

Joint Standing Committee on Transportation

LD 155 **An Act to Allow a Business to Obtain a Municipal Permit for One Off-premises Business Advertising Sign** **ONTP**

<u>Sponsor(s)</u> DAVIS P	<u>Committee Report</u> ONTP	<u>Amendments Adopted</u>
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LD 155 proposed to authorize municipalities to issue permits for off-site business advertising signs. It proposed to limit each business to one sign that may be placed only on private land within that municipality granting the permit and only with the permission of the landowner. It also proposed to prohibit the placement of more than one permitted sign on any one parcel of land. It further proposed certain size, style and placement requirements and allowed municipalities to place other limitations on such signs, including charging permit fees.

LD 458 **An Act Regarding Motorcycle Noise Emission Control Standards** **ONTP**

<u>Sponsor(s)</u> LEMOINE	<u>Committee Report</u> ONTP	<u>Amendments Adopted</u>
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LD 458 proposed to prohibit a person from operating a motorcycle with an exhaust system that does not comply with federal noise standards. It also proposed to require that a motorcycle is equipped with an exhaust system that is the original manufacturer's equipment or a manufacturer approved replacement. It further proposed to institute a \$100 fine for a violation of this provision.

LD 605 **An Act To Increase the Bond Limit of the Maine Turnpike Authority** **PUBLIC 566**

<u>Sponsor(s)</u> HATCH PH SAVAGE	<u>Committee Report</u> OTP-AM	<u>Amendments Adopted</u> S-411
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LD 605 proposed to increase the Maine Turnpike Authority's revenue bonding capacity from \$210,000,000 to \$260,000,000.

Committee Amendment "A" (S-411) proposed to increase the Maine Turnpike Authority's revenue bonding capacity from \$291,000,000 to \$361,000,000 in order to incorporate changes made to the Maine Revised Statutes, Title 23, section 1968, subsection 1 in Public Law 2003, chapter 32.

Enacted Law Summary

Public Law 2003, chapter 566 increases the Maine Turnpike Authority's revenue bonding capacity from \$291,000,000 to \$361,000,000.

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LD 978 **An Act To Establish a Rotarian License Plate** **ONTP**

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

LD 978 proposed to authorize the issuance of a special motor vehicle registration plate for members of Rotary International in Maine.

LD 1645 **An Act Regarding Golf Carts Used as Island Vehicles** **ONTP**

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

LD 1645 proposed to exempt individuals who use old style golf carts on islands that have no public roads maintained or supported by the state, from the liability insurance requirement imposed by the Maine Revised Statutes, Title 29-A, section 402.

LD 1648 **An Act Regarding Automobile Dealer Registration Plates** **ONTP**

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

LD 1648 proposed to amend the minimum sales requirement of 12 vehicles per year in order to obtain a renewal of a dealer license by removing the restriction to retail sales only.

LD 1654 **An Act To Amend Transportation Laws** **PUBLIC 571**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
HATCH PH USHER	OTP-AM	S-406

LD 1654 proposed to amend highway entrance laws by clarifying the intent of regulations affecting maintenance of existing posted speeds on arterial highways and grants the Department of Transportation more flexibility in locating driveways and entrances within breaks in control of access areas.

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The bill also proposed to extend for one year the reporting and repeal date of the pilot project to simplify truck weight laws enacted by PL 2001, c. 687, §17, to allow sufficient time for project rulemaking and data collection by the Department of Transportation.

Committee Amendment "A" (S-406) proposed to strike the language from the bill that would extend for one year the reporting deadline and subsequent repeal of the pilot project to simplify truck weight laws by the Department of Transportation.

House Amendment "A" (H-748) proposed to require a pedestrian at a crosswalk to yield the right-of-way to vehicular traffic if it can be reasonably determined that waiting for a break in the traffic would be safer for both the pedestrian and the vehicular traffic. This amendment was not adopted.

Enacted Law Summary

Public Law 2003, chapter 571 amends highway entrance laws by clarifying the intent of regulations affecting maintenance of existing posted speeds on arterial highways and grants the Department of Transportation more flexibility in locating driveways and entrances within breaks in control of access areas.

LD 1676 **An Act To Allow Communications Towers on Land of the Maine Turnpike Authority** **PUBLIC 572**

<u>Sponsor(s)</u> HATCH PH	<u>Committee Report</u> OTP	<u>Amendments Adopted</u>
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LD 1676 proposed to remove the requirement that any communications tower built or acquired on property of the Maine Turnpike Authority be used exclusively by the Maine Turnpike Authority.

Enacted Law Summary

Public Law 2003, chapter 572 removes the requirement that any communications tower built or acquired on property of the Maine Turnpike Authority be used exclusively by the Maine Turnpike Authority.

LD 1677 **An Act To Amend the Laws Concerning Automobile Dealer Registration Plates** **PUBLIC 544
EMERGENCY**

<u>Sponsor(s)</u> WESTON ASH	<u>Committee Report</u> OTP-AM	<u>Amendments Adopted</u> S-382
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LD 1677 proposed to exempt dealers engaged exclusively in the sale of classic autos from the minimum sales requirement of 12 vehicles per year through retail sales in order to obtain a renewal of a dealer license.

Committee Amendment "A" (S-382) replaced the bill and proposed to amend the minimum sales requirement of 12 vehicles in order to obtain a renewal of a dealer license by removing the restriction to retail sales only. The

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amendment also proposed to exempt dealers engaged primarily in the sale of classic vehicles, emergency vehicles or industrial or farm equipment from the minimum sales requirement.

Enacted Law Summary

Public Law 2003, chapter 544 amends the minimum sales requirement of 12 vehicles in order to obtain a renewal of a dealer license by removing the restriction to retail sales only. The law also exempts dealers engaged primarily in the sale of classic vehicles, emergency vehicles or industrial or farm equipment from the minimum sales requirement.

Public Law 2003, chapter 544 was enacted as an emergency measure effective March 10, 2004.

LD 1694

An Act To Amend the Motor Vehicle Laws

PUBLIC 633

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
HATCH PH USHER	OTP-AM	S-419

LD 1694 proposed to amend the motor vehicle statutes as follows:

1. It removed the requirement that state rules regarding the transportation of hazardous materials that adopt federal rules by reference must contain a brief description of the substance of the referenced federal rule;
2. It allowed all law enforcement officers to enforce disability parking restrictions. It also created a traffic infraction prohibiting a person from parking in a parking space that is clearly marked for use by a physically disabled person only if the person has not been issued a disability registration plate or placard or is not transporting a person who has been issued a disability registration plate or placard;
3. It allowed an employee of the State Police designated as a motor vehicle inspector to immediately suspend or revoke a license issued to any official inspection station or an inspection mechanic for a violation of the laws or rules pertaining to motor vehicle inspections;
4. It clarified that one blue auxiliary light may be displayed and used on the rear of an emergency medical services vehicle, fire department vehicle or hazardous material response vehicle that is visible to approaching traffic from the rear only;
5. It changed the requirements regarding school bus inspections so that each bus must be inspected twice per year at an inspection station, at times set by the State Police in consultation with the Department of Education, and once instead of twice per year by a State Police officer; and
6. It added a cross-reference that was inadvertently omitted regarding prior convictions to be considered for the aggravated punishment category for operating under the influence.

Committee Amendment "A" (S-419) proposed to make the following changes to the bill:

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1. It clarified that only fire department vehicles, and not personally owned vehicles, may be equipped with and display one blue light, that the light must face to the rear and that the light must be primarily visible to approaching traffic from the rear only;
2. It allowed the operator of an authorized emergency vehicle to activate emergency lights for the limited purpose of warning motorists when entering or exiting structures designed to house the emergency vehicles; and
3. It prohibited a person from possessing, operating or allowing the operation of preemptive traffic light devices designed to change traffic lights from red to green or green to red, except for those used in certain authorized emergency vehicles, transit buses and highway maintenance vehicles.

Enacted Law Summary

Public Law 2003, chapter 633 amends the motor vehicle statutes as follows:

1. It removes the requirement that state rules regarding the transportation of hazardous materials that adopt federal rules by reference must contain a brief description of the substance of the referenced federal rule;
2. It allows all law enforcement officers to enforce disability parking restrictions. It also creates a traffic infraction prohibiting a person from parking in a parking space that is clearly marked for use by a physically disabled person only if the person has not been issued a disability registration plate or placard or is not transporting a person who has been issued a disability registration plate or placard;
3. It allows an employee of the State Police designated as a motor vehicle inspector to immediately suspend or revoke a license issued to any official inspection station or an inspection mechanic for a violation of the laws or rules pertaining to motor vehicle inspections;
4. It clarifies that only ambulances, emergency medical service vehicles, fire department vehicles or hazardous response vehicles, and not personally owned vehicles, may be equipped with and display one blue light, that the light must face to the rear and that the light must be primarily visible to approaching traffic from the rear only;
5. It changes the requirements regarding school bus inspections so that each bus must be inspected twice per year at an inspection station, at times set by the State Police in consultation with the Department of Education, and once instead of twice per year by a State Police officer;
6. It adds a cross-reference that was inadvertently omitted regarding prior convictions to be considered for the aggravated punishment category for operating under the influence;
7. It allows the operator of an authorized emergency vehicle to activate emergency lights for the limited purpose of warning motorists when entering or exiting structures designed to house the emergency vehicles; and
8. It prohibits a person from possessing, operating, or allowing the operation of preemptive traffic light devices designed to change traffic lights from red to green or green to red, except for those used in certain authorized emergency vehicles, transit buses and highway maintenance vehicles.

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LD 1700

An Act To Amend the Motor Vehicle Laws

**PUBLIC 652
EMERGENCY**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
HATCH PH USHER	OTP-AM	H-865 MARLEY S-473

LD 1700 proposed to amend the motor vehicle statutes as follows:

1. It allowed the Secretary of State to issue special disability registration plates for veterans;
2. It added a new registration category to be used for the 4-axle pilot project authorized by Public Law 2001, chapter 687;
3. It required that excise tax be calculated on the actual sales price of trucks, truck tractors and special mobile equipment when the registered weight is more than 26,000 pounds, the sales price is less than the manufacturer's suggested retail price and the vehicle is less than 6 years old; and
4. It corrected a technical error in the funding of a position created in Public Law 2003, chapter 356, which is assigned to the Department of the Secretary of State, Bureau of Motor Vehicles. It moved the allocation from the Bureau of Administrative Services and Corporations to the Bureau of Motor Vehicles Administration account.

Committee Amendment "A" (S-473) replaced the bill and proposed to do the following:

Part A extended the period that dealers and financial institutions have to apply for titles from 20 to 30 days and reduced the late filing fee from \$125 to \$50. It also corrected a technical error in the funding of a position created in Public Law 2003, chapter 356 and moved the Other Special Revenue Funds allocation for the Maine Motor Vehicle Franchise Board from the Bureau of Administrative Services and Corporations to the Bureau of Motor Vehicle Administration account.

Part B proposed to do the following:

1. It created a process for the Secretary of State to issue recognition license plates;
2. It retained the provision in the bill that would allow the Secretary of State to issue special disability registration plates for veterans;
3. It allowed dealers to carry a load on a vehicle or combination of vehicles weighing more than 10,000 pounds while using their dealer plates if the load is in conjunction with the sale or purchase of a motor vehicle, trailer or equipment by the dealership. The load may consist of only one automobile, truck or truck tractor and may consist of multiple trailers or equipment that the dealer is licensed to sell. The dealer would be allowed to purchase more than one permit, which may be renewed annually;

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4. It clarified that, in addition to rules, the State shall adopt administrative procedures, practices and policies, organizational structures, internal control mechanisms and resource assignments to ensure compliance with the federal Commercial Motor Vehicle Safety Act of 1986; and
5. It removed the requirement that a representative of the American Automobile Association serve on the Secretary of State's Technical Review Panel for driver education.

Part C allowed the Secretary of State to cancel and not suspend the motor vehicle registration for stored vehicles for which insurance coverage is cancelled, terminated or lapsed effective January 1, 2005.

The amendment also proposed to add an emergency preamble and emergency clause to the bill.

House Amendment "C" to Committee Amendment "A" (H-865) proposed to remove inconsistent language regarding the classification of rules.

Enacted Law Summary

Public Law 2003, chapter 652 amends the motor vehicle statutes as follows:

Part A extends the period that dealers and financial institutions have to apply for titles from 20 to 30 days and reduces the late filing fee from \$125 to \$50. It also corrects a technical error in the funding of a position created in Public Law 2003, chapter 356 and moves the Other Special Revenue Funds allocation for the Maine Motor Vehicle Franchise Board from the Bureau of Administrative Services and Corporations to the Bureau of Motor Vehicle Administration account. This Part was enacted as an emergency measure effective April 22, 2004.

Part B does the following.

1. It creates a process for the Secretary of State to issue recognition license plates;
2. It allows the Secretary of State to issue special disability registration plates for veterans;
3. It allows dealers to carry a load on a vehicle or combination of vehicles while using their dealer plates if the load is in conjunction with the sale or purchase of a motor vehicle, trailer or equipment by the dealership. The load may consist of only one automobile, truck or truck tractor and the load may consist of multiple trailers or equipment that the dealer is licensed to sell. The dealer is allowed to purchase more than one permit, which may be renewed annually;
4. It clarifies that, in addition to rules, the State shall adopt administrative procedures, practices and policies, organizational structures, internal control mechanisms and resource assignments to ensure compliance with the federal Commercial Motor Vehicle Safety Act of 1986; and
5. It removes the requirement that a representative of the American Automobile Association serve on the Secretary of State's Technical Review Panel for driver education.

Part C allows the Secretary of State to cancel and not suspend the motor vehicle registration for stored vehicles for which insurance coverage is cancelled, terminated or lapsed effective January 1, 2005.

Unless otherwise noted above, this law takes effect July 30, 2004.

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LD 1704

**An Act To Amend the Maine Turnpike Authority's Budget for
Calendar Year 2004**

P & S 36

<u>Sponsor(s)</u> HATCH PH	<u>Committee Report</u> OTP-AM	<u>Amendments Adopted</u> S-387
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LD 1704 proposed to allocate \$1,000,000 in additional funds to the Maine Turnpike Authority's budget for calendar year 2004 by allocating additional toll revenues to State Police operations. The allocation of additional funds was proposed to address an unexpected increase in the cost of State Police operations on the Maine Turnpike. This unexpected increase in cost is partly due to a provision in Public Law 2003, chapter 40, Part C, section 1, which requires an increase in the overhead rate paid by the authority to the State Police for overhead services. The increase is also partly due to the result of an arbitration between the State of Maine and the Maine State Employees Association that will result in a retroactive payment of salaries and benefits to State Police personnel.

Committee Amendment "A" (S-387) proposed to reduce the allocation of additional funds to the Maine Turnpike Authority's budget for calendar year 2004 to \$598,852.

Enacted Law Summary

Private and Special Law 2003, chapter 36 allocates \$598,852 in additional funds to the Maine Turnpike Authority's budget for calendar year 2004 by allocating additional toll revenues to State Police operations. The allocation of additional funds addresses an unexpected increase in the cost of State Police operations on the Maine Turnpike. This unexpected increase in cost is partly due to a provision in Public Law 2003, chapter 40, Part C, section 1, which requires an increase in the overhead rate paid by the authority to the State Police for overhead services. The increase is also partly due to the result of an arbitration between the State of Maine and the Maine State Employees Association that will result in a retroactive payment of salaries and benefits to State Police personnel.

LD 1705

**An Act To Simplify the Maine Turnpike Authority's Enforcement
Procedures for Toll Violations**

PUBLIC 591

<u>Sponsor(s)</u> HATCH PH	<u>Committee Report</u> OTP-AM	<u>Amendments Adopted</u> H-763 MARLEY S-412
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LD 1705 proposed to amend the Maine Turnpike Authority's procedures for collecting fees and fines for failure to pay tolls by establishing an administrative appeal process within the Maine Turnpike Authority. It would allow a toll evader to appeal a written notice of liability through the Maine Turnpike Authority's administrative procedures, after which a toll evader may choose to appeal the final decision of the Maine Turnpike Authority in Superior Court. The bill also proposed to provide that if the toll evader fails to pay all outstanding violations, does not dispute a notice of liability or does not comply with the decision of the Maine Turnpike Authority's appeal process, the Secretary of State, upon receipt of notice from the Maine Turnpike Authority, would suspend the registration and plates of a toll violator without providing written notice to the vehicle owner.

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Committee Amendment "A" (S-412) proposed to provide that a toll evader has a 30-day period either from the receipt of a notice of liability or, in the case of an appeal, from the final decision of the Maine Turnpike Authority on the appeal or from the final adjudication of liability in Superior Court in which to pay any applicable tolls, administrative fees and penalties. If the toll evader fails to pay all applicable tolls, administrative fees and penalties, the registration of the vehicle owner will be suspended. The amendment proposed to remove the provision from the bill that would allow the Secretary of State, upon receipt of notice from the Maine Turnpike Authority, to suspend the registration and plates of a toll violator without providing written notice to the vehicle owner. The amendment also proposed to provide that an image that shows the face of a person may not be used by the Maine Turnpike Authority for the purpose of collecting tolls and fines for nonpayment of tolls.

House Amendment "A" to Committee Amendment "A" (H-763) proposed to require notices of liability to be sent by certified mail, return receipt requested. It would require a violation clerk designated by the Maine Turnpike Authority to send a notice of an appeal hearing by certified mail, return receipt requested. It also proposed to require the authority to send a notice to the registered owner when the Secretary of State is being notified to suspend a registration for nonpayment of turnpike tolls.

Enacted Law Summary

Public Law 2003, chapter 591 amends the Maine Turnpike Authority's procedures for collecting fees and fines for failure to pay tolls and establishes an administrative appeal process within the Maine Turnpike Authority. It allows a toll evader to appeal a written notice of liability through the Maine Turnpike Authority's administrative procedures, after which a toll evader may choose to appeal the final decision of the Maine Turnpike Authority in Superior Court.

The law provides that a toll evader has a 30-day period either from the receipt of a notice of liability or, in the case of an appeal, from the final decision of the Maine Turnpike Authority on the appeal or from the final adjudication of liability in Superior Court in which to pay any applicable tolls, administrative fees and penalties. If the toll evader fails to pay all applicable tolls, administrative fees and penalties, the registration of the vehicle owner will be suspended.

The law also provides that an image that shows the face of a person may not be used by the Maine Turnpike Authority for the purpose of collecting tolls and fines for nonpayment of tolls.

LD 1732

An Act To Honor Maine's First Peoples

PUBLIC 683

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
MOORE F EDMONDS	OTP-AM	H-717 H-744 MARLEY

LD 1732 proposed to authorize the issuance of a special motor vehicle registration plate for members of federally recognized tribes in Maine.

Committee Amendment "A" (H-717) replaced the bill and proposed to establish a process for the issuance of a special motor vehicle registration plate for members of the Wabanaki Confederacy in Maine.

Enacted Law Summary

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Public Law 2003, chapter 683 establishes a process to issue a special motor vehicle registration plate for members of the Wabanaki Confederacy in Maine.

LD 1734 **An Act To Ensure the Safe Operation of Trains** **ONTP**

<u>Sponsor(s)</u> CLARK HATCH PH	<u>Committee Report</u> ONTP	<u>Amendments Adopted</u>
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LD 1734 proposed to require all trains in the State to operate with a minimum of 5 railroad company or rail authority employees.

LD 1770 **Resolve, Authorizing the Department of Transportation To Erect Signs Identifying the State Vietnam Veterans' Memorial in Capitol Park** **ONTP**

<u>Sponsor(s)</u> HUTTON HATCH PH	<u>Committee Report</u> ONTP	<u>Amendments Adopted</u>
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LD 1770 proposed to authorize the Department of Transportation to erect signs identifying the location of the State Vietnam Veterans' Memorial in Capitol Park in Augusta.

LD 1799 **An Act to Ensure Access to Real Property by Owners** **ONTP**

<u>Sponsor(s)</u> JACKSON MARTIN	<u>Committee Report</u> ONTP	<u>Amendments Adopted</u>
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LD 1799 proposed to require that railroad corporations provide and maintain private crossings on land bisected by the railroad. It also proposed to prohibit railroad corporations from collecting maintenance and insurance fees from property owners using rights-of-way on private crossings. The bill further proposed to allow railroad corporations to seek an indemnification and hold harmless agreement from the property owner.

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LD 1809

An Act Relating to 48-hour Accident Reports

ONTP

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

LD 1809 proposed to reenact language to reinstate the recently repealed 48-hour accident report provision, which would require an operator of a vehicle involved in a reportable accident to file a written report of the accident with the Secretary of State within 48 hours after the accident.

LD 1825

An Act To Make Allocations from Maine Turnpike Authority Funds for the Maine Turnpike Authority for the Calendar Year Ending December 31, 2005

P & S 35

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

LD 1825 proposed to make 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, 2005 in accordance with the requirements of the Maine Revised Statutes, Title 23, section 1961, subsection 6.

Enacted Law Summary

Private and Special Law 2003, chapter 35 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, 2005 in accordance with the requirements of the Maine Revised Statutes, Title 23, section 1961, subsection 6.

LD 1922

An Act To Preserve Transportation Projects Statewide by Using Federal GARVEE Financing for the Waldo-Hancock Bridge Replacement

P & S 43

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
DAMON ROSEN	OTP-AM	S-478

LD 1922 proposed to authorize the use of federal Grant Anticipation Revenue Vehicles, or GARVEE, financing in the amount of up to \$50,000,000 to fund projects associated with the Waldo-Hancock Bridge replacement. The GARVEE bonds would be issued by the Maine Municipal Bond Bank and would be repaid solely from future federal transportation funding apportioned to the State from the Federal Highway Administration and any matching

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funds of the State. The GARVEE bonds would not constitute a debt or liability of the State or a pledge of its full faith and credit.

Committee Amendment "A" (S-478) proposed to add a fiscal note to the bill.

Enacted Law Summary

Private and Special Law 2003, chapter 43 authorizes the use of federal Grant Anticipation Revenue Vehicles, or GARVEE, financing in the amount of up to \$50,000,000 to fund projects associated with the Waldo-Hancock Bridge replacement. The GARVEE bonds will be issued by the Maine Municipal Bond Bank and will be repaid solely from future federal transportation funding apportioned to the State from the Federal Highway Administration and any matching funds of the State. The GARVEE bonds do not constitute a debt or liability of the State or a pledge of its full faith and credit.

LD 1934	An Act To Make Additional 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 Years Ending June 30, 2004 and June 30, 2005	PUBLIC 690 EMERGENCY
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<u>Sponsor(s)</u> HATCH PH USHER	<u>Committee Report</u> OTP-AM	<u>Amendments Adopted</u> S-487
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LD 1934 proposed to do the following:

Part A made allocations of funds.

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

Part C proposed to do the following:

1. It required the State Budget Officer to calculate the amount of expenditures in Part A, section 1 that applied against each Highway Fund account for all departments and agencies for the increased state cost allocation program requirements associated with the recovery of unfunded actuarial liability costs and required the State Budget Officer to transfer the amounts by financial order upon the approval of the Governor;
2. It required the State Budget Officer to calculate the amount of savings in Part A, section 1 that applied 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; and
3. It required the State Budget Officer to calculate the amount of savings in Part A, section 1 that applied against each Highway Fund account for all departments and agencies from savings in the cost of workers' compensation insurance and to transfer the amounts by financial order upon the approval of the Governor.

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Part D does the following:

1. It authorized the Department of Transportation to sell the Payne Road Bridge in Scarborough to the Maine Turnpike Authority; and
2. It specified that the effective date of this Part is July 30, 2004.

Part E proposed to do the following:

1. It specified that \$1,367,264 of Personal Services unencumbered balance forward and \$107,468 of All Other unencumbered balance forward in fiscal year 2003-04 in the Highway Summer Maintenance account in the Department of Transportation lapses to the Highway Fund in fiscal year 2003-04;
2. It specified that \$845,363 of Personal Services unencumbered balance forward in fiscal year 2003-04 in the Traffic Services account in the Department of Transportation lapses to the Highway Fund in fiscal year 2003-04; and
3. It specified that \$679,905 of Personal Services unencumbered balance forward in fiscal year 2003-04 in the Bridge Maintenance account in the Department of Transportation lapses to the Highway Fund in fiscal year 2003-04.

Committee Amendment "A " (S-487) proposed to replace the bill and do the following:

Part A made allocations of funds.

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

Part C proposed to do the following:

1. It required the State Budget Officer to calculate the amount of expenditures in section 2 of that Part that applied against each Highway Fund account for all departments and agencies for the increased state cost allocation program requirements associated with the recovery of unfunded actuarial liability costs and required the State Budget Officer to transfer the amounts by financial order upon the approval of the Governor; and
2. It allocated funds for the recovery of unfunded actuarial liability costs paid by the General Fund.

Part D proposed to do the following:

1. It required the State Budget Officer to calculate the amount of savings in section 2 of that Part that applied 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; and
2. It deallocated funds to reflect savings in health insurance rates.

Part E proposed to do the following:

1. It required the State Budget Officer to calculate the amount of savings in section 2 of that Part that applied against each Highway Fund account for all departments and agencies from savings in the cost of workers' compensation insurance and to transfer the amounts by financial order upon the approval of the Governor; and

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2. It deallocated funds to reflect savings in the cost of workers' compensation insurance.

Part F proposed to do the following:

1. It specified that \$1,367,264 of Personal Services unencumbered balance forward and \$107,468 of All Other unencumbered balance forward in fiscal year 2003-04 in the Highway Summer Maintenance account in the Department of Transportation lapses to the Highway Fund in fiscal year 2003-04;
2. It specified that \$845,363 of Personal Services unencumbered balance forward in fiscal year 2003-04 in the Traffic Services account in the Department of Transportation lapses to the Highway Fund in fiscal year 2003-04; and
3. It specified that \$679,905 of Personal Services unencumbered balance forward in fiscal year 2003-04 in the Bridge Maintenance account in the Department of Transportation lapses to the Highway Fund in fiscal year 2003-04.

Part G required the Commissioner of Transportation to submit a report on proposed strategies to address the State's transportation infrastructure deficit.

Part H authorized the Commissioner of Transportation to transfer Personal Services savings in the Highway Fund within the Department of Transportation for fiscal year 2003-04 to other line categories and programs.

Part I authorized the transfer of specified levels of unallocated surplus from the Highway Fund that may be available at the end of fiscal year 2003-04 to the Highway and Bridge Improvement program.

Part J allocated funds to restore funding for health insurance savings that were not realized for fiscal year 2004-05.

Enacted Law Summary:

Public Law 2003, chapter 690 does the following.

Part A makes allocations of funds.

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

Part C does the following:

1. It requires the State Budget Officer to calculate the amount of expenditures in section 2 of that Part that applies against each Highway Fund account for all departments and agencies for the increased state cost allocation program requirements associated with the recovery of unfunded actuarial liability costs and requires the State Budget Officer to transfer the amounts by financial order upon the approval of the Governor; and
2. It allocates funds for the recovery of unfunded actuarial liability costs paid by the General Fund.

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Part D does the following:

1. It requires the State Budget Officer to calculate the amount of savings in section 2 of that Part that applies 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; and
2. It deallocates funds to reflect savings in health insurance rates.

Part E does the following:

1. It requires the State Budget Officer to calculate the amount of savings in section 2 of that Part that applies against each Highway Fund account for all departments and agencies from savings in the cost of workers' compensation insurance and to transfer the amounts by financial order upon the approval of the Governor; and
2. It deallocates funds to reflect savings in the cost of workers' compensation insurance.

Part F does the following:

1. It specifies that \$1,367,264 of Personal Services unencumbered balance forward and \$107,468 of All Other unencumbered balance forward in fiscal year 2003-04 in the Highway Summer Maintenance account in the Department of Transportation lapses to the Highway Fund in fiscal year 2003-04;
2. It specifies that \$845,363 of Personal Services unencumbered balance forward in fiscal year 2003-04 in the Traffic Services account in the Department of Transportation lapses to the Highway Fund in fiscal year 2003-04; and
3. It specifies that \$679,905 of Personal Services unencumbered balance forward in fiscal year 2003-04 in the Bridge Maintenance account in the Department of Transportation lapses to the Highway Fund in fiscal year 2003-04.

Part G requires the Commissioner of Transportation to submit a report on proposed strategies to address the State's transportation infrastructure deficit.

Part H authorizes the Commissioner of Transportation to transfer Personal Services savings in the Highway Fund within the Department of Transportation for fiscal year 2003-04 to other line categories and programs.

Part I authorizes the transfer of specified levels of unallocated surplus from the Highway Fund that may be available at the end of fiscal year 2003-04 to the Highway and Bridge Improvement program.

Part J allocates funds to restore funding for health insurance savings that were not realized for fiscal year 2004-05.

Public Law 2003, chapter 690 was enacted as an emergency measure effective May 6, 2004.

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