief of the State Police.

Enacted Law Summary

Public Law 2007, chapter 121, removes the specific list of aftermarket equipment prohibited by law. It also provides that a person may not use a vehicle on a public way or sell or equip a vehicle for use on a public way with aftermarket equipment contrary to the Maine Revised Statutes, Title 29-A or contrary to the rules of the Chief of the State Police.

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LD 644 An Act To Amend the Motor Vehicle Laws

ONTP

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

This bill makes several changes to the equipment requirements of the motor vehicle laws.

It modifies the law relating to mufflers by removing the current excessive-or-unusual-noise standard and the prohibition on operating a motor vehicle with a modified exhaust system that amplifies or increases the noise emitted. Under the bill, a muffler would continue to be required to meet a 95 decibel standard.

It modifies the law relating to wheel rim size to provide that if the wheel rim size has been altered a “properly sized tire must be used”; it also exempts street rods, custom vehicles and trucks from this requirement

It limits the prohibition on disconnecting a suspension system to when the purpose is to defeat the safe operation of the suspension system.

It changes provisions of law relating to aftermarket equipment and reflective and tinted glass.

LD 666 An Act To Amend Maine's Abandoned Vehicle Laws

PUBLIC 150

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
FISHER	OTP-AM	H-165

This bill amends laws governing abandoned motor vehicles: it specifies that the law applies to vehicles towed at the direction of a law enforcement officer (in addition to the other circumstances listed in the current law); provides that the last owner of record of a vehicle is deemed to be the owner of an abandoned vehicle and is liable for all towing and other costs and fines related to the abandonment of the vehicle; shortens the time period for an owner/leinholder to reclaim a vehicle; allows a person holding or storing an abandoned vehicle to hold the vehicle until all fees are paid; repeales provisions of law that establish limits on storage fees that may be charged by person sorting an abandoned vehicle; requires towing and storage fees to be reasonable; directs the Secretary of State to suspend the driving and vehicle registration privileges of the owner of an abandoned vehicle if a person towing, holding or storing the abandoned vehicle certifies to the Secretary of State that the towing or storage fees have not been paid in full; allows a person towing or storing a vehicle that was used in the commission of a crime to receive a fee of up to \$250; provides that not only the owner of the premises where an abandoned vehicle is located, but also the owner’s agent may initiate and sign a notification to the Secretary of State indicating that the owner or owner’s agent is in possession of an abandoned vehicle.

Committee Amendment "A" (H-165)

This amendment makes the following changes to the bill.

1. It amends a portion of the bill that deems the last owner of record of a motor vehicle found abandoned to be the owner of the motor vehicle at the time it was abandoned and to be the person who abandoned it. The

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amendment provides that there is a rebuttable presumption that the last owner of record of a motor vehicle found abandoned is the owner of the motor vehicle at the time it was abandoned and the person who abandoned it.

2. It amends the portion of the bill that would reduce the minimum period after the Secretary of State receives notice of an abandoned vehicle that the Secretary of State must wait before issuing a letter of ownership or certificate of title to the person holding the abandoned vehicle. In current law the minimum period is 30 days. The bill proposed to reduce this to 15 days. The amendment makes the minimum period 21 days.

3. It replaces a section of the bill that would have removed current limits on the fees a person holding an abandoned vehicle may charge for storing the vehicle. The amendment preserves that provision of law, but amends it to provide that total storage charges may not exceed \$900 for a 30-day period. It also amends the provision to provide that if the person holding the vehicle fails to notify the Secretary of State within 7 days of coming into possession of the vehicle, the person may only charge 7 days of storage fees. Under current law, the period is 30 days.

4. It adds a provision to the bill that establishes a minimum fine of \$250 for abandoning a vehicle on a public way.

5. It amends a provision of the bill that allows a person storing an abandoned vehicle to hold the vehicle until all fees are paid. The amendment provides that the person may hold the vehicle until all reasonable towing and storage fees are paid.

6. It removes the portions of the bill that provide for the suspension of an owner's driver's license and registration privileges for failure to pay towing and storage fees and the collection of an impoundment fee for storing vehicles used in the commission of a crime.

Enacted Law Summary

Public Law 2007, chapter 150 does the following.

1. It establishes a rebuttable presumption that the last owner of record of a motor vehicle found abandoned is the owner of the motor vehicle at the time it was abandoned and is the person who abandoned it.

2. It amends the current law requiring the Secretary of State to wait at least 30 days after receiving notice of an abandoned vehicle before issuing a letter of ownership or certificate of title to the person holding the abandoned vehicle: It reduces this minimum period to 21 days.

3. It increases the current limits on the fees a person holding an abandoned vehicle may charge for storing the vehicle: the current limit to \$600 for a 30-day period; this law increases the limit to \$900 for a 30-day period. It also provides that if the person holding the vehicle fails to notify the Secretary of State within 7 days of coming into possession of the vehicle, the person may only charge 7 days of storage fees (under current law, the period is 30 days).

4. It establishes a minimum fine of \$250 for the traffic infraction of abandoning a vehicle on a public way (under current law this is a traffic infraction, but there is no minimum fine).

5. It provides that the person storing an abandoned vehicle may hold the vehicle until all reasonable towing and storage fees are paid.

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LD 667 An Act To Modify the Motor Vehicle Insurance Cancellation Notification Law ONTP

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

This bill reverses the changes to the statutes involving insurance cancellation notification made by Public Law 2005, chapter 428. The substance of this bill was incorporated into LD 781 (see Part M of finally enacted version of that bill).

LD 669 Resolve, To Direct the Department of Transportation To Make Improvements to U.S. Route 2-A ONTP

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

This resolve directs the Department of Transportation to authorize the release of the funds needed to improve U.S. Route 2-A in Houlton as was agreed upon in a memorandum of agreement between the town and the department.

LD 694 An Act Regarding Fines for Overweight Trucks ONTP

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

This bill provides that if a vehicle exceeds the limits for both gross vehicle weight and axle weight then the lower of the 2 fines applies.

LD 706 An Act To Support New Drivers ONTP

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

This bill requires that a motor vehicle driven by a person who has a learner's permit must have a placard on it indicating that the driver is a student driver. The bill also requires the Department of the Secretary of State, Bureau of Motor Vehicles to establish rules governing the use of the placard.

LD 740 An Act To Promote the Safety of Deaf or Hard-of-hearing Drivers PUBLIC 123

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
GROSE NUTTING J	OTP-AM	H-98

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This bill requires the Secretary of State, for a person who has documentation from a physician that the person is deaf or hard-of-hearing, to place a coded notation of that fact on that person's license.

Committee Amendment "A" (H-98)

This amendment replaces the bill. The amendment requires the Secretary of State, at the request of a person who is deaf or hard-of-hearing, to issue a sticker to that person to place in a location designated by the Secretary of State on the back of the person's driver's license to indicate that the person is deaf or hard-of-hearing.

Enacted Law Summary

Public Law 2007, Chapter 123 requires the Secretary of State, at the request of a person who is deaf or hard-of-hearing, to issue a sticker to that person to place in a location designated by the Secretary of State on the back of the person's driver's license to indicate that the person is deaf or hard-of-hearing.

**LD 741 An Act Regarding When an Overweight Truck May Be Required To ACCEPTED ONTP
Unload Report**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
JACKSON BRYANT B	ONTP MAJ OTP-AM MIN	

The bill allows a state police officer to permit an overweight combination vehicle consisting of a 3-axle truck tractor with a tri-axle semitrailer to proceed without unloading if the vehicle does not exceed by more than 10% the gross vehicle weight allowed in law.

Committee Amendment "A" (H-126)

This amendment, which was the minority report of the Transportation Committee, incorporates a fiscal note.

**LD 766 An Act To Permit Operation of a Modified Show Vehicle on a Public ONTP
Way**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
SNOWE-MELLO	ONTP	

The bill directs the Chief of the State Police to adopt major substantive rules to allow the operation of a modified show vehicle on a public way for the purposes of participating in a modified show vehicle event, off-road competition or racing event. The bill also provides for a limited inspection of a modified show vehicle.

**LD 775 An Act To Create a Special License Plate To Support Breast Cancer CARRIED OVER
Support Services**

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

This bill creates a special Breast Cancer Support Services license plate to support breast cancer support services in the State. The beneficiaries of the program are the Maine Breast Cancer Coalition's Support Service Fund, the Maine Cancer Foundation and the Maine Breast and Cervical Health Program within the Department of Health and

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Human Services.

This bill was carried over to any special or regular session of the 123rd Legislature by joint order, H.P. 1369.

**LD 781 An Act Making Unified Highway Fund and Other Funds Allocations 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, 2008 and June 30,
2009**

**PUBLIC 329
EMERGENCY**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
MARLEY	OTP-AM	H-545

This bill does the following.

Part A makes appropriations and allocations of funds for the 2008-2009 biennium.

Part B makes appropriations and allocations of funds for approved reclassifications and range changes.

Part C authorizes the Department of Administrative and Financial Services on behalf of the Department of Transportation's Transportation Facilities Fund, to enter into financing arrangements in fiscal years 2007-08 and 2008-09 to establish lease-purchase contracts for the procurement of transportation facilities.

Part D requires the State Budget Officer to calculate the amount of savings in Part A that apply against each Highway Fund account for all departments and agencies from savings in the cost of health insurance and to transfer the amounts by financial order upon the approval of the Governor. These transfers are considered adjustments to allocations in fiscal years 2007-08 and 2008-09.

Part E authorizes the State Budget Officer to transfer available balances of Highway Fund allocations for Personal Services in fiscal year 2007-08 and fiscal year 2008-09 between programs and departments within the Highway Fund by financial order upon approval of the Governor to be used for costs associated with collective bargaining agreements for state employees.

Part F establishes the maximum principal cost, interest rate and duration term for a financing agreement to acquire motor vehicles for the Maine State Police. It specifies that annual principal and interest costs must be paid from the appropriate line category appropriations and allocations in the Department of Public Safety General Fund and Highway Fund accounts.

Committee Amendment "A" (H-545)

This committee amendment does the following.

Part A makes appropriations and allocations of funds for the 2008-2009 biennium.

Part B makes appropriations and allocations of funds for approved reclassifications and range changes.

Part C requires that the State Budget Officer calculate the amount of savings that apply against each Highway Fund account for all departments and agencies from savings in the cost of health insurance and transfer the amounts by financial order upon the approval of the Governor. These transfers are considered adjustments to appropriations in fiscal years 2007-08 and 2008-09. The State Budget Officer shall provide the Joint Standing

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Committee on Transportation a report of the transferred amounts no later than November 1, 2007. This Part also includes the necessary Highway Fund deallocations to realize the health insurance savings.

Part D establishes the maximum principal cost, interest rate and duration term for a financing agreement to acquire motor vehicles for the Maine State Police. It specifies that annual principal and interest costs must be paid from the appropriate line category appropriations and allocations in the Department of Public Safety General Fund and Highway Fund accounts.

Part E reduces funding to reflect a different methodology for funding the administrative costs of the Maine State Retirement System.

Part F authorizes the State Budget Officer to transfer by financial order between programs and departments available balances of Highway Fund allocations for Personal Services in fiscal years 2007-08 and 2008-09 to be used for costs associated with collective bargaining.

Part G authorizes the State Controller to transfer unexpended Personal Services balance from lapsing Highway Fund programs to the Compensation Salary Plan Highway Fund account to be used for costs associated with collective bargaining agreements for Highway Fund state employees and allows the State Controller to transfer any balance in the Compensation Salary Plan Highway Fund account to the unallocated balance of the Highway Fund at the end of fiscal year 2008-09.

Part H authorizes the State Controller, at the close of the fiscal years 2007-08 and 2008-09, to transfer amounts exceeding \$500,000 from the unallocated balance in the Highway Fund to the Department of Transportation Highway and Bridge Improvement and Maintenance and Operation programs for capital needs.

Part I authorizes the Commissioner of Transportation to transfer, through the use of financial orders, identified Highway Fund Personal Services savings to the Department of Transportation Highway and Bridge Improvement and Maintenance and Operation programs for capital needs.

Part J authorizes the State Controller to transfer \$980,136 by June 30, 2007 from the Accident, Sickness and Health Insurance Internal Service Fund in the Department of Administrative and Financial Services to the unallocated surplus of the Highway Fund.

Part K authorizes the Department of Administrative and Financial Services, Office of Information Technology to enter into lease-purchase arrangements for the acquisition of information technology systems, software, hardware and enhancements.

Part L authorizes the State Controller to transfer \$524,131 and any remaining balance by September 30, 2007 from the Single State Registration System account within the Department of the Secretary of State to the unallocated surplus of the Highway Fund.

Part M repeals the requirement that a company insuring a motor vehicle registered in this State notify the Secretary of State when that insurance is cancelled, terminated or lapses.

Part N authorizes the Department of Administrative and Financial Services to enter into financing arrangements on or after January 1, 2007 for the acquisition of hardware and software for the computer system in the Department of the Secretary of State, Bureau of Motor Vehicles.

Part O establishes that the proceeds from the salvage of rail track taken from the Calais Branch rail corridor must be deposited into the State Transit, Aviation and Rail Transportation Fund within the Department of

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Transportation and allocates funds from that fund for the development of a multi-use trail within the Calais Branch rail corridor.

Part O also requires funds repaid to the Department of Transportation as a result of state investments or loans for the redevelopment of the Calais Branch rail corridor to be used to preserve the rail corridor and allows the department to terminate the recreational uses of the rail corridor at any time.

Part P provides enabling legislation for GARVEE bonds. Such bonds would be used only to fund projects to reconstruct, rehabilitate or replace existing bridges and arterial highways that have a useful life of at least 20 years. The maximum federal debt to revenue ratio is set at 15%, less sufficient debt service capacity under the 15% level for \$25,000,000 of GARVEE bonding for emergencies. It directs that GARVEE bonding levels must be presented for legislative approval as part of the Highway Fund budget. This Part also authorizes GARVEE bonds of up to \$50,000,000.

Part Q requires the Department of Administrative and Financial Services, the Department of Public Safety and the Department of Transportation to undertake a comprehensive analysis of light fleet vehicle purchase and operation with the goals of consolidating functions and eliminating duplication and inefficiencies in programs and to report to the Joint Standing Committee on Transportation by March 15, 2008.

Part R equalizes the 6-year cycle for driver's licenses by allowing the Secretary of State to issue certain driver's licenses that have expiration dates that are either longer or shorter than the usual license duration.

Enacted Law Summary

Public Law 2007, chapter 329 does the following.

Part A makes appropriations and allocations of funds for the 2008-2009 biennium.

Part B makes appropriations and allocations of funds for approved reclassifications and range changes.

Part C requires that the State Budget Officer calculate the amount of savings that apply against each Highway Fund account for all departments and agencies from savings in the cost of health insurance and transfer the amounts by financial order upon the approval of the Governor. These transfers are considered adjustments to appropriations in fiscal years 2007-08 and 2008-09. The State Budget Officer shall provide the Joint Standing Committee on Transportation a report of the transferred amounts no later than November 1, 2007. This Part also includes the necessary Highway Fund deallocations to realize the health insurance savings.

Part D establishes the maximum principal cost, interest rate and duration term for a financing agreement to acquire motor vehicles for the Maine State Police. It specifies that annual principal and interest costs must be paid from the appropriate line category appropriations and allocations in the Department of Public Safety General Fund and Highway Fund accounts.

Part E reduces funding to reflect a different methodology for funding the administrative costs of the Maine State Retirement System.

Part F authorizes the State Budget Officer to transfer by financial order between programs and departments available balances of Highway Fund allocations for Personal Services in fiscal years 2007-08 and 2008-09 to be used for costs associated with collective bargaining.

Part G authorizes the State Controller to transfer unexpended Personal Services balance from lapsing Highway Fund programs to the Compensation Salary Plan Highway Fund account to be used for costs associated with

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collective bargaining agreements for Highway Fund state employees and allows the State Controller to transfer any balance in the Compensation Salary Plan Highway Fund account to the unallocated balance of the Highway Fund at the end of fiscal year 2008-09.

Part H authorizes the State Controller, at the close of the fiscal years 2007-08 and 2008-09, to transfer amounts exceeding \$500,000 from the unallocated balance in the Highway Fund to the Department of Transportation Highway and Bridge Improvement and Maintenance and Operation programs for capital needs.

Part I authorizes the Commissioner of Transportation to transfer, through the use of financial orders, identified Highway Fund Personal Services savings to the Department of Transportation Highway and Bridge Improvement and Maintenance and Operation programs for capital needs.

Part J authorizes the State Controller to transfer \$980,136 by June 30, 2007 from the Accident, Sickness and Health Insurance Internal Service Fund in the Department of Administrative and Financial Services to the unallocated surplus of the Highway Fund.

Part K authorizes the Department of Administrative and Financial Services, Office of Information Technology to enter into lease-purchase arrangements for the acquisition of information technology systems, software, hardware and enhancements.

Part L authorizes the State Controller to transfer \$524,131 and any remaining balance by September 30, 2007 from the Single State Registration System account within the Department of the Secretary of State to the unallocated surplus of the Highway Fund.

Part M repeals the requirement that a company insuring a motor vehicle registered in this State notify the Secretary of State when that insurance is cancelled, terminated or lapses.

Part N authorizes the Department of Administrative and Financial Services to enter into financing arrangements on or after January 1, 2007 for the acquisition of hardware and software for the computer system in the Department of the Secretary of State, Bureau of Motor Vehicles.

Part O establishes that the proceeds from the salvage of rail track taken from the Calais Branch rail corridor must be deposited into the State Transit, Aviation and Rail Transportation Fund within the Department of Transportation and allocates funds from that fund for the development of a multi-use trail within the Calais Branch rail corridor.

Part O also requires funds repaid to the Department of Transportation as a result of state investments or loans for the redevelopment of the Calais Branch rail corridor to be used to preserve the rail corridor and allows the department to terminate the recreational uses of the rail corridor at any time.

Part P provides enabling legislation for GARVEE bonds. Such bonds would be used only to fund projects to reconstruct, rehabilitate or replace existing bridges and arterial highways that have a useful life of at least 20 years. The maximum federal debt to revenue ratio is set at 15%, less sufficient debt service capacity under the 15% level for \$25,000,000 of GARVEE bonding for emergencies. It directs that GARVEE bonding levels must be presented for legislative approval as part of the Highway Fund budget. This Part also authorizes GARVEE bonds of up to \$50,000,000.

Part Q requires the Department of Administrative and Financial Services, the Department of Public Safety and the Department of Transportation to undertake a comprehensive analysis of light fleet vehicle purchase and operation with the goals of consolidating functions and eliminating duplication and inefficiencies in programs

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and to report to the Joint Standing Committee on Transportation by March 15, 2008.

Part R equalizes the 6-year cycle for driver's licenses by allowing the Secretary of State to issue certain driver's licenses that have expiration dates that are either longer or shorter than the usual license duration.

Public Law 2007, chapter 329 was enacted as an emergency measure effective June 19, 2007.

**LD 812 Resolve, To Direct the Secretary of State To Examine Driver's License
Laws**

RESOLVE 24

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

This bill restricts the issuance of driver's licenses and nondriver identification cards to residents of the State, except that nonresident students and persons on active military duty and the spouses and children of persons on active military duty may be issued nondriver identification cards.

Committee Amendment "A" (H-99)

This amendment replaces the bill with a resolve that directs the Secretary of State to establish a working group to examine the laws governing eligibility and documentation requirements for applicants for driver's licenses and nondriver identification cards. The working group is required to develop recommendations for limiting eligibility for driver's licenses and nondriver identification cards to Maine residents and to persons with legal presence status in the United States. The working group shall, at a minimum, examine issues related to standards of residency and proof of residency, standards for determining legal presence status, documentation requirements, methods of verification, the need for exceptions or provisions for special circumstances and the costs of implementing and enforcing such standards and limitations. The Secretary of State is required to report the findings and recommendations of the working group to the Joint Standing Committee on Transportation no later than January 15, 2008. The Joint Standing Committee on Transportation is authorized to submit a bill related to the subject matter of the working group's report to the Second Regular Session of the 123rd Legislature.

Enacted Law Summary

Resolve 2007, chapter 812 directs the Secretary of State to establish a working group to examine the laws governing eligibility and documentation requirements for applicants for driver's licenses and nondriver identification cards. The working group is required to develop recommendations for limiting eligibility for driver's licenses and nondriver identification cards to Maine residents and to persons with legal presence status in the United States. The working group, at a minimum, must examine issues related to standards of residency and proof of residency, standards for determining legal presence status, documentation requirements, methods of verification, the need for exceptions or provisions for special circumstances and the costs of implementing and enforcing such standards and limitations. The Secretary of State is required to report the findings and recommendations of the working group to the Joint Standing Committee on Transportation no later than January 15, 2008. The Joint Standing Committee on Transportation is authorized to submit a bill related to the subject matter of the working group's report to the Second Regular Session of the 123rd Legislature.

**LD 830 An Act To Permit the Use of Pictorial Graphics and Photographs on
Changeable Signs**

PUBLIC 124

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
BROWNE	OTP-AM MAJ OTP-AM MIN	H-177 BROWNE H-62

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This bill allows the use of graphic, pictorial or photographic images on changeable signs.

Committee Amendment "A" (H-61)

The amendment, which is the majority report of the Joint Standing Committee on Transportation, clarifies that a changeable sign may consist only of alphabetic or numeric text on a plain background and may not include any graphic, pictorial or photographic images unless the municipality in which the sign is located adopts an ordinance to the contrary. Administration of the ordinance is the responsibility of the municipality.

Committee Amendment "B" (H-62)

The amendment, which is the minority report of the Joint Standing Committee on Transportation, clarifies that a changeable sign may consist only of alphabetic or numeric text on a plain background and may not include any graphic, pictorial or photographic images unless the municipality in which the sign is located adopts an ordinance to the contrary. Administration of the ordinance is the responsibility of the municipality.

The amendment also strikes from the bill a provision that repeals the limit on displays to no more than 50% of the surface area of a changeable sign (thus preserving that limit).

House Amendment "A" (H-177)

This amendment clarifies Committee Amendment "B" so that graphic, pictorial or photographic images are generally allowed on either a plain or colored background on a changeable sign unless a municipal ordinance does not allow those elements.

Enacted Law Summary

Public Law 2007, chapter 124 allows the use of graphic, pictorial or photographic images on changeable signs. Graphic, pictorial or photographic images are generally allowed on either a plain or colored background on a changeable sign unless a municipal ordinance does not allow those elements. If a municipal ordinance is adopted, the municipality must notify the Department of Transportation and administration of the ordinance is the responsibility of the municipality. Ordinances in effect on the effective date of this law are not superseded by this law.

LD 860 An Act To Amend Certain Laws Affecting Transportation

**PUBLIC 306
EMERGENCY**

Sponsor(s)

DAMON

Committee Report

OTP-AM

Amendments Adopted

S-177

This bill makes the following changes to the laws governing transportation.

1. It expands the powers of the Department of Transportation to conduct traffic survey interviews and other statistical studies on the state highway system as considered necessary for the use in planning and development of the statewide highway system.
2. It requires an abutter to install a culvert, at the direction of the Department of Transportation, when constructing an entrance to a state-owned highway. Current law requires the abutter to provide the culvert, at the owner's expense; the department then installs it.
3. It revises language relating to design-build projects to provide that the Department of Transportation may issue public notice requesting qualifications from interested firms through its website or through newspaper advertisements. Current law requires the notice to be through newspaper notice.
4. It provides more specific cross-references to federal laws governing the surface transportation program as they relate to reimbursement for the cost of relocating or burying overhead utilities in historic districts.
5. It revises the definition and overall length limit of saddle-mount vehicle transporters traveling on the Interstate

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Highway System and certain primary roads in accordance with changes in federal law.

6. It repeals certain laws that provide authority for limiting the weight, number or speed of vehicles permitted on a bridge and fixes cross-references
7. It modifies the law governing fuel tax indexing to require the Department of Transportation to submit emergency legislation every 2 years to 1st Regular Session to suspend the adjustment resulting from indexing for the succeeding biennium.
8. It repeals the laws that established the Maine-New Hampshire Interstate Bridge Authority.

Committee Amendment "A" (S-177)

This amendment makes the following changes to the bill:

1. It replaces the provision in the bill creating a definition of "drive-away saddlemount with fullmount vehicle transporter combination" with a definition of "drive-away saddlemount vehicle transporter combination." It also amends the provision of the bill that alters certain requirements for these vehicles to reflect this new defined term. It also adds a provision to allow these vehicles to be issued transporter plates;
2. It removes the provisions of the bill that would have repealed certain laws that provide authority for limiting weight, number or speed of vehicles permitted on a bridge;
3. It adds a provision that provides that the Department of Transportation and the Maine Turnpike Authority are not subject to any fee or tax imposed pursuant to a municipal storm water ordinance that was in effect on January 1, 2007. This provision does not apply to ordinances passed after January 1, 2007;
4. It provides that the section of the bill that repeals the law creating the Maine-New Hampshire Interstate Bridge Authority takes effect only if the New Hampshire General Court repeals the concurrent New Hampshire law relating to the Maine-New Hampshire Interstate Bridge Authority; and
5. It adds an emergency preamble and emergency clause to the bill.

Enacted Law Summary

Public Law 2007, chapter 306, does the following.

- It expands the powers of the Department of Transportation to conduct traffic survey interviews and other statistical studies on the state highway system as considered necessary for the use in planning and development of the statewide highway system.
- It requires an abutter to install a culvert, at the direction of the Department of Transportation, when constructing an entrance to a state-owned highway. Current law requires the abutter to provide the culvert, at the owner's expense; the department then installs it.
- It revises language relating to design-build projects to provide that the Department of Transportation may issue public notice requesting qualifications from interested firms through its website or through newspaper advertisements. Current law requires the notice to be through newspaper notice.
- It provides more specific cross-references to federal laws governing the surface transportation program as they relate to reimbursement for the cost of relocating or burying overhead utilities in historic districts.
- It revises the definition and overall length limit of saddlemount vehicle transporters traveling on the Interstate Highway System and certain primary roads in accordance with changes in federal law. It also adds a provision to allow these vehicles to be issued transporter plates.
- It modifies the law governing fuel tax indexing to require the Department of Transportation to submit emergency legislation every 2 years to 1st Regular Session to suspend the adjustment resulting from indexing for the succeeding biennium.
- It repeals the laws that established the Maine-New Hampshire Interstate Bridge Authority only if the New Hampshire General Court repeals the concurrent New Hampshire law relating to the Maine-New Hampshire

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Interstate Bridge Authority.

- It provides that the Department of Transportation and the Maine Turnpike Authority are not subject to any fee or tax imposed pursuant to a municipal storm water ordinance that was in effect on January 1, 2007. This provision does not apply to ordinances passed after January 1, 2007.

Public Law 2007, chapter 306 was enacted as an emergency measure effective June 18, 2007.

LD 873 An Act To Require Economic Analysis and Public Comment for Road Construction Projects ONTP

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

This bill requires the Department of Transportation to complete an economic analysis of a proposed corridor for a state or state aid highway and to submit this economic analysis for public comment prior to any final determination of the location of the corridor.

LD 894 An Act To Establish a 6-month Registration Period for Farm Truck License Plates ONTP

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

This bill establishes an optional 6-month registration period for farm trucks.

LD 897 An Act Relating to Trains and Train Service in the State ONTP

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

This bill, a concept draft pursuant to Joint Rule 208, proposes emergency legislation to implement the recommendations of a statewide working group that was established at the request of the Joint Standing Committee on Transportation during the Second Regular Session of the 122nd Legislature to explore the issue of noise and air pollution attributed to train engines idling for long periods of time in various communities. Specifically, the bill proposes to encourage rail operators to install and use idling reduction technologies whenever possible and to assist rail operators in investigating all funding sources available to reduce the cost of their installation. Under the bill, the Department of Transportation and the Department of Environmental Protection will work together to identify and apply through the Northeast Diesel Collaborative and other sources for funding to assist in the installation of idling reduction technologies through matching grants or loans to the railroads.

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LD 901 **An Act To Require Legislative Review before a Road's Designation or Classification May Be Changed** **ONTP**

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

This bill, a concept draft pursuant to Joint Rule 208, proposes to require review by the Legislature before the designation or classification of a road may be changed.

LD 906 **An Act To Clarify Municipal Responsibility in Providing Emergency Service during a Declared Emergency** **ONTP**

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

Under this bill, if a private road upon which individuals live is impassable because of a declared emergency, a town or village corporation must use its highway equipment to make that way passable. The town or village corporation may seek reimbursement after the fact for the actual cost of using the highway equipment.

LD 921 **An Act To Allow a Landowner To Erect Installations in or near a State or State Aid Highway** **PUBLIC 191 EMERGENCY**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
JACKSON MARTIN	OTP-AM	H-222

This bill provides that a landowner who owns land abutting a state or state aid highway may alter land within the right-of-way of that state or state aid highway in order to control erosion or otherwise improve the land.

Committee Amendment "A" (H-222)

This amendment replaces the bill. The amendment allows the Commissioner of Transportation to allow construction of fixtures within the bounds a state or state aid highway located in a municipality if the construction is supported by the municipal officers, the road speed is no more than 35 miles per hour and the commissioner determines the construction will not adversely affect safety or the public welfare. The amendment also adds an emergency preamble and clause to the bill.

Enacted Law Summary

Public Law 2007, chapter 191 permits the Commissioner of Transportation to allow construction of fixtures within the bounds a state or state aid highway located in a municipality if the construction is supported by the municipal officers, the road speed is no more than 35 miles per hour and the commissioner determines the construction will not adversely affect safety or the public welfare.

Public Law 2007, chapter 191 was enacted as an emergency measure effective May 30, 2007.

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LD 922 An Act To Permit a Noncommercial Agricultural Designation for Certain License Plates ONTP

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

This bill permits the issuance of a license plate with a noncommercial agricultural designation for a tractor, truck or trailer that is used for noncommercial agricultural conveyance of livestock and that is over 10,000 pounds in weight.

LD 938 An Act To Delay the Effective Date of Changes to Motor Vehicle Inspection Rules PUBLIC 135

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
MIRAMANT	OTP-AM	H-156

This bill requires an inspection mechanic or inspection station to have a copy of an inspection rule adopted by the Chief of the State Police for 5 days before enforcing the rule.

Committee Amendment "A" (H-156)

This amendment replaces the bill and changes the title to reflect the content of the amendment. The amendment provides that inspection rules, other than emergency rules, adopted by the Chief of the State Police take effect 30 days after the filing of the rules with the Secretary of State.

Enacted Law Summary

Public Law 2007, Chapter 135 provides that inspection rules, other than emergency rules, adopted by the Chief of the State Police take effect 30 days after the filing of the rules with the Secretary of State.

LD 939 An Act To Permit Front-wheel Drive Vehicles To Have Front Studded Snow Tires Only ONTP

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

This bill allows a front-wheel drive vehicle to have studded snow tires only on its front wheels.

LD 956 An Act To Increase Compliance with Truck Weight Limits ACCEPTED ONTP REPORT

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
PERRY J	ONTP MAJ OTP MIN	

This bill requires a commercial motor vehicle that is transporting a load to be weighed at its initial point of departure or at a weighing point designated by the Chief of the State Police. The initial weight must be recorded and submitted to the Department of Public Safety, Bureau of State Police. The bill also gives the Commissioner of

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Public Safety the authority to adopt rules to implement this legislation.

**LD 963 An Act To Prohibit Construction Companies from Using Certain Heavy
Equipment in Residential Neighborhoods**

**ACCEPTED ONTP
REPORT**

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

This bill prohibits the use of pavement reclaimers and vibratory rollers in the construction, maintenance or repair of a street or road in an area zoned as residential. This bill also presumes liability on a general contractor responsible for road construction, maintenance or repair if that activity, including blasting, damages private property, with the exception of a municipality or state agency that directly performs construction, maintenance or repair of a road without subcontracting to a private entity.

Committee Amendment "A" (H-310)

This amendment, which is the minority report of the Joint Standing Committee on Transportation, replaces the bill. The amendment removes the portion of the bill prohibiting the use of certain construction equipment in residential areas. The amendment clarifies and moves to the Maine Revised Statutes, Title 14 the provision of the bill relating to the liability of a general contractor for damages caused by road building, maintenance and repair activities. The amendment provides that a general contractor undertaking the construction, maintenance or repair of a public way pursuant to a contract with a governmental entity is presumed liable for property damage caused by that activity, including but not limited to damage to buildings or structures resulting from vibrations created by the use of machinery or from blasting. The amendment specifies that this provision does not alter immunity or liability of a governmental entity under the Maine Tort Claims Act.

**LD 964 An Act To Establish a Special License Plate To Honor Maine Residents
Serving Our Country**

**PUBLIC 229
EMERGENCY**

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

This bill authorizes the issuance of a special registration plate to raise funds for members of the Maine National Guard and their families and residents of the State who are members of the Reserves of the Armed Forces of the United States and their families. The bill establishes the We Support Our Troops Advisory Board and directs the board to determine the appropriate use of the revenue generated by the special registration plate and distribute the funds in the form of loans or grants to members of the Maine National Guard and their families and residents of the State who are members of the Reserves of the Armed Forces of the United States and their families.

The bill also directs the Secretary of State to copyright the design of this plate and offer the design to other states for a fee.

Committee Amendment "A" (H-223)

This amendment makes the following changes to the bill:

1. It removes a provision that waives the requirements of current law that a sponsor provide a list of 2,000 names of supporters who intend to buy the specialty plate and raise \$40,000 toward the cost of issuing those plates;

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2. It waives the requirements of current law that the design of the specialty plate be submitted by September 1st to the Secretary of State and that the Secretary of State then submit the authorizing legislation with respect to the specialty plate;
3. It removes the legislative members from the We Support Our Troops Advisory Board, adds 2 more public members to the board, establishes terms for the members of the board and provides for the filling of vacancies;
4. It removes provisions allowing persons to purchase the plates without registering a vehicle;
5. It modifies how fees raised by the plate are administratively handled;
6. It removes a provision providing for copyrighting the plate design;
7. It adds provisions relating to the issuance of vanity plates, number sequencing and weight limits on vehicles eligible for the plates;
8. It provides for an issuance date of November 1, 2007 only if the sponsor of the plate pays for the incremental costs associated with that issuance date. If that funding is not provided, the issuance date is moved to April 1, 2008; and
9. It adds an appropriations and allocations section.

Enacted Law Summary

Public Law 2007, chapter 229 authorizes the issuance of a special registration plate to raise funds for members of the Maine National Guard and their families and residents of the State who are members of the Reserves of the Armed Forces of the United States and their families.

Public Law 2007, chapter 229 was enacted as an emergency measure effective June 5, 2007.

LD 972 An Act To Delay the Fiscal Sustainability of the Highway Fund

**ACCEPTED ONTP
REPORT**

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

This bill delays the adjustment for inflation of the excise tax on internal combustion engine fuel and distillates for one year until 2009.

Committee Amendment "A" (H-232)

This amendment incorporates a fiscal note.

LD 986 An Act To Establish an Agriculture Education Registration Plate

**PUBLIC 456
EMERGENCY**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
PIEH	OTP-AM	H-157

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This bill creates the Agriculture Education Plate Fund and establishes an agriculture education plate for motor vehicles that do not exceed 9,000 pounds. Ten dollars of each initial registration or renewal of registration of an agriculture education plate must be deposited in the fund to support agriculture education efforts.

Committee Amendment "A" (H-157)

This amendment:

1. Allows agriculture education registration plates to be issued for commercial trucks and farm trucks;
2. Replaces the provision of the bill establishing the Agriculture Education Plate Fund with provisions establishing the Maine Agriculture in the Classroom Council. The council will receive revenues generated by the specialty plate created by the bill and may receive revenues from other sources;
3. Adds an appropriations and allocations section; and
4. Adds an emergency preamble and emergency clause to the bill.

Enacted Law Summary

Public Law 2007, chapter 456 establishes an agriculture education registration plate. Ten dollars of each initial registration or renewal of registration of an agriculture education plate is deposited with the Maine Agriculture in the Classroom Council, which is created by this legislation, to support agriculture education efforts.

Public Law 2007, chapter 456 was enacted as an emergency measure effective June 28, 2007.

LD 1018 An Act To Require That a State Road Be in Good Condition before Being Turned over to a Municipality

PUBLIC 417

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
EDMONDS	OTP-AM	S-56

The bill requires that the Department of Transportation prepare and implement a capital and maintenance plan to ensure that a section of state or state aid highway is in good repair when transferred to a municipality.

Committee Amendment "A" (S-56)

This amendment replaces the bill. This amendment modifies a provision of law relating to the condition of a state or state aid highway when the responsibility for maintenance of that highway is transferred to a municipality in a compact area. The amendment provides that when the responsibility for maintenance of a section of state or state aid highway is to be transferred to a municipality as a result of population growth, determined using the decennial United States census, or the municipality meets the definition of a compact or built-up section, and when the municipality is not eligible to opt out of summer maintenance, the department shall prepare a capital and maintenance plan to ensure that the section of state or state aid highway is in good repair at the time of transfer. The amendment also removes language limiting application of the provision to certain municipalities that have previously opted out of summer maintenance of these highways.

Enacted Law Summary

Public Law 2007, chapter 417 modifies a provision of law relating to the condition of a state or state aid highway when the responsibility for maintenance of that highway is transferred to a municipality in a compact area. It provides that when the responsibility for maintenance of a section of state or state aid highway is to be transferred to a municipality as a result of population growth, determined using the decennial United States census, or the

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municipality meets the definition of a compact or built-up section, and when the municipality is not eligible to opt out of summer maintenance, the department shall prepare a capital and maintenance plan to ensure that the section of state or state aid highway is in good repair at the time of transfer. It also removes language limiting application of the provision to certain municipalities that have previously opted out of summer maintenance of these highways.

LD 1022 An Act To Amend the Laws Pertaining to the Removal of Submerged Vehicles

ONTP

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

This bill strengthens the laws concerning submerged motor vehicles, snowmobiles and motorboats by requiring them to be removed within 48 hours of submersion instead of 30 days, as in current law, safety and weather conditions permitting, and making an owner strictly liable for any removal or clean-up costs if the owner refuses or fails to remove the motor vehicle, snowmobile or motorboat within the time directed. This bill increases the penalty for a submerged motor vehicle, snowmobile or motorboat from \$200 to \$500 for each day the motor vehicle, snowmobile or motorboat is unlawfully submerged.

LD 1053 An Act To Amend the Laws Governing the Placement of an On-premises Sign

**ACCEPTED ONTP
REPORT**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
THOMAS DOW	ONTP MAJ OTP-AM MIN	

Under current law, an on-premises sign must be located within 1,000 feet of the principal building where the business is carried on. This bill amends the law to allow on-premises signs within 1,000 feet of the location where the business is carried on and explicitly recognizes that storage areas, parking lots, warehouses and other auxiliary structures are considered locations where the business is carried on.

Committee Amendment "A" (H-350)

This amendment, which is the minority report of the Joint Standing Committee on Transportation, replaces the bill but preserves the essential purpose of the bill to allow on-premises signs at locations beyond 1,000 feet of the principal building where a business, facility or point of interest is carried on or practiced.

The amendment provides that on-premises signs must be located within 1,000 feet of the location of the business, facility or point of interest. The location of the business, facility or point of interest includes the buildings, parking lots, storage and processing areas or other structures or features that are essential and customary to the conduct of the business, facility or point of interest but does not include driveways, fences or similar features.

The amendment also provides that current restrictions regarding on-premises signs located adjacent to the interstate system are based on whether the sign is located within or beyond 50 feet of the location of the business, facility or point of interest rather than within or beyond 50 feet of the principal structure of the business, facility or point of interest.

Under the amendment, all on-premises signs must be located on land that is owned by the entity owning the business, facility or point of interest and contiguous to the location of the business, facility or point of interest. An on-premises sign may not be separated from the location of the business, facility or point of interest by a

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public way.

- LD 1054 Resolve, Directing the Department of Transportation To Repair
Underground Pipes on Main Street and Church Street in Stockton
Springs BY REQUEST** **ONTP**

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

This resolve directs the Department of Transportation to repair underground pipes on certain streets in Stockton Springs.

- LD 1092 An Act To Exempt from the Excise Tax Fuel Used in Certain Farm
Trucks** **ONTP**

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

This bill exempts from the motor fuel tax internal combustion motor fuel purchased and used during the harvest season in farm trucks weighing more than 25,000 pounds.

- LD 1097 An Act Relating to Safe and Effective Use of Casco Bay Bridge** **ONTP**

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

This bill directs the Department of Transportation to adopt rules placing time-of-day restrictions on the raising of the Casco Bay Bridge, a drawbridge that carries Route 77 over the Fore River, connecting the cities of Portland and South Portland.

- LD 1154 Resolve, Directing the Department of Transportation To Expend Funds
for Fisheries and Waterfront Initiatives** **RESOLVE 56
EMERGENCY**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
MARLEY	OTP-AM	H-244

This resolve requires the Department of Transportation to expand funds from the Working Waterfront Loan Fund to include grants to the Portland Fish Pier Authority for the purpose of supporting commercial fishing in Maine.

Committee Amendment "A" (H-244)

This amendment makes a clarifying change to the resolve and provides that the money previously granted to Coastal Enterprises, Inc. for its working waterfront loan fund is to be reallocated: \$500,000 is to be made available as a grant to the Portland Fish Pier Authority for capital improvements, and the remaining amount in the fund is to be made available to Coastal Enterprises, Inc. for use in fisheries and waterfront initiatives along the State's coast. The amendment also adds an appropriations and allocations section.

Enacted Law Summary

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Resolve 2007, chapter 56 provides that money previously granted to Coastal Enterprises, Inc. for its working waterfront loan fund is to be reallocated: \$500,000 is to be made available as a grant to the Portland Fish Pier Authority for capital improvements, and the remaining amount in the fund is to be made available to Coastal Enterprises, Inc. for use in fisheries and waterfront initiatives along the State's coast.

Resolve 2007, chapter 56 was enacted as an emergency measure effective June 5, 2007.

LD 1159 *Resolve, To Encourage Increased Use of Biofuel in Maine*

RESOLVE 79

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
FLETCHER HOBBINS	OTP-AM	H-347

This bill directs the Department of Transportation to develop a plan for a pilot program to establish refueling stations for biodiesel fuel that is at least 85% ethanol.

Committee Amendment "A" (H-347)

This amendment directs the Executive Department, State Planning Office, Office of Energy Independence and Security to develop a plan for a pilot program to establish refueling stations for biofuel that is at least 85% ethanol, rather than requiring the Department of Transportation to develop a program for biodiesel.

Enacted Law Summary

Resolve 2007, chapter 79 directs the Executive Department, State Planning Office, Office of Energy Independence and Security to develop a plan for a pilot program to establish refueling stations for biofuel that is at least 85% ethanol.

LD 1164 *An Act To Sustain Island Communities*

ONTP

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

This bill provides that privately contracted vessels or companies that provide scheduled year-round ferry service to year-round island communities and that have been designated by the communities they serve may be eligible for Department of Transportation financial assistance based on certain conditions and terms.

LD 1174 *Resolve, To Stabilize the Naples Waterfront*

ONTP

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

This resolve directs the Department of Transportation, in cooperation with the Department of Environmental Protection, to study the state of disrepair of the Town of Naples waterfront and review the environmental and engineering issues surrounding the disrepair of the waterfront including damaged riprap and asphalt and the feasibility of replacing the retaining wall between Long Lake and Route 302.

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LD 1180 An Act To Promote Transportation Planning, Increase Efficiency and Reduce Sprawl

PUBLIC 208

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
PIOTTI	OTP-AM	H-296

This bill directs the Department of Transportation to use \$1.5 million each year to provide incentive grants to municipalities to manage development along state highways to reduce the cost of future highway improvement projects.

Committee Amendment "A" (H-296)

This amendment replaces the bill but preserves its main purposes. The amendment establishes a program within the Department of Transportation to provide technical assistance and incentive grants to municipalities that effectively manage the impacts of development along state transportation corridors in a way that meets the Sensible Transportation Policy Act objectives and avoids or minimizes the need for future costly transportation capacity or retrofitting projects. The amendment directs the department to solicit municipal incentive funding applications beginning in fiscal year 2008-09 and to identify suitable sources for providing incentive funding beginning in fiscal year 2010-11. Funding must be derived from funds available under the department's quality community initiative programs.

Enacted Law Summary

Public Law 2007, chapter 208 establishes a program within the Department of Transportation to provide technical assistance and incentive grants to municipalities that effectively manage the impacts of development along state transportation corridors in a way that meets the Sensible Transportation Policy Act objectives and avoids or minimizes the need for future costly transportation capacity or retrofitting projects. It directs the department to solicit municipal incentive funding applications beginning in fiscal year 2008-09 and to identify suitable sources for providing incentive funding beginning in fiscal year 2010-11. Funding must be derived from funds available under the department's quality community initiative programs.

LD 1202 An Act To Amend the Laws Governing Access to State and State Aid Highways To Permit a Traffic Safety and Rest Area Exception

ONTP

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

This bill, a concept draft pursuant to Joint Rule 208, proposes to establish another type of access to highways that the Commissioner of Transportation may allow in addition to access for the development of state and state aid highways. The bill would authorize the Commissioner of Transportation to allow access to highways for traffic safety and rest areas, such as fueling, food service and rest stops for passenger and commercial motor vehicles, located within or through an area for which the department had purchased access rights.

LD 1226 An Act To Protect Young Passengers of Transportation Providers

ONTP

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

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This bill requires a person or entity that operates a transportation service, including, but not limited to, an airline, bus, passenger ship or railroad service, to maintain a list of passengers who have not attained 18 years of age and provide that list to a law enforcement agency upon the request of that law enforcement agency.

LD 1249 An Act To Amend the Composition of the Maine Port Authority

PUBLIC 134

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
DAMON	OTP-AM	S-68

This bill increases the number of members on the Maine Port Authority's board of directors from 5 to 8, clarifies the general qualifications for membership, allows the president of the Maine International Trade Center to be an ex officio member of the board, transfers liability for compensation and expenses of board members fully to the authority and requires that employees of the authority be subject to the state retirement system and state employee health insurance program, with all costs for these benefits to be paid by the authority.

Committee Amendment "A" (S-68)

This amendment makes the following changes to the bill.

1. The bill provides for the appointment of 6 directors to the Maine Port Authority by the Governor. The amendment reduces this to 5 appointments so that the total number of directors, including the Commissioner of Transportation and the president of the Maine International Trade Center, is 7 members.
2. The amendment changes a reference in the Maine Revised Statutes, Title 5, section 12004-F, subsection 8 to the compensation of the directors of the Maine Port Authority to make it consistent with the change to compensation made by the bill. The amendment also clarifies that the Commissioner of Transportation and the president of the Maine International Trade Center are not entitled to this compensation.
3. The bill provides that employees of the Maine Port Authority are subject to the state retirement system. The amendment adds these employees to the definition of "state employee" in the retirement system laws to clarify that they are included under the retirement system.

Enacted Law Summary

Public Law 2007, chapter 134 increases the number of members on the Maine Port Authority's board of directors from 5 to 7, clarifies the general qualifications for membership, allows the president of the Maine International Trade Center to be an ex officio member of the board, transfers liability for compensation and expenses of board members fully to the authority and requires that employees of the authority be subject to the state retirement system and state employee health insurance program, with all costs for these benefits to be paid by the authority.

LD 1265 An Act To Keep Private Road Maintenance Costs Affordable BY REQUEST

PUBLIC 162

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
PERCY	OTP-AM	H-164

This bill amends the law governing how repairs of private ways may be made and paid for by owners of parcels of land on certain private ways. Current law generally excludes paving from the definition of "repairs" but includes repair of existing pavement or paving that is a cost-effective approach for fixing an erosion problem. The bill amends the provision to exclude all paving except repairs to pavement existing prior to January 1,

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1999.

Committee Amendment "A" (H-164)

This amendment replaces the bill. The amendment changes the law governing how repairs of private ways may be made and paid for by owners of parcels of land on certain private ways; it provides that a "repair" which owners may agree to make and charge to all owners includes paving only if in a location where limited paving is demonstrated to be a cost-effective approach for fixing an erosion problem or paving to repair pavement existing as of July 1, 2007.

Enacted Law Summary

Public Law 2007, chapter 162 changes the law governing how repairs of private ways may be made and paid for by owners of parcels of land on certain private ways; it provides that a "repair" which owners may agree to make and charge to all owners includes paving only if in a location where limited paving is demonstrated to be a cost-effective approach for fixing an erosion problem or paving to repair pavement existing as of July 1, 2007.

LD 1277 *Resolve, To Study the Feasibility of Off-road Bike and Walking Paths along the Busiest Commuting Corridors in the State* ONTP

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

This resolve requires the Department of Transportation to conduct a study on the feasibility, benefits and cost of constructing a network of off-road bike and walking paths along the commuting corridors with the highest volume of traffic in the State.

LD 1301 *An Act To Require All Construction Vehicles To Have a Backup Sensor* ONTP

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

This bill requires a construction vehicle to be equipped with a backup sensor.

LD 1304 *An Act Relative to Motor Vehicles and Floats Operated in Parades* ACCEPTED ONTP REPORT

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

This bill exempts a person operating a vehicle or a float in a parade from the obligation to secure passengers in seat belts.

Committee Amendment "A" (S-133)

This amendment, which is the minority report of the Joint Standing Committee on Transportation, replaces the bill and changes the title to reflect the content of the amendment. This amendment provides that a person may not operate an outrigger float in a parade with a person riding on the float unless the float is equipped with a continuous

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railing enclosing the perimeter of the platform, 3 feet or more in height and enclosed in a manner that would reasonably prevent passage of a child. The amendment defines "outrigger float" as a float constructed in a manner that results in any wheels of the truck or trailer on which the platform is mounted extending beyond the edge of the platform. Violation of this provision is a traffic infraction.

LD 1329 An Act To Allow Municipalities To Set Speed Limits on Certain Roads

**ACCEPTED ONTP
REPORT**

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

This bill makes it easier for a municipality to set a speed limit on a local road and allows a small municipality to set such a limit.

LD 1330 An Act To Promote School Zone Safety

**ACCEPTED ONTP
REPORT**

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

The bill adds hand signals and hand-held traffic control signs used by school crossing guards to the motor vehicle laws governing traffic control devices. The bill also doubles the fines of various traffic violations if the violations are committed in a school zone, with half of the fine going into the School Zone Safety Fund, established to promote school zone safety and fund school zone safety projects. This bill defines "school crossing guard" and gives crossing guards the authority to report violations that occur in a school zone to law enforcement officers. The registered owner of the vehicle may be found liable for a vehicle violation that takes place in a school zone.

Committee Amendment "A" (H-245)

This amendment is the minority report of the Joint Standing Committee on Transportation. This amendment incorporates a fiscal note.

LD 1337 Resolve, To Assist in Appropriate Notification in an Emergency

ONTP

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

This bill directs the Secretary of State to create a program in which a person applying for or receiving their driver's license can provide emergency contact information in case of an accident or emergency.

LD 1343 An Act To Encourage Vanpooling and Carpooling

ONTP

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

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This bill, a concept draft pursuant to Joint Rule 208, proposes to enact measures that are designed to encourage vanpooling and carpooling in the State.

**LD 1363 An Act To Amend the Laws Governing Access to State and State Aid
Highways To Permit Traffic Safety and Rest Area Exceptions**

ONTP

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

This bill establishes types of access from property abutting a highway that the Commissioner of Transportation may allow in addition to access for the development of state and state aid highways. Under this bill, the Commissioner of Transportation may allow access to highways for traffic safety and for rest areas, such as fueling, food service and rest stops for passenger and commercial motor vehicles located within or through an area or areas for which the Department of Transportation has purchased access rights. This bill also authorizes the commissioner to allow access within or through an area or areas for which the department has purchased access rights for operational benefits, such as preserving mobility of the state or state aid highway to or from which access is proposed, so long as traffic safety is not diminished.

LD 1399 Resolve, To Ensure the Safety of Roads with High Volumes of Traffic

ONTP

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

This resolve requires the Department of Transportation to target spending in Region 1 to roads with the highest volume of traffic.

LD 1410 Resolve, To Name the Gray Connector

RESOLVE 30

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
AUSTIN	OTP-AM	H-155

This resolve names Route 26A in Gray the Maine Wildlife Parkway.

Committee Amendment "A" (H-155)

This amendment provides that the name of Route 26A in Gray will be the Maine Wildlife Park Way instead of Maine Wildlife Parkway as proposed in the bill.

Enacted Law Summary

Resolve 2007, chapter 30 names Route 26A in Gray the Maine Wildlife Park Way.

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LD 1487 An Act To Amend the Laws Relating to Automotive Reflective and Tinted Glass

PUBLIC 186

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
BERUBE HASTINGS	OTP-AM	H-193

This bill amends the law concerning automotive reflective and tinted glass by lowering the minimum standards for the percentage of light that must be transmitted through a side window or a rear window from 50% to 35% net of glass and material. The bill expands by 1 inch the sun-screening or tinting material allowed at the top of a windshield.

Committee Amendment "A" (H-193)

This amendment modifies the bill by removing the provisions that would have required certain certificates and labels attached to vehicle windows to be removable and changing language allowing sun-screening at the top of the windshield. The amendment allows sun-screening above the AS-1 line at the top of the windshield or, if there is no AS-1 line, along a 5-inch strip at the top of the windshield.

Enacted Law Summary

Public Law 2007, chapter 186 amends the law concerning automotive reflective and tinted glass by lowering the minimum standards for the percentage of light that must be transmitted through a side window or a rear window from 50% to 35% net of glass and material. It also allows sun-screening above the AS-1 line at the top of the windshield or, if there is no AS-1 line, along a 5-inch strip at the top of the windshield.

LD 1563 Resolve, To Name 3 Bridges in Honor of Medal of Honor Recipients

ONTP

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

This resolve, a concept draft pursuant to Joint Rule 208, seeks to name 3 bridges in honor of Medal of Honor recipients.

LD 1572 An Act To Encourage Community-oriented Campaigns for Appropriate Sign Laws

ONTP

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

This bill prohibits placing a political sign on a public way in a municipality unless the municipality enacts an ordinance allowing a political sign on a public way.

LD 1587 An Act To Strengthen Maine's Distracted-driving Penalties

ONTP

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

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The bill defines "distracted" and makes it a Class E crime to drive while distracted. The bill also imposes a fine of \$300 for the first offense of driving while distracted and a suspension of a person's license for 30 days for a 2nd offense within 3 years of the first offense.

LD 1609 An Act To Require the Review of Utility Pole Placement during Road Improvement **ONTP**

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

This bill requires the Department of Transportation to review the placement of utility poles within the right-of-way of a state highway or a state aid highway when that state highway or state aid highway is reconstructed or substantially improved. This review must focus on safety for motorists in the placement of utility poles.

LD 1709 Resolve, To Establish a Pilot Project for the Enforcement of Laws Regarding Traffic Control Devices **ONTP**

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

This resolve requires the Department of Transportation to implement a pilot project in Biddeford to encourage motorists to obey traffic control devices, including the use of cameras to photograph violators and their vehicles. The department is also required to determine statutory changes that would lead to the deterrence of such violations, such as making it a strict liability crime.

The department is required to submit a report, including the results of the project and recommended implementing legislation, to the Joint Standing Committee on Transportation no later than January 15, 2008.

LD 1719 Resolve, To Improve Regional Transportation in Greater Portland **ONTP**

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

The resolve directs the Greater Portland Council of Governments to establish a regional transportation working group to merge the Greater Portland Transit District bus service with the University of Southern Maine's commuter bus system between the Portland and Gorham campuses into one transportation system. This resolve allocates funds from the General Fund for the University of Southern Maine to implement an expanded bus system in the Greater Portland area.

LD 1720 Resolve, Directing the Department of Transportation and the Maine Turnpike Authority To Conduct a Study of Possible Western Connector Roads to Municipal Centers in Cumberland and York Counties **RESOLVE 95**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
BARSTOW	OTP-AM MAJ ONTP MIN	H-487

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This resolve directs the Department of Transportation and the Maine Turnpike Authority to study the potential strategies for enhancing connections from Route 1 and the Maine Turnpike to municipal centers in York and Cumberland counties and to report their findings back to the Joint Standing Committee on Transportation by February 28, 2008.

Committee Amendment "A" (H-487)

This amendment, which is the majority report of the Joint Standing Committee on Transportation, incorporates a fiscal note.

Enacted Law Summary

Resolve 2007, chapter 95 directs the Department of Transportation and the Maine Turnpike Authority to study the potential strategies for enhancing connections from Route 1 and the Maine Turnpike to municipal centers in York and Cumberland counties and to report their findings back to the Joint Standing Committee on Transportation by February 28, 2008.

LD 1726 RESOLUTION, Proposing an Amendment to the Constitution of Maine CARRIED OVER
To Guarantee the Integrity of the Highway Fund

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

This constitutional resolution amends the Constitution of Maine to prohibit expenditures or transfers from the Highway Fund for any purpose other than those purposes specifically related to highways.

This bill was carried over to any special or regular session of the 123rd Legislature by joint order, H.P. 1369.

LD 1748 An Act Regarding Street Rods and Custom Vehicles ONTP

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

This bill amends the definitions of "custom vehicle" and "street rod" in the laws governing motor vehicles to provide that a custom vehicle or street rod be maintained primarily for use in exhibitions, club activities, parades and other functions of public interest and not used as its owner's primary mode of transportation of passengers or goods. It amends the definition of "custom vehicle" to provide that such a vehicle be at least 25 years old or manufactured to resemble a motor vehicle that is at least 25 years old rather than at least 30 years old or manufactured to resemble a motor vehicle that is at least 30 years old as under current law and to eliminate the requirement that such a vehicle be of a model year after 1948 or manufactured to resemble a motor vehicle of a model year after 1948. It provides that only a motor vehicle that is maintained primarily for use in exhibitions, club activities, parades and other functions of public interest and is not used as its owner's primary mode of transportation of passengers or goods may be registered pursuant to the Maine Revised Statutes, Title 29-A, section 457. It provides that an owner of a custom vehicle may use contemporary plates on that vehicle. It eliminates an alternative method of registering custom vehicles and clarifies that custom vehicles, horseless carriages, street rods and antique motorcycles are exempt from motor vehicle inspection requirements.

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LD 1790 An Act To Secure Maine's Transportation Future

HELD BY
GOVERNOR

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
DAMON	OTP-AM MAJ ONTP MIN	S-308 S-391 ROTUNDO

This bill does the following.

- 1) It establishes legislative goals and planning guidance for road and bridge reconstruction, rehabilitation, replacement, extraordinary project financing and capital improvements including: reconstruction of principal and minor arterials to national standards by 2017; reconstruction of major collectors to at least state design standards by 2027; even distribution across inventory of service periods for rehabilitation of arterials, major collectors and non-extraordinary bridges; special consideration for extraordinary bridge replacement and new capacity highway projects; maximization of benefits to freight and passenger users while mitigating energy and environmental impacts.
- 2) It establishes a legislative purpose to comprehensively address the State's transportation capital improvement needs and to provide long-term funding to meet those needs.
- 3) It directs the DOT to establish priorities and financing plans for significant new capacity projects (the bill lists a number of specific projects) and extraordinary bridge replacement, removal or rehabilitation projects (the bill lists a number of specific projects) and to report on these priorities and plans to the TRA committee by January 15, 2008.
- 4) The rest of the bill establishes new financing mechanisms for transportation infrastructure and alternative transportation subsidies.
 - a) It establishes a state/local program to fund transportation projects in urban compact municipalities. Funds for the program come from a portion of local excise tax collections and a portion of sales and use taxes. The funds are placed in a transportation trust fund administered by the Maine Municipal Bond Bank.
 - b) It sets aside excise taxes (4% in 07; reaching 20% in 2011 and thereafter) for the state/local program - the funds are set aside in the transportation trust fund in the name of the urban compact municipality that collected the tax.
 - c) It sets aside a portion of sales and use taxes collected on vehicles and transportation-related items (4% in 07; reaching 20% in 2011 and thereafter) in the Highway Fund: a portion of these funds are transferred to the transportation trust fund as an equal match for municipal excise tax deposits in that fund; the rest is available for arterial and collector modernization efforts, including to provide state matches for the state/local program and for alternative transportation subsidies.
 - d) It sets aside 7.5% of the gas excise tax and 7.5% of the distillate excise tax in a Bridge Investment Trust Fund to be held and administered by the Maine Municipal Bond Bank. The fund would be used to provide financial assistance in constructing, rehabilitating or replacing state bridges. The bank would be authorized to issue grant anticipation revenue bonds (GARVEE) for these purposes.

Committee Amendment "A" (S-308)

This amendment replaces the bill. This amendment:

1. Amends the legislative purposes of the bill to include establishing long-term transportation goals and priorities and providing stable, long-term transportation funding;
2. Establishes capital goals for the Department of Transportation including with respect to interstate modernization, reconstructing arterial highways, reconstructing major collectors and reconstructing state aid minor collectors. It also establishes biennial reporting requirements to track progress toward the goals;

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3. Requires the Department of Transportation to report to the Legislature by January 15, 2008 with recommendations on the appropriate scope, priorities, schedule for community consensus and funding plans for significant new capacity projects and extraordinary bridge replacement, removal or rehabilitation projects estimated to cost in excess of \$10,000,000;
4. Establishes a transportation debt policy for capital planning purposes. Actual authorization for and issuance of debt will occur as otherwise provided by law;
5. Provides enabling legislation for GARVEE bonds. Such bonds would be used only to fund projects to reconstruct, rehabilitate or replace existing bridges and existing arterial highways that have a useful life of at least 20 years. The maximum federal debt to revenue ratio is set at 15%, provided sufficient debt service capacity under the 15% level is reserved for a \$25,000,000 GARVEE bonding in emergencies. It directs that GARVEE bonding levels must be presented for legislative approval as part of the Highway Fund budget;
6. Provides an initial authorization for \$50,000,000 in GARVEE bonding to allow the Department of Transportation to deliver on its published Capital Work Plan;
7. Establishes a TransCap Trust Fund at the Maine Municipal Bond Bank to allow dedicated revenue streams to leverage revenue bonds to be used to achieve long-term transportation capital goals. It provides that bonding levels using the TransCap Trust Fund must be presented for legislative approval as part of the Highway Fund budget;
8. Beginning in fiscal year 2010, gradually increases the General Fund percentage of the Department of Public Safety, Bureau of State Police funding from the current 40% to 75% over 7 years and correspondingly decreases the Highway Fund percentage;
9. Beginning January 1, 2009, dedicates 7.5% of motor fuel tax revenues to the newly created TransCap Trust Fund at the Maine Municipal Bond Bank;
10. Effective October 1, 2007, increases the registration fee for vehicles under 6,000 pounds from \$25 to \$30 per year; increases title, certificate of salvage and related fees from \$23 to \$30 per year; increases the vanity plate fee from \$15 to \$25 per year; increases the semipermanent registration plate fees for trailers and semitrailers from \$12 to \$14; increases the annual registration fees for trailers and semitrailers by \$2; and increases the registration transfer fee from \$8 to \$10 per transaction;
11. Beginning July 1, 2008, dedicates 15% of the automobile registration fee, commercial vehicle registration fees and semipermanent and permanent registration fees for trailers and semitrailers to the newly created TransCap Trust Fund at the Maine Municipal Bond Bank. This amount approximately equals the amount of revenue generated by the various fee increases under the amendment;
12. Beginning July 1, 2009, dedicates the revenue from the tax on auto rentals to the STAR Transportation Fund for operational funding for transit, including the Downeaster train service;
13. Defines "transportation-related sales tax receipts" as 19% of total sales tax receipts and gradually dedicates an increasing percentage of these transportation-related sales tax receipts for transportation-related purposes. By July 1, 2013, 20% of the defined transportation-related sales tax receipts are dedicated to transportation-related purposes. Of these amounts dedicated to transportation-related purposes, each year 90% are deposited in the newly created TransCap Trust Fund at the Maine Municipal Bond Bank and 10% are deposited in the STAR Transportation Fund; and
14. Adds an appropriations and allocations section to the bill.

Senate Amendment "B" (S-339)

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This amendment makes the following changes to Committee Amendment "A."

1. It removes language that establishes the percentage of state funding for the Department of Public Safety, Bureau of State Police that must be appropriated and allocated from the General Fund and the Highway Fund, respectively, after fiscal year 2011.
2. It reduces the increase in the annual service fee for a vanity registration plate and reduces the increase in certain fees that must be paid to the Secretary of State.
3. It specifies that the State Controller shall make the required transfer to the STAR Transportation Fund rather than the Treasurer of State and clarifies other aspects of this transfer.
4. It removes language that requires increasing percentages of transportation-related sales tax receipts to be transferred from the General Fund to transportation-related funds.

Senate Amendment "C" (S-391)

This amendment incorporates the provisions of Senate Amendment "B" to Committee Amendment "A," except that:

1. It removes those provisions in the bill that affect General Fund revenue and appropriations;
2. It removes Part D from the bill because the provisions contained in that Part were enacted by Public Law 2007, chapter 329, Part P (LD 781);
3. It clarifies that TransCap revenue bonds must be approved by the Legislature;
4. It removes Part G, which increases certain fees;
5. It expresses the intent of the Legislature that by fiscal year 2011-12 the percentage of state funding for the Department of Public Safety, Bureau of the State Police be 51%;
6. It expresses the intent of the Legislature that by July 1, 2009 the State pay a state operating subsidy for the Downeaster commuter rail service; and
7. It expands the significant capacity projects to be considered by the Department of Transportation to include the Lewiston-Auburn rail corridor.

Enacted Law Summary

This bill was enacted but, as of the date of this printing, has not been signed by the Governor. The following is a summary of the enacted bill.

1. It establishes the legislative purposes of the bill, which include long-term transportation goal setting and prioritization and stable, long-term transportation funding.
2. It establishes capital goals for the Department of Transportation including with respect to interstate modernization, reconstructing arterial highways, reconstructing major collectors and reconstructing state aid minor collectors. It also establishes biennial reporting requirements to track progress toward the goals.
3. It requires the Department of Transportation to report to the Legislature by January 15, 2008 with recommendations on the appropriate scope, priorities, schedule for community consensus and funding plans for significant new capacity projects and extraordinary bridge replacement, removal or rehabilitation projects estimated to cost in excess of \$10,000,000.

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4. It establishes a transportation debt policy for capital planning purposes. Actual authorization for and issuance of debt will occur as otherwise provided by law.
5. It establishes a TransCap Trust Fund at the Maine Municipal Bond Bank to allow dedicated revenue streams to leverage revenue bonds to be used to achieve long-term transportation capital goals. It provides that each new authorization of TransCap revenue bonding must be presented for legislative approval as part of the Highway Fund budget.
6. Beginning January 1, 2009, it dedicates 7.5% of motor fuel tax revenues to the newly created TransCap Trust Fund at the Maine Municipal Bond Bank.
7. It expresses the intent of the Legislature that by fiscal year 2011-12 the percentage of state funding for the Department of Public Safety, Bureau of the State Police be 51%.
8. It expresses the intent of the Legislature that by July 1, 2009 the State pay a state operating subsidy for the Downeaster commuter rail service.

LD 1795 *Resolve, Directing the Department of Transportation To Place Signs on Interstate 95 To Identify the Route to the Fort Knox Historic Site and the Penobscot Narrows Bridge and Observatory Tower*

ONTP

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

This resolve directs the Department of Transportation to erect signs on Interstate 95 to identify the route to the Fort Knox Historic Site and the Penobscot Narrows Bridge and Observatory Tower.

LD 1808 *An Act To Improve Road Safety and Update Bicycling Laws*

PUBLIC 400

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
DAMON	OTP-AM	H-447 MILLS J S-166

- It makes “Bicycling Street Smarts” by John S. Allen, copyright 1988 and 2001 by Rodale, Inc. of Emmaus, Pennsylvania and published by Rubel BikeMaps, the official state bicycling manual.
- It limits the liability of an establishment with a drive-up window with respect to injury, death or damages caused to a bicyclist that uses the window; it provides that a bicyclist may use a drive-up window at any establishment that has such a window.
- It removes “toy vehicle” (skateboards, rollerskates, sleds, etc.) from the section of law that governs bicycles and scooters and establishes a new section of law to govern toy vehicles: the new section preserves the current prohibition on a person riding a toy vehicle attached to a moving vehicle on a way.
- It modifies the law governing operating a bicycle on the right side of a way. It requires a bicyclist operating at less than traffic speed and going in the direction of traffic to drive on the right portion of the way as far as practicable except when unsafe, when passing, when approaching a place where right turns are permitted, and when necessary to avoid hazards.
- It requires a person operating a bicycle to ride *upon* or astride the seat.
- It removes the penalty provision from the law governing operating a bicycle that limits penalties for violators 17 and older to no more than \$10. (Penalties would revert to the general penalties for traffic

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infractions)

- It requires an operator of a motor vehicle that is passing a bicycle at 35 mph to leave a distance of 3 feet between the vehicle and the bicycle and an additional foot for every 10 mph over 35 mph.
- It provides that a person operating a bicycle may pass a motor vehicle on the right “at the bicyclist’s own risk.”
- It allows a motor vehicle to pass a bicycle traveling in the same direction in a no-passing zone when it is safe to do so.
- It adds a new penalty provision for violations of the law prohibiting a person under 16 years of age from operating a bicycle without a helmet. For a first violation, a law enforcement officer may provide bicycle safety information to the person and may inform the person’s parent or guardian about the law and where to obtain a helmet. For a 2nd or subsequent violation, a penalty of up to \$25 is specified but allows a law enforcement officer to waive the fine if the person presents proof of purchase of a helmet since the citation.

It defines “operating” for purposes of major traffic offenses (including OUI) to include operating a bicycle. It also provides that a person who operates bicycle under the influence of intoxicants or while having a blood-alcohol level of .08% is subject only to the fines applicable to motor vehicle OUI.

Committee Amendment "A" (S-166)

This amendment does the following:

1. It removes from the bill the provision that proposes to make *Bicycling Street Smarts* by John S. Allen the official state bicycling manual;
2. It modifies the provision of the bill relating to operating a bicycle on the right side of a way. It provides that a bicyclist operating at less than traffic speed and going in the direction of traffic is allowed to drive in a location other than the right side of the road when preparing for or making a left turn or when proceeding straight in a place where right turns are permitted. It also reinserts a provision of current law that was proposed to be repealed by the bill that allows a municipality by ordinance and with the approval of the Department of Public Safety and the Department of Transportation to locally regulate the operating location of a bicycle on a roadway;
3. It provides that a violation of Title 29-A, section 2063 relating to operating a bicycle is a civil violation, not a traffic infraction, and is subject to a fine of not less than \$25 and not more than \$250. It provides that persons under 17 years of age are not subject to the fine;
4. It removes the provision of the bill that proposes to provide a legal authorization to bicyclists to use a drive-up window;
5. It modifies the provision of the bill that proposes to require the operator of a motor vehicle to allow at least 3 feet of space when passing a bicyclist at 35 m.p.h. and greater distances at greater speeds. The amendment provides that the motorist must leave at least 3 feet, regardless of the speed of the vehicle;
6. It adds an amendment to the law governing no-passing zones established at municipal request in residential areas. The amendment removes language from current law that requires such zones to be posted, that allows municipalities to request additional posting at municipal expense and that provides that a no-passing zone is not enforceable until the required posting has been completed;
7. It provides that violation of the law requiring a cyclist under 16 years of age to wear a helmet on public ways is a civil violation, not a traffic infraction;
8. It provides that a violation of the law prohibiting a person 17 years of age or older from riding a toy vehicle and hitching a ride on a moving vehicle is a civil violation for which a forfeiture of not less than \$25 and not

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more than \$250 may be adjudged; and

9. It removes the provisions of the bill that propose to make operating a bicycle under the influence subject to certain penalties under the criminal OUI laws. Instead, it provides that operating a bicycle on a public way while under the influence is a civil violation subject to a fine of not less than \$25 and not more than \$250.

House Amendment "A" (H-447)

This amendment removes the language that provides that operating a bicycle on a public way while under the influence is a civil violation subject to a fine of not less than \$25 and not more than \$250.

Enacted Law Summary

Public Law 2007, chapter 400 amends the laws that pertain to bicycles.

- It limits the liability of an establishment with a drive-up window with respect to injury, death or damages caused to a bicyclist that uses the window.
- It removes “toy vehicle” (skateboards, rollerskates, sleds, etc.) from the section of law that governs bicycles and scooters and establishes a new section of law to govern toy vehicles. It provides that a violation of the law prohibiting a person 17 years of age or older from riding a toy vehicle and hitching a ride on a moving vehicle is a civil violation for which a forfeiture of not less than \$25 and not more than \$250 may be adjudged.
- It provides that a bicyclist operating at less than traffic speed and going in the direction of traffic is allowed to drive in a location other than the right side of the road when preparing for or making a left turn or when proceeding straight in a place where right turns are permitted.
- It requires a person operating a bicycle to ride upon or astride the seat.
- It requires an operator of a motor vehicle that is passing a bicycle allow at least 3 feet clearance, regardless of the speed of the vehicle.
- It provides that a person operating a bicycle may pass a motor vehicle on the right “at the bicyclist’s own risk.”
- It allows a motor vehicle to pass a bicycle traveling in the same direction in a no-passing zone when it is safe to do so.
- It provides that violation of the law prohibiting a person under 16 years of age from operating a bicycle without a helmet is a civil violation. For a first violation, a law enforcement officer may provide bicycle safety information to the person and may inform the person’s parent or guardian about the law and where to obtain a helmet. For a 2nd or subsequent violation, a penalty of up to \$25 is specified, which may be waived if the person presents proof of purchase of a helmet since the citation.
- It provides that a violation of Title 29-A, section 2063 relating to operating a bicycle is a civil violation, not a traffic infraction, and is subject to a fine of not less than \$25 and not more than \$250. It provides that persons under 17 years of age are not subject to the fine.
- It amends the law governing no-passing zones established at municipal request in residential areas. It removes language from current law that requires such zones to be posted, that allows municipalities to request additional posting at municipal expense and that provides that a no-passing zone is not enforceable until the required posting has been completed.

Joint Standing Committee on Transportation

LD 1817 An Act To Strengthen and Clarify Maine's Motor Vehicle Laws

PUBLIC 348

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
DAMON	OTP-AM	S-200

This bill amends the motor vehicle laws. The bill adds mopeds to the list of vehicles exempt from motor vehicle inspections; details the circumstances under which a trailer or semitrailer must be inspected; specifies that camp trailers are exempt from annual inspection; repeals statutory standards for seat belt inspections; repeals a provision requiring inspection rejection for certain malfunctioning equipment; removes language allowing the State Police to license part-time inspection stations; removes statutory standards for certifying an inspection mechanic and adds a provision requiring inspection garages to comply with rules of the Chief of the State Police; modifies when inspection station licenses expire (currently the 2-year term runs from January 1st of year of issuance; bill changes to run from date of issuance); clarifies that inspection station license appeal hearings may be conducted by a designee of the Chief of the State Police; modifies penalties with respect to violations by inspection stations or inspection mechanics; repeals statutory standards for licensing fleet inspection stations; amends the laws regarding reflective and tinted glass to provide a 35% net light transmittance for side and rear windows; repeals language creating an exception to the window tinting requirements for original installation or original replacement windows that are in conformance with federal standards, but provides that if the light transmittance is less than 70% no further tinting is allowed; provides that persons who issue certificates of compliance with respect to window tinting must be authorized to do so by the State Police; modifies the law regarding measuring tire tread depths; repeals a provision relating to vehicle frame height; creates a definition for "fire department vehicle" in a provision of law allowing fire department vehicles to be equipped with and display certain types of lights (blue light on rear of vehicle; alternate flashing headlights; red auxiliary or emergency lights); establishes a traffic infraction for failure to yield (currently it's Class E crime if a person fails to yield *and* actually collides with vehicle or pedestrian); and clarifies "apparent property damage" in the definition of "reportable accident" so that reporting requirements are based on market value of necessary repairs and are not limited by the market value of the vehicle.

Committee Amendment "A" (S-200)

This amendment:

1. Removes several provisions from the bill: the provision of the bill that would have repealed a law requiring inspection rejection for certain malfunctioning equipment; the provision of the bill establishing a 35% net light transmittance standard for side and rear windows (this provision was addressed by LD 1487); and the provision of the bill repealing the provision of law dealing with vehicle frame height;
2. Clarifies 2 provisions of the bill: the provision relating to the persons authorized by the Chief of the State Police to examine window glazing and tint material and the provision relating to readings for tire tread wear;
3. Adds several new provisions: a provision clarifying who may issue permits allowing operation of an uninspected vehicle to an inspection station for an inspection; a provision adding stationary wreckers using authorized lights to the law requiring motorists to use caution when passing stationary emergency vehicles; and a provision allowing a detective employed by the Attorney General or motor vehicle investigator to use emergency lights.

Enacted Law Summary

Public Law 2007, chapter 348 accomplishes the following:

1. Adds mopeds to the list of vehicles exempt from motor vehicle inspections;

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2. Details the circumstances under which a trailer or semitrailer must be inspected: if over 7,000 lbs, independent of towing vehicle; or if the total weight of vehicle, trailer/semi-trailer and load is over 10,000 lbs (current exceptions in law preserved, e.g., trailer and load not exceed 3,000 lbs). Under current law, a trailer/semitrailer is required to be inspected if used with a commercial vehicle that is required to be inspected;
3. Specifies that camp trailers are exempt from annual inspection
4. Repeals statutory standards for seat belt inspections (leaves standards to those set in rules);
5. Removes language allowing the State Police to license part-time inspection stations;
6. Removes statutory standards for certifying an inspection mechanic and adds a provision requiring a inspection garages to comply with rules of the Chief of the State Police;
7. Modifies when inspection station licenses expire (currently the 2-year term runs from January 1st of year of issuance; bill changes to run from date of issuance);
8. Clarifies that inspection station license appeal hearings may be conducted by a designee of the Chief of the State Police;
9. Modifies penalties with respect to violations by inspection stations or inspection mechanics; current law requires a 6 month suspension for a 1st offense and a year suspension or license revocation for a 2nd or subsequent violations; the bill allows the State Police discretion to suspend for shorter periods;
10. Repeals statutory standards for licensing fleet inspection stations (leaves standards to rules);
11. Repeals language creating an exception to the window tinting requirements for original installation or original replacement windows that are in conformance with federal standards, but provides that if the light transmittance is less than 70% no further tinting is allowed;
12. Provides that persons who issue certificates of compliance with respect to window tinting must be authorized to do so by the State Police;
13. Modifies the law regarding measuring tire tread depths;
14. Creates a definition for "fire department vehicle" in a provision of law allowing fire department vehicles to be equipped with and display certain types of lights (blue light on rear of vehicle; alternate flashing headlights; red auxiliary or emergency lights);
15. Establishes a traffic infraction for failure to yield (currently it's Class E crime if a person fails to yield *and* actually collides with vehicle or pedestrian);
16. Clarifies "apparent property damage" in the definition of "reportable accident" so that reporting requirements are based on market value of necessary repairs and are not limited by the market value of the vehicle (which may be less than the cost of repairs);
17. Clarifies that the Chief of State Police may designate employees of the Department of Public Safety who may not be employees of the State Police to issue permits allowing operation of an uninspected vehicle to an inspection station for an inspection;
18. Adds stationary wreckers using authorized lights to the law requiring motorists to use caution when passing stationary emergency vehicles; and

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19. Adds provisions allowing a detective employed by the Attorney General or motor vehicle investigator to use emergency lights.

LD 1818 An Act To Enhance Public Safety, Facilitate the Coordination of Traffic Control Signal Systems and Promote More Equitable Use of Public Highway Rights-of-way **CARRIED OVER**

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

This bill provides that the Department of Transportation (DOT) may install and maintain traffic signals, directional signs and markings on town ways (current law allows the DOT to do this on state, state aid and federal aid highways), when necessary for public convenience and safety. It provides that owners of utility facilities located within or along a public right-of-way must accommodate traffic control signals and appurtenances on their facilities without charge to the public. It provides that if a utility refuses to make this accommodation within 30 days of notice, it is subject to a fine of up to \$500 per day for each traffic signal. It provides that the DOT may incorporate in its rules guidelines for the accommodation of such traffic control signal systems on utility facilities. The bill also corrects some outdated statutory references.

LD 1818 was carried over pursuant to Joint Order, HP 1369.

LD 1844 An Act Concerning Maine's Highway Safety Laws **PUBLIC 295**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
MARLEY	OTP-AM	H-333 MARLEY

This bill increases the registration fee for participation in defensive driving courses. The bill also increases the minimum height requirement a person less than 18 years of age must meet to use a seat belt instead of a child restraint system; this change makes Maine law consistent with federal requirements.

Committee Amendment "A" (H-270)

This amendment incorporates a fiscal note.

House Amendment "A" (H-333)

This amendment incorporates a revised fiscal note to replace the fiscal note in Committee Amendment "A" (filing number H-270).

Enacted Law Summary

Public Law 2007, chapter 295 increases the registration fee for participation in defensive driving courses. The bill also increases the minimum height requirement a person less than 18 years of age must meet to use a seat belt instead of a child restraint system; this change makes Maine law consistent with federal requirements.

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LD 1847 Resolve, Directing the Department of Transportation To Conclude Its Study of the Alternative Routes for the Wiscasset Bypass, Choose a Route and Establish a Timetable

ONTP

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

This resolve directs the Department of Transportation to complete its examination of alternate routes for the so-called Wiscasset bypass and choose a route. No later than December 15, 2008, the department must submit a report to the Joint Standing Committee on Transportation describing its chosen route and its plan and timetable for construction of that route.

LD 1919 Resolve, To Provide for a Careful Examination of the Motor Fuel Taxes

DIED BETWEEN HOUSES

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

This resolve is the unanimous report of the Joint Standing Committee on Transportation pursuant to Joint Order 2007, H.P. 1342. This resolve directs the Department of Transportation and the Department of Administrative and Financial Services, working with 2 Legislators, to examine how motor fuel taxes could be restructured to eliminate or change the current indexing system. The resolve directs the departments to submit their recommendations to the Joint Standing Committee on Transportation no later than January 15, 2008. The Joint Standing Committee on Transportation is authorized to submit legislation relating to the motor fuel taxes to the Second Regular Session of the 123rd Legislature. Though this bill ultimately died, the Presiding Officers authorized the Transportation Committee to review these issues during authorized interim meetings.

Joint Standing Committee on Transportation

SUBJECT INDEX

Aeronautics

Enacted

LD 213 An Act To Establish an Airport Managers Training Program PUBLIC 76

Not Enacted

LD 532 Resolve, To Create a Plan for the Downeast Airport Authority ONTP

LD 599 An Act To Create an Airport Authority CARRIED OVER

Bridges

Enacted

LD 474 Resolve, To Direct the Department of Transportation To Rename State Bridge Number 5278 the Ryan Quirion Guthrie RESOLVE 6

LD 545 Resolve, To Name the Bridge on Route 201 in Jackman over the Moose River the Veterans Memorial Bridge RESOLVE 15

Not Enacted

LD 266 An Act To Fully Fund the Project To Replace the Route 302 Bridge in Naples ONTP

LD 511 An Act To Study the Feasibility of Locating a New Bridge in the St. David Area CARRIED OVER

LD 1097 An Act Relating to Safe and Effective Use of Casco Bay Bridge ONTP

LD 1563 Resolve, To Name 3 Bridges in Honor of Medal of Honor Recipients ONTP

General Highway Fund

Enacted

LD 327 An Act To Make Supplemental Allocations from the Highway Fund and Other Funds for the Expenditures of State Government and To Change Certain Provisions of State Law Necessary to the Proper Operations of State Government for the Fiscal Year Ending June 30, 2007 PUBLIC 4
EMERGENCY

LD 781	An Act Making Unified Highway Fund and Other Funds Allocations 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, 2008 and June 30, 2009	PUBLIC 329 EMERGENCY
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Not Enacted

LD 89	An Act To Repeal the Automatic Increase in the Gasoline Tax	ACCEPTED ONTP REPORT
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LD 972	An Act To Delay the Fiscal Sustainability of the Highway Fund	ACCEPTED ONTP REPORT
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LD 1726	RESOLUTION, Proposing an Amendment to the Constitution of Maine To Guarantee the Integrity of the Highway Fund	CARRIED OVER
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LD 1919	Resolve, To Provide for a Careful Examination of the Motor Fuel Taxes	DIED BETWEEN HOUSES
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Highways

Enacted

LD 85	Resolve, To Designate a Portion of U.S. Route 1 in Indian Township Passamaquoddy Indian Reservation as the Captain Tomah Lewey Memorial Highway	RESOLVE 2
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Miscellaneous

Enacted

LD 55	An Act To Amend the Law Regarding a License To Operate an Attended or Unattended Sales Promotion	PUBLIC 5 EMERGENCY
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LD 245	Resolve, To Direct the Secretary of State To Study Issues Related to Dealer Plates	RESOLVE 125
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LD 1159	Resolve, To Encourage Increased Use of Biofuel in Maine	RESOLVE 79
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LD 1844	An Act Concerning Maine's Highway Safety Laws	PUBLIC 295
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Not Enacted

LD 159	RESOLUTION, Proposing an Amendment to the Constitution of Maine To Dedicate a Portion of Vehicle Registration Fees To Fund Veterans' Cemeteries	ONTP
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LD 299	An Act To Aid Municipalities Concerning Plowing Efficiency	ONTP
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LD 350	An Act To Protect Citizens from Physical Injury Due to Obstructed Driveways	ONTP
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LD 381	An Act To Require That Vehicles Transporting Poultry Fecal Matter Be Covered	ONTP
LD 438	Resolve, To Improve Driver Education Programs	ONTP
LD 533	An Act To Establish "Clean Air - No Idling" Zones	ONTP
LD 906	An Act To Clarify Municipal Responsibility in Providing Emergency Service during a Declared Emergency	ONTP
LD 963	An Act To Prohibit Construction Companies from Using Certain Heavy Equipment in Residential Neighborhoods	ACCEPTED ONTP REPORT
LD 1092	An Act To Exempt from the Excise Tax Fuel Used in Certain Farm Trucks	ONTP
LD 1164	An Act To Sustain Island Communities	ONTP
LD 1343	An Act To Encourage Vanpooling and Carpooling	ONTP

Motor Vehicles

Enacted

LD 160	An Act To Provide Safe All-terrain Vehicle Access on Public Ways	PUBLIC 33
LD 173	An Act To Allow a Newspaper Carrier To Use Flashing Amber Lights on That Carrier's Vehicle	PUBLIC 11
LD 497	An Act To Allow Funeral Processions To Use Certain Lights	PUBLIC 62
LD 513	An Act To Amend the Motor Vehicle Laws	PUBLIC 383
LD 524	An Act To Establish the Fee for Commercial Inspections for Farm Trucks	PUBLIC 190
LD 643	An Act To Clarify Certain Equipment Provisions for Motor Vehicles	PUBLIC 121
LD 666	An Act To Amend Maine's Abandoned Vehicle Laws	PUBLIC 150
LD 938	An Act To Delay the Effective Date of Changes to Motor Vehicle Inspection Rules	PUBLIC 135
LD 1817	An Act To Strengthen and Clarify Maine's Motor Vehicle Laws	PUBLIC 348

Not Enacted

LD 18	An Act To Streamline Permitting for and Encourage the Business of Showing Vehicles	ONTP
LD 95	An Act To Require Notification when a Vehicle Is Towed	ONTP
LD 407	An Act To Allow the Use of Flashing Red Lights by State Emergency Management Agency Directors	ONTP
LD 442	An Act To Amend the Laws Pertaining to Advertisements on Motor Vehicles Used in Driver Education	ONTP
LD 447	Resolve, To Improve the Registration Process for Commercial Motor Vehicles	ONTP
LD 494	An Act To Repeal the Motor Vehicle Inspection Laws	ONTP
LD 644	An Act To Amend the Motor Vehicle Laws	ONTP
LD 667	An Act To Modify the Motor Vehicle Insurance Cancellation Notification Law	ONTP
LD 694	An Act Regarding Fines for Overweight Trucks	ONTP
LD 741	An Act Regarding When an Overweight Truck May Be Required To Unload	ACCEPTED ONTP REPORT
LD 766	An Act To Permit Operation of a Modified Show Vehicle on a Public Way	ONTP
LD 939	An Act To Permit Front-wheel Drive Vehicles To Have Front Studded Snow Tires Only	ONTP
LD 956	An Act To Increase Compliance with Truck Weight Limits	ACCEPTED ONTP REPORT
LD 1022	An Act To Amend the Laws Pertaining to the Removal of Submerged Vehicles	ONTP
LD 1301	An Act To Require All Construction Vehicles To Have a Backup Sensor	ONTP
LD 1304	An Act Relative to Motor Vehicles and Floats Operated in Parades	ACCEPTED ONTP REPORT
LD 1748	An Act Regarding Street Rods and Custom Vehicles	ONTP

Operator's License

Enacted

LD 478	An Act Regarding the Certification of the Required Driving Time for a License for Certain Persons under 21 Years of Age	PUBLIC 2 EMERGENCY
LD 740	An Act To Promote the Safety of Deaf or Hard-of-hearing Drivers	PUBLIC 123
LD 812	Resolve, To Direct the Secretary of State To Examine Driver's License Laws	RESOLVE 24

Not Enacted

LD 8	An Act To Limit the Duration of a Legal Alien's Driver's License	ONTP
LD 84	An Act To Standardize Documentation Requirements for a Driver's License or Nondriver Identification Card	ONTP
LD 180	An Act To Provide for a Change in Gender Designation on a Driver's License BY REQUEST	ONTP
LD 209	An Act To Require That a Person Be a Maine Resident in Order To Be Issued a Maine Driver's License	ONTP
LD 241	An Act To Allow the Secretary of State To Issue a Work-restricted License to First-time License Holders Not Yet 21 Years of Age with Less than 2 Years of Driving Time	DIED BETWEEN HOUSES
LD 706	An Act To Support New Drivers	ONTP
LD 1337	Resolve, To Assist in Appropriate Notification in an Emergency	ONTP

Public Transportation

Enacted

LD 1249	An Act To Amend the Composition of the Maine Port Authority	PUBLIC 134
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Not Enacted

LD 1226	An Act To Protect Young Passengers of Transportation Providers	ONTP
LD 1719	Resolve, To Improve Regional Transportation in Greater Portland	ONTP

Railroads

Enacted

LD 328	Resolve, To Require an Engineering Study To Determine the Cost of Extending Rail Service from Portland to Fryeburg	RESOLVE 18 EMERGENCY
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Not Enacted

LD 626 An Act To Require Warning Lights at All Railroad Crossings BY ONTP
REQUEST

LD 897 An Act Relating to Trains and Train Service in the State ONTP

Registration Plates

Enacted

LD 228 An Act To Establish a Special Veterans License Plate for Motorcycles PUBLIC 376

LD 264 An Act To Amend the Temporary Registration Plate Law PUBLIC 177

LD 495 Resolve, To Develop an Appropriate Commemorative License Plate Decal RESOLVE 23
for Combat Service

LD 964 An Act To Establish a Special License Plate To Honor Maine Residents PUBLIC 229
Serving Our Country EMERGENCY

LD 986 An Act To Establish an Agriculture Education Registration Plate PUBLIC 456
EMERGENCY

Not Enacted

LD 56 An Act To Allow Farm Trucks That Weigh over 9,000 Pounds To Be ONTP
Eligible for Specialty License Plates

LD 112 An Act To Create a One-time Fee for Veterans Vanity Registration Plates ACCEPTED ONTP
REPORT

LD 113 An Act To Establish a Recreational Vehicle Veterans Registration Plate ONTP

LD 210 An Act Relating to the Use of Dealer Plates ONTP

LD 235 An Act To Allow a Person To Be Issued More than One Set of Disabled ONTP
Veteran Registration Plates

LD 535 An Act To Create a Retired Firefighter Registration Plate ONTP

LD 775 An Act To Create a Special License Plate To Support Breast Cancer CARRIED OVER
Support Services

LD 894 An Act To Establish a 6-month Registration Period for Farm Truck ONTP
License Plates

LD 922 An Act To Permit a Noncommercial Agricultural Designation for Certain ONTP
License Plates

Roads

Enacted

LD 1018	An Act To Require That a State Road Be in Good Condition before Being Turned over to a Municipality	PUBLIC 417
LD 1265	An Act To Keep Private Road Maintenance Costs Affordable BY REQUEST	PUBLIC 162
LD 1410	Resolve, To Name the Gray Connector	RESOLVE 30
LD 1720	Resolve, Directing the Department of Transportation and the Maine Turnpike Authority To Conduct a Study of Possible Western Connector Roads to Municipal Centers in Cumberland and York Counties	RESOLVE 95

Not Enacted

LD 13	Resolve, To Return Swanville Road in Frankfort to State Road Classification	ONTP
LD 14	Resolve, To Direct the Department of Transportation To Better Ensure the Safety of Students Traveling to and from School in Waterboro	ONTP
LD 625	Resolve, To Establish a Commission To Study the Feasibility of the State's Acquiring the Golden Road	ONTP
LD 901	An Act To Require Legislative Review before a Road's Designation or Classification May Be Changed	ONTP
LD 1202	An Act To Amend the Laws Governing Access to State and State Aid Highways To Permit a Traffic Safety and Rest Area Exception	ONTP
LD 1363	An Act To Amend the Laws Governing Access to State and State Aid Highways To Permit Traffic Safety and Rest Area Exceptions	ONTP
LD 1399	Resolve, To Ensure the Safety of Roads with High Volumes of Traffic	ONTP
LD 1609	An Act To Require the Review of Utility Pole Placement during Road Improvement	ONTP

Signs

Enacted

LD 830	An Act To Permit the Use of Pictorial Graphics and Photographs on Changeable Signs	PUBLIC 124
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Not Enacted

LD 1053	An Act To Amend the Laws Governing the Placement of an On-premises Sign	ACCEPTED ONTP REPORT
LD 1572	An Act To Encourage Community-oriented Campaigns for Appropriate Sign Laws	ONTP
LD 1795	Resolve, Directing the Department of Transportation To Place Signs on Interstate 95 To Identify the Route to the Fort Knox Historic Site and the Penobscot Narrows Bridge and Observatory Tower	ONTP

Traffic Regulations

Enacted

LD 9	An Act To Continue the Axle Weight Law Changes beyond September 15, 2007	PUBLIC 453 EMERGENCY
LD 23	An Act To Clarify the Use and Purpose of Center Turn Lanes	PUBLIC 8
LD 24	An Act To Make Failure To Wear a Seat Belt a Primary Offense	PUBLIC 60
LD 161	An Act To Prohibit the Use of Electronic Devices by Minors while Driving	PUBLIC 272
LD 211	An Act To Allow a Truck Driver To Haul a Trailer on a Highway If That Driver Has a Point-to-point Permit	PUBLIC 38
LD 576	Resolve, To Examine Issues Related to Distracted Driving	RESOLVE 86
LD 1487	An Act To Amend the Laws Relating to Automotive Reflective and Tinted Glass	PUBLIC 186
LD 1808	An Act To Improve Road Safety and Update Bicycling Laws	PUBLIC 400

Not Enacted

LD 114	An Act To Prohibit the Use of a Handheld Cellular Telephone while Operating a Motor Vehicle	ACCEPTED ONTP REPORT
LD 133	An Act To Require Seat Belts on All School Buses	ONTP
LD 212	An Act Regarding Penalties for Logbook Violations	ONTP
LD 265	An Act To Allow a Weight Tolerance for Vehicle Auxiliary Power Units	DIED ON ADJOURNMENT
LD 401	An Act To Protect the Integrity of Funeral Processions	ONTP
LD 642	An Act to Clarify Certain Laws Concerning Posted Speed Limit	ONTP
LD 1329	An Act To Allow Municipalities To Set Speed Limits on Certain Roads	ACCEPTED ONTP REPORT
LD 1330	An Act To Promote School Zone Safety	ACCEPTED ONTP REPORT

LD 1587	An Act To Strengthen Maine's Distracted-driving Penalties	ONTP
LD 1709	Resolve, To Establish a Pilot Project for the Enforcement of Laws Regarding Traffic Control Devices	ONTP

Transportation Department

Enacted

LD 232	Resolve, To Direct the Department of Transportation to Establish the Elton R. Brooks Memorial Rest Area and Boat Launching Facility	RESOLVE 1
LD 860	An Act To Amend Certain Laws Affecting Transportation	PUBLIC 306 EMERGENCY
LD 921	An Act To Allow a Landowner To Erect Installations in or near a State or State Aid Highway	PUBLIC 191 EMERGENCY
LD 1154	Resolve, Directing the Department of Transportation To Expend Funds for Fisheries and Waterfront Initiatives	RESOLVE 56 EMERGENCY
LD 1180	An Act To Promote Transportation Planning, Increase Efficiency and Reduce Sprawl	PUBLIC 208

Not Enacted

LD 6	Resolve, Directing the Department of Transportation To Improve Guardrails on Portions of Interstate 295	CARRIED OVER
LD 7	Resolve, To Require the Department of Transportation To Accept a Traffic Light in Portland	ONTP
LD 17	Resolve, To Transfer the Cliff Island Wharf from the City of Portland to the Department of Transportation	ONTP
LD 546	Resolve, Directing the Department of Transportation To Amend Its Rules Regarding Noise Abatement Costs	ONTP
LD 561	Resolve, To Direct the Department of Transportation To Establish a Rest Area on U.S. Route 9 between Calais and Brewer	ONTP
LD 669	Resolve, To Direct the Department of Transportation To Make Improvements to U.S. Route 2-A	ONTP
LD 873	An Act To Require Economic Analysis and Public Comment for Road Construction Projects	ONTP
LD 1054	Resolve, Directing the Department of Transportation To Repair Underground Pipes on Main Street and Church Street in Stockton Springs BY REQUEST	ONTP
LD 1174	Resolve, To Stabilize the Naples Waterfront	ONTP
LD 1277	Resolve, To Study the Feasibility of Off-road Bike and Walking Paths along the Busiest Commuting Corridors in the State	ONTP

LD 1790	An Act To Secure Maine's Transportation Future	HELD BY GOVERNOR
LD 1818	An Act To Enhance Public Safety, Facilitate the Coordination of Traffic Control Signal Systems and Promote More Equitable Use of Public Highway Rights-of-way	CARRIED OVER
LD 1847	Resolve, Directing the Department of Transportation To Conclude Its Study of the Alternative Routes for the Wiscasset Bypass, Choose a Route and Establish a Timetable	ONTP

Turnpike Authority

Enacted

LD 319	An Act To Make Allocations from Maine Turnpike Authority Funds for the Maine Turnpike Authority for the Calendar Year Ending December 31, 2008	P & S 7
LD 320	An Act To Allow the Widening of a Portion of the Maine Turnpike	PUBLIC 270
LD 321	An Act To Increase the Bonding Capacity of the Maine Turnpike Authority	PUBLIC 59
LD 534	Resolve, Directing the Maine Turnpike Authority To Study the Relocation of the York Toll Booth	RESOLVE 45

Not Enacted

LD 19	Resolve, To Reduce Traffic Congestion and Improve Safety on Interstate 295	ONTP
LD 181	Resolve, To Reduce the Cost of Moving Modular Homes and Increase Traffic Safety	ONTP
LD 496	An Act To Exempt Emergency Vehicles from Tolls on the Maine Turnpike	ONTP
LD 592	An Act To Waive Tolls on the Maine Turnpike for People Who Are Traveling for Treatment of Catastrophic Illnesses	ACCEPTED ONTP REPORT

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