

STATE OF MAINE
123RD LEGISLATURE
SECOND REGULAR AND FIRST SPECIAL SESSIONS



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

JOINT STANDING COMMITTEE ON TRANSPORTATION

May 2008

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Joint Standing Committee on Transportation

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

ONTP

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

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.

**LD 511 Resolve, To Study the Feasibility of Locating a Border Crossing in the St.
David Area**

RESOLVE 213

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
THERIAULT	OTP-AM	H-643 S-655 DAMON

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 "B" (H-643)

This 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 St. David area. The amendment adds an emergency preamble and emergency clause to the bill as \$200,000 from the Highway Fund will be allocated in fiscal year 2007-08.

Senate Amendment "A" (S-655)

This amendment changes the bill to a resolve, clarifies the scope of the study to include the St. John River Valley and requires the Department of Transportation to seek input from the New Brunswick Department of Transportation and the United States General Services Administration.

Enacted Law Summary

Resolve 2007, chapter 213 directs the Department of Transportation to study the feasibility of locating a new bridge in the St. John River Valley and requires the Department of Transportation to seek input from the New Brunswick Department of Transportation and the United States General Services Administration.

LD 599 An Act To Facilitate the Creation of Airport Authorities

PUBLIC 563

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
MARRACHE	OTP-AM	S-484

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

Joint Standing Committee on Transportation

Committee Amendment "A" (S-484)

This amendment replaces the bill and creates an airport authority enabling act to facilitate the creation of airport authorities. The enabling act specifies the necessary powers and authority of an airport authority, other than those that will be specific to a particular airport authority. The enabling act provides a model for the creation of an airport authority but does not require an airport to be created, operated or managed by an airport authority established pursuant to the enabling act. An airport authority created under this enabling act has the following characteristics, powers, duties and authority.

1. An airport authority is a quasi-municipal entity and as such:
 - A. Is exempt from taxation as are other quasi-municipal entities pursuant to the Maine Revised Statutes, Title 36, section 651;
 - B. Its debt liability is secured in the same manner as for other quasi-municipal entities pursuant to Title 30-A, section 5701;
 - C. Its tort liability is governed by the Maine Tort Claims Act in the same manner as for other quasi-municipal entities;
 - D. Is subject to Maine's freedom of access laws, Title 1, sections 401 to 412; and
 - E. Its directors are subject to the conflict of interest provisions of Title 30-A, section 2605.
2. An airport authority is authorized to own, construct, manage, maintain, enhance, expand or otherwise operate an airport and provide air transportation services.
3. An airport authority is governed by a board of directors who are authorized to appoint officers and hire employees, including an airport manager, to operate and manage an airport and provide air transportation service.
4. An airport authority is subject to all applicable federal and state laws and rules, including Federal Aviation Administration regulations, the provisions of Title 6 and the rules of the Commissioner of Transportation. An airport authority may not exercise its powers until it has obtained all necessary written approvals from the Federal Aviation Administration and the Department of Transportation.
5. An airport authority, in a manner similar to other quasi-municipal entities, has the power to:
 - A. Take property for its public purposes by eminent domain, which must be exercised in accordance with certain specified procedures;
 - B. Make and assume contracts;
 - C. Receive government aid, borrow money and issue bonds and notes. As a public entity, its bonds are exempt from state income tax. It may not issue debt payable more than 12 months after date of issuance until it has established a debt limit approved in a local referendum. The debt may not exceed the established debt limit, which may be increased if approved through subsequent referenda; and
 - D. Set fees, rates or charges for the use of its airport and services and, by agreement with the municipal officers of any municipality located in whole or in part within the airport authority's charter territory, establish payments from the municipality to support the airport authority.
6. An airport authority may have other powers, authority or duties as specified in its charter.

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Enacted Law Summary

Public Law 2007, chapter 563 creates an airport authority enabling act to facilitate the creation of airport authorities. The enabling act specifies the necessary powers and authority of an airport authority, other than those that will be specific to a particular airport authority. The enabling act provides a model for the creation of an airport authority but does not require an airport to be created, operated or managed by an airport authority established pursuant to the enabling act. An airport authority created under this enabling act has the following characteristics, powers, duties and authority.

1. An airport authority is a quasi-municipal entity and as such:
 - A. Is exempt from taxation as are other quasi-municipal entities pursuant to the Maine Revised Statutes, Title 36, section 651;
 - B. Its debt liability is secured in the same manner as for other quasi-municipal entities pursuant to Title 30-A, section 5701;
 - C. Its tort liability is governed by the Maine Tort Claims Act in the same manner as for other quasi-municipal entities;
 - D. Is subject to Maine's freedom of access laws, Title 1, sections 401 to 412; and
 - E. Its directors are subject to the conflict of interest provisions of Title 30-A, section 2605.
2. An airport authority is authorized to own, construct, manage, maintain, enhance, expand or otherwise operate an airport and provide air transportation services.
3. An airport authority is governed by a board of directors who are authorized to appoint officers and hire employees, including an airport manager, to operate and manage an airport and provide air transportation service.
4. An airport authority is subject to all applicable federal and state laws and rules, including Federal Aviation Administration regulations, the provisions of Title 6 and the rules of the Commissioner of Transportation. An airport authority may not exercise its powers until it has obtained all necessary written approvals from the Federal Aviation Administration and the Department of Transportation.
5. An airport authority, in a manner similar to other quasi-municipal entities, has the power to:
 - A. Take property for its public purposes by eminent domain, which must be exercised in accordance with certain specified procedures;
 - B. Make and assume contracts;
 - C. Receive government aid, borrow money and issue bonds and notes. As a public entity, its bonds are exempt from state income tax. It may not issue debt payable more than 12 months after date of issuance until it has established a debt limit approved in a local referendum. The debt may not exceed the established debt limit, which may be increased if approved through subsequent referenda; and
 - D. Set fees, rates or charges for the use of its airport and services and, by agreement with the municipal officers of any municipality located in whole or in part within the airport authority's charter territory, establish payments from the municipality to support the airport authority.
6. An airport authority may have other powers, authority or duties as specified in its charter.

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

PUBLIC 547

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
STRANG BURGESS DAMON	OTP-AM	H-766

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 Human Services.

Committee Amendment "A" (H-766)

This amendment, which replaces the bill, establishes a breast cancer support services special registration plate for motor vehicles that do not exceed 10,000 pounds. Nine dollars of each initial registration and renewal fee of breast cancer support services special registration plates must be deposited in a fund administered by the Department of Health and Human Services, Maine Center for Disease Control and Prevention to support breast cancer services efforts.

Enacted Law Summary

Public Law 2007, chapter 547 establishes a breast cancer support services special registration plate for motor vehicles that do not exceed 10,000 pounds. A portion of each initial registration and renewal fee of breast cancer support services special registration plates must be deposited into a fund administered by the Department of Health and Human Services, Maine Center for Disease Control and Prevention to support breast cancer services efforts.

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

DIED BETWEEN HOUSES

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

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.

Committee Amendment "A" (H-755)

This amendment clarifies the changes to Article IX, Section 19 of the Constitution of Maine proposed by the bill. Under this amendment the constitutional provision will require the creation of a Highway Fund, require that certain revenues be placed in that fund, allow other funds to be placed in the fund and require that all funds in that fund be used solely for certain transportation-related purposes. Transportation-related purposes include construction, reconstruction, maintenance and repair of public highways and bridges under the direction and supervision of the Department of Transportation; providing, operating, managing and maintaining the Maine State Ferry Service; and state enforcement of traffic laws.

Joint Standing Committee on Transportation

LD 1790 An Act To Secure Maine's Transportation Future

PUBLIC 470

<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; and 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 Transportation 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 2007; 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 2007; 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

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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;
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

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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 "A" (S-323)

This amendment requires the issuance of up to \$50,000,000 in GARVEE bonds for the 2008-2009 biennium to be sent out to referendum in November 2007.

Senate Amendment "A" to LD 1790 was not adopted.

Senate Amendment "B" (S-339)

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 "B" to LD 1790 was not adopted.

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

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Public Law 2007, chapter 470 does the following:

1. Establishes 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;
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. 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;
6. 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;
7. Adds an appropriations and allocations section to the bill;
8. Clarifies that TransCap revenue bonds must be approved by the Legislature;
9. 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%;
10. 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
11. Expands the significant capacity projects to be considered by the Department of Transportation to include the Lewiston-Auburn rail corridor.

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

ONTP

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

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

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corrects some outdated statutory references.

LD 1948 An Act To Establish a Minimum Suspension for Negligent Operation When a Fatality Results from a Motor Vehicle Accident

PUBLIC 486

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

This bill requires the Secretary of State to conduct a hearing regarding all motor vehicle accidents involving a human fatality. Facts obtained at the hearing may be used by the Secretary of State to suspend or revoke the license of a driver involved in the accident. As in the current law regarding administrative suspensions, a person whose license is suspended or revoked may appeal the decision of the Secretary of State to the Superior Court.

This bill also requires the Secretary of State to review all motor vehicle accidents that involved a human fatality in 2007 to determine whether any changes to the law are necessary to reduce or prevent such accidents. The Secretary of State is required to submit its findings to the joint standing committee of the Legislature having jurisdiction over transportation matters for consideration during the First Regular Session of the 124th Legislature.

Committee Amendment "A" (H-673)

This amendment replaces the bill and requires the Secretary of State to suspend a person's license for a period of at least 3 years if the Secretary of State, based on the Secretary of State's records or other sufficient evidence, finds that person to have recklessly or negligently operated a motor vehicle in a manner so as to cause the death of another person. The amendment obligates the Secretary of State to notify any family of the victim prior to the determination and the issuance of the suspension and to consider oral and written statements received from the family in response to the notice. This amendment is the majority report of the Joint Standing Committee on Transportation.

Enacted Law Summary

Public Law 2007, chapter 486 requires the Secretary of State to suspend a person's license for a period of at least 3 years if the Secretary of State, based on the Secretary of State's records or other sufficient evidence, finds that person to have recklessly or negligently operated a motor vehicle in a manner so as to cause the death of another person. The enacted bill also obligates the Secretary of State to notify any family of the victim prior to the determination and the issuance of the suspension and to consider oral and written statements received from the family in response to the notice.

LD 1959 An Act To Promote Tourism in Maine and the Purchase of Products Made in Maine

PUBLIC 480

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

This bill authorizes facilities along the Maine Turnpike to promote tourism in Maine by selling products that are made or primarily made in Maine or to which value is added in Maine.

Enacted Law Summary

Public Law 2007, chapter 480 authorizes facilities along the Maine Turnpike to promote tourism in Maine by selling products that are made or primarily made in Maine or to which value is added in Maine.

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LD 1960 An Act Regarding Axle Weight on Tri-axle Farm Trucks

PUBLIC 652

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
DAMON	OTP-AM	S-409

This bill expands the axle tolerance limit for tri-axle farm trucks to 64,000 pounds. The bill makes no changes to the gross weight limit and is only for tri-axle trucks with farm registration.

Committee Amendment "A" (S-409)

The amendment clarifies that the expansion of axle tolerance limits to 64,000 pounds pertains to the tri-axle unit of a 4-axle single-unit vehicle registered as a farm truck under the Maine Revised Statutes, Title 29-A, section 505 used to haul potatoes. The amendment repeals this provision October 1, 2013.

The amendment also directs the Chief of the State Police and the Commissioner of Transportation to evaluate the impact of axle weight tolerances for tri-axle units of 4-axle vehicles used to haul forest products and potatoes on road and bridge conditions and to report to the joint standing committee of the Legislature having jurisdiction over transportation matters no later than January 15, 2013. The amendment gives the joint standing committee of the Legislature having jurisdiction over transportation matters authority to submit legislation related to the subject matter of the report to the First Regular Session of the 126th Legislature.

Enacted Law Summary

Public Law 2007, chapter 652 expands the axle weight tolerance limit for tri-axle farm trucks to 64,000 pounds and clarifies that the expansion of axle tolerance limits pertains to the tri-axle unit of a 4-axle single-unit vehicle registered as a farm truck (under the Maine Revised Statutes, Title 29-A, section 505) used to haul potatoes. The enacted bill repeals this provision October 1, 2013.

The enacted bill also directs the Chief of the State Police and the Commissioner of Transportation to evaluate the impact of axle weight tolerances for tri-axle units of 4-axle vehicles used to haul forest products and potatoes on road and bridge conditions and to report to the joint standing committee of the Legislature having jurisdiction over transportation matters no later than January 15, 2013. The enacted bill gives the joint standing committee of the Legislature having jurisdiction over transportation matters authority to submit legislation related to the subject matter of the report to the First Regular Session of the 126th Legislature.

LD 1978 An Act To Require the Department of Transportation To Recover for the Highway Fund Any Money Recovered from Those Responsible for Doing Damage to State Roads and Bridges

ONTP

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

This bill requires the Department of Transportation to pursue compensation for damage done to transportation infrastructure, which includes highways and bridges and related buildings. All funds for damages recovered by the department must be used for the benefit of transportation infrastructure.

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LD 2019 An Act To Make Capital Rail Improvements for Economic Development

PUBLIC 677

Purposes

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
MARLEY	OTP-AM MAJ ONTP MIN	H-906

This bill, beginning July 1, 2009, dedicates a percentage of sales and use tax revenue to the State Transit, Aviation and Rail Transportation Fund, also known as the STAR Transportation Fund, to support transit, aeronautics and rail transportation, including the Downeaster train service.

Committee Amendment "A" (H-906)

This amendment, which is the majority report, replaces the bill. The amendment, beginning July 1, 2009, dedicates a percentage of sales tax revenue imposed on the value of rental for a period of less than one year of an automobile to the State Transit, Aviation and Rail Transportation Fund, also known as the STAR Transportation Fund, to support transit, aeronautics and rail transportation, including the Downeaster train service.

Enacted Law Summary

Public Law 2007, chapter 677, beginning July 1, 2009, dedicates a percentage of sales tax revenue imposed on the value of rental for a period of less than one year of an automobile to the State Transit, Aviation and Rail Transportation Fund, also known as the STAR Transportation Fund, to support transit, aeronautics and rail transportation, including the Downeaster train service.

LD 2022 An Act To Designate Certain Rules of the Bureau of State Police as Major Substantive Rules

PUBLIC 505

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
BROWNE	OTP-AM MAJ ONTP MIN	H-701

This bill clarifies that the Department of Public Safety, Bureau of State Police rule-making authority designation regarding the adoption of any federal regulation or amendments to ensure proper enforcement of motor carrier safety is major substantive.

Committee Amendment "A" (H-701)

This amendment, which is the majority report of the Joint Standing Committee on Transportation, replaces the bill. Current law provides that the Department of Public Safety, Bureau of State Police may adopt rules to incorporate by reference Federal Motor Carrier Safety Administration regulations and that the Maine Administrative Procedure Act does not apply to the adoption by reference of federal motor carrier safety regulations in the Maine Revised Statutes, Title 29-A, section 555.

The amendment provides that a rule adopted by the bureau is a major substantive rule if it adopts by reference any provision of certain Federal Motor Carrier Safety Administration regulations that would result in a modification of the substance or effect of any amendment to federal motor carrier safety regulations adopted by the bureau and in effect on the effective date of the bill or adopts an amendment to those federal motor carrier safety regulations.

Enacted Law Summary

Current law provides that the Department of Public Safety, Bureau of State Police may adopt rules to incorporate by reference Federal Motor Carrier Safety Administration regulations and that the Maine Administrative Procedure Act

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does not apply to the adoption by reference of federal motor carrier safety regulations in the Maine Revised Statutes, Title 29-A, section 555.

Public Law 2007, chapter 505 provides that a rule adopted by the bureau is a major substantive rule if it adopts by reference any provision of certain Federal Motor Carrier Safety Administration regulations that would result in a modification of the substance or effect of any amendment to federal motor carrier safety regulations adopted by the bureau and in effect on the effective date of this Act or adopts an amendment to those federal motor carrier safety regulations.

LD 2040 An Act To Ban the Use of Liquid Calcium Chloride on Roads

ONTP

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

This bill bans the use of liquid calcium chloride on all roads in the State for snow removal.

LD 2075 An Act To Amend Motor Vehicle Laws

PUBLIC 703

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
MARLEY	OTP-AM	H-1045

This bill:

1. Amends the long-term trailer registration requirements to provide administrative flexibility for the extension of long-term trailer registrations. This allows the Secretary of State to adopt rules consistent with current accounting procedures;
2. Amends the disability plate law to allow a registered nurse to approve an application;
3. Corrects a title fee to charge the regular title fee when issuing a new title due to change in branding; and
4. Amends the permit fee for a long-term overweight permit to be consistent with trip permit fees adopted in 2001.

Committee Amendment "A" (H-913)

This amendment provides that one dollar collected for each specialty registration plate initial contribution and annual renewal contribution must be deposited into a specialty license plate fund established for the purposes of covering the costs of manufacturing and producing specialty or recognition license plates. The amendment also provides that \$10 collected for each sportsman registration plate initial contribution and \$5 collected for each sportsman registration plate renewal contribution must be deposited into the Highway Fund. The amendment also makes technical changes to provide consistency throughout the specialty registration plate statutes.

The amendment also provides that violations of certain federal regulations applicable to commercial motor vehicle carriers and operators are traffic infractions under Maine law.

The amendment also removes conflicting language from the for-hire insurance requirement provisions.

The amendment also clarifies that the overlimit permit exemption for the transportation of poles applies to utility

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poles being moved from a staging area to the final point of installation only.

Committee of Conference Amendment "A" (H-1045)

This amendment is the report of the Committee of Conference.

This amendment incorporates the provisions of Committee Amendment "A" by maintaining the one dollar deposit to the Specialty License Plate Fund, but reduces the amount deposited to the Highway Fund by one dollar instead of reducing the amount deposited into the fund for which the license plate has been established, with the exception of the University of Maine System renewal plates. This amendment also corrects a cross-reference.

Enacted Law Summary

Public Law 2007, chapter 703 does the following:

1. Amends the long-term trailer registration requirements to provide administrative flexibility for the extension of long-term trailer registrations;
2. Amends the disability plate law to allow a registered nurse to approve an application;
3. Corrects a title fee to charge the regular title fee when issuing a new title due to change in branding;
4. Amends the permit fee for a long-term overweight permit to be consistent with trip permit fees adopted in 2001;
5. Provides that one dollar collected for each specialty registration plate initial contribution and annual renewal contribution must be deposited into a specialty license plate fund established for the purposes of covering the costs of manufacturing and producing specialty or recognition license plates. The amendment also provides that \$5 collected for each sportsman registration plate initial contribution and \$1 collected for each sportsman registration plate renewal contribution must be deposited into the Highway Fund;
6. Provides that violations of certain federal regulations applicable to commercial motor vehicle carriers and operators are traffic infractions under Maine law;
7. Removes conflicting language from the for-hire insurance requirement provisions; and
8. Clarifies that the overlimit permit exemption for the transportation of poles applies to utility poles being moved from a staging area to the final point of installation only.

**LD 2101 Resolve, To Change the Name of the South Bridge between Lewiston and
Auburn**

RESOLVE 147

Sponsor(s)

WAGNER

Committee Report

OTP-AM

Amendments Adopted

H-661

This resolve changes the name of the South Bridge between the cities of Lewiston and Auburn to the Bernard Lown Peace Bridge, in honor of former local resident Dr. Bernard Lown, a cardiologist who won the Nobel Peace Prize and advanced the science of heart defibrillation. Both city councils unanimously approved the renaming of the bridge in honor of Dr. Bernard Lown.

Committee Amendment "A" (H-661)

This amendment adds the state bridge number designated by the Department of Transportation to the resolve to clarify the location of the bridge.

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Enacted Law Summary

Resolve 2007, chapter 147 changes the name of the South Bridge between the cities of Lewiston and Auburn to the Bernard Lown Peace Bridge, in honor of former local resident Dr. Bernard Lown, a cardiologist who won the Nobel Peace Prize and advanced the science of heart defibrillation.

LD 2102 An Act To Allow Road Associations To Determine Assessments According to Majority Vote Cast at a Duly Held Meeting

PUBLIC 625

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
KNIGHT	OTP-AM A OTP-AM B ONTP C	H-818 H-976 MARLEY S-560 DAMON

This bill amends the laws pertaining to road associations formed under the private ways laws by allowing them to make assessments using any method they choose that is endorsed by a majority vote at a duly held meeting. The bill establishes guidelines for notifying lot owners of any meeting scheduled to deal with maintenance and repair of the public easement, private way or bridge. The bill establishes a quorum that is necessary to hold a meeting and to vote on issues at the meeting. The bill establishes a board to run the meetings. The bill adds maintenance of a road to the laws pertaining to road repairs. The bill also adds public easements to the private ways laws.

Committee Amendment "A" (H-818)

This amendment is similar to the bill in that it amends the laws pertaining to road associations formed under the private ways laws by allowing them to make assessments using any method they choose that is endorsed by a majority vote at a duly held meeting. The amendment establishes guidelines for notifying lot owners of any meeting scheduled to deal with maintenance and repair of the private road, private way or bridge. The amendment adds maintenance of a road to the laws pertaining to road repairs.

The amendment, which is the majority report of the committee, also provides that maintenance includes, but is not limited to, snowplowing. The amendment also provides that e-mail is an acceptable form of communication for the purposes of calling a meeting. The amendment further changes the guidelines for notification of lot owners of meetings.

Committee Amendment "B" (H-819)

This amendment, which is the minority report of the committee, strikes the provision of law that provided that the assessment for the repair or maintenance of a private way or bridge is applied proportionally on the owners according to the assessed valuation for property tax.

Committee Amendment "B" to LD 2102 was not adopted.

Senate Amendment "A" (S-531)

This amendment removes the ability of the owners to vote by absentee ballot and specifies that any proxy appointed by an owner may not be an owner of a parcel of land that is benefited by the private road, private way or bridge that is the subject of the meeting.

Senate Amendment "A" to LD 2102 was not adopted.

Senate Amendment "B" (S-560)

This amendment incorporates the changes made by Senate Amendment "A" except that it removes language requiring the mailing of proxy forms or posting of information regarding proxy forms. It removes the language that

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stipulates that a person acting as a proxy may not be an owner of a parcel benefited by the private road, private way or bridge that is the subject of the meeting. It, like Senate Amendment "A", does not include a provision for absentee balloting.

House Amendment "A" (H-976)

This amendment amends Committee Amendment "A" by allowing no more than 2 votes per parcel if the association's bylaws authorize more than one vote per parcel.

Enacted Law Summary

Public Law 2007, chapter 625 amends the laws pertaining to road associations formed under the private ways laws by allowing them to make assessments using any method they choose that is endorsed by a majority vote at a duly held meeting. The enacted bill establishes guidelines for notifying lot owners of any meeting scheduled to deal with maintenance and repair of the private road, private way or bridge. The enacted bill adds maintenance of a road, including but not limited to snowplowing, to the laws pertaining to road repairs. The enacted bill also allows no more than 2 votes per parcel if the association's bylaws authorize more than one vote per parcel.

LD 2112 An Act To Increase the Time Period for Motor Vehicle Inspections to 2 Years

DIED IN
CONCURRENCE

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

This bill changes the annual inspection requirement for motor vehicles, except for commercial vehicles, trailers and semitrailers, to a biennial inspection requirement. This bill also changes the annual enhanced inspection requirement for vehicles registered in Cumberland County to a biennial requirement. Finally, this bill changes the annual partial inspection requirement for farm trucks, fish trucks and woods tractors to a biennial requirement.

Committee Amendment "A" (H-782)

This amendment, which is the majority report of the Joint Standing Committee on Transportation, replaces the bill and provides that a new motor vehicle, but not including a commercial vehicle, trailer or semitrailer, that has had an inspection is not required to have another inspection until 2 years from the last day of the month in which it was initially registered. The amendment also directs the Department of Public Safety, Bureau of State Police to undertake a comprehensive review of current motor vehicle inspection rules.

LD 2118 An Act To Make Allocations from Maine Turnpike Authority Funds for the Maine Turnpike Authority for the Calendar Year Ending December 31, 2009

P & S 37

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

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, 2009 in accordance with the requirements of the Maine Revised Statutes, Title 23, section 1961, subsection 6.

Committee Amendment "A" (S-428)

This amendment corrects amounts included in the statement of revenues submitted pursuant to the Maine Revised Statutes, Title 23, section 1961, subsection 6.

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Enacted Law Summary

Private and Special Law 2007, chapter 37 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, 2009 in accordance with the requirements of the Maine Revised Statutes, Title 23, section 1961, subsection 6.

LD 2155 Resolve, To Assist Maine's Forest Products Industry

**RESOLVE 144
EMERGENCY**

Sponsor(s)

MARLEY

Committee Report

OTP-AM

Amendments Adopted

H-660

This bill waives gross vehicle weight violations between 100,000 and 105,000 pounds for 6-axle combination vehicles registered for 100,000 pounds carrying forest products until April 1, 2008.

Committee Amendment "A" (H-660)

This amendment changes the act to a resolve and changes the title to reflect the change. The amendment provides that, on and after the effective date of this resolve but before April 1, 2008, a 6-axle combination vehicle that is registered for 100,000 pounds is not in violation of that weight limit if the vehicle is carrying forest products and its gross vehicle weight is less than 105,000 pounds.

Enacted Law Summary

Resolve 2007, chapter 144 provides that, on and after the effective date of this resolve but before April 1, 2008, a 6-axle combination vehicle that is registered for 100,000 pounds is not in violation of that weight limit if the vehicle is carrying forest products and its gross vehicle weight is less than 105,000 pounds.

Resolve 2007, chapter 144 was enacted as an emergency measure effective January 22, 2008.

LD 2165 Resolve, Regarding Legislative Review of Portions of Chapter 103: Sensible Transportation Policy Act, a Major Substantive Rule of the Department of Transportation

RESOLVE 159

Sponsor(s)

Committee Report

Amendments Adopted

OTP-AM

H-712

This resolve provides for legislative review of portions of Chapter 103: Sensible Transportation Policy Act, a major substantive rule of the Department of Transportation.

Committee Amendment "A" (H-712)

This amendment removes the emergency preamble and emergency clause.

Enacted Law Summary

Resolve 2007, chapter 159 authorizes final adoption of Chapter 103: Sensible Transportation Policy Act, a provisionally adopted major substantive rule of the Department of Transportation.

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LD 2176 An Act Relating to Studded Tires

PUBLIC 525

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
DIAMOND	OTP-AM	S-462

This bill provides an exemption for year-round use of pneumatic tires with retractable studs, flanges, cleats, spikes or other protuberances.

Committee Amendment "A" (S-462)

This amendment replaces the bill. The amendment clarifies that pneumatic tires with retractable studs, flanges, cleats, spikes or other protuberances may be used year-round provided that the protuberances are not be engaged or extended from the first day of May to the first day of October.

Enacted Law Summary

Public Law 2007, chapter 525 provides that pneumatic tires with retractable studs, flanges, cleats, spikes or other protuberances may be used year-round provided that the protuberances are not be engaged or extended from the first day of May to the first day of October.

LD 2183 Resolve, To Place a Sign on the Maine Turnpike for the Black Mountain of
Maine Ski Area

ONTP

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

This resolve directs the Department of Transportation to erect signs on the Maine Turnpike at the appropriate exits to indicate directions to the Black Mountain of Maine ski area in Rumford.

LD 2196 An Act To Make Supplemental Allocations for the Expenditures of State
Government, Highway Fund and Other Funds, and To Change Certain
Provisions of State Law Necessary to the Proper Operations of State
Government for the Fiscal Years Ending June 30, 2008 and June 30, 2009

PUBLIC 538
EMERGENCY

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
MARLEY	OTP-AM A OTP-AM B OTP-AM C	H-865

PART A makes allocations of funds for the fiscal years ending June 30, 2008 and June 30, 2009.

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

PART C does the following:

1. It authorizes the State Controller to transfer \$219,827 by June 30, 2008 and \$219,827 by June 30, 2009 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. The fund transfers are to recognize health insurance

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savings achieved through changes to be adopted by the State Employee Health Commission.

2. It also authorizes the transfer of \$2,329,928, representing the Highway Fund share of the health insurance excess equity reserve, to the unallocated surplus of the Highway Fund by June 30, 2008.

3. It also authorizes the transfer of \$1,850,940, representing the Highway Fund share of the health insurance excess equity reserve, to the unallocated surplus of the Highway Fund by June 30, 2008.

PART D makes allocations of funds for initiatives that streamline State Government.

PART E requires the State Budget Officer to calculate and transfer by financial order, as adjustments to allocations, savings in the cost of property insurance and vehicle liability insurance, savings in the cost of central services, savings in the cost of telecommunications and savings in the cost of postal and printing services in Part D. It authorizes the Director of the Office of Information Technology within the Department of Administrative and Financial Services to transfer by financial order positions to achieve the consolidation of the postal and printing functions.

PART F lapses \$6,000 of unencumbered balance forward in the Personal Services line category in the Compensation and Benefit Plan, Highway Fund account in the Department of Administrative and Financial Services to the Highway Fund at the close of fiscal year 2008-09.

PART G does the following:

1. It renames the Highway and Bridge Improvement program within the Department of Transportation the Highway and Bridge Capital program.

2. It requires the State Controller, at the close of fiscal year 2007-08, to transfer all remaining Other Special Revenue Fund balances in the Maintenance and Operations - Lease Equipment account to the STAR Transportation Fund account within the Department of Transportation.

Committee Amendment "A" (H-865)

PART A makes allocations of funds for the fiscal years ending June 30, 2008 and June 30, 2009.

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

PART C does the following:

1. It authorizes the State Controller to transfer \$219,827 by June 30, 2008 and \$448,707 by June 30, 2009 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. The fund transfers are to recognize health insurance savings achieved through changes to be adopted by the State Employee Health Commission.

2. It authorizes the transfer of \$2,329,928, representing the Highway Fund share of the health insurance excess equity reserve, to the unallocated surplus of the Highway Fund by June 30, 2008.

3. It authorizes the transfer of \$3,129,941, representing the Highway Fund share of the health insurance excess equity reserve, to the unallocated surplus of the Highway Fund by June 30, 2008.

4. It authorizes the transfer of \$62,962 by June 30, 2009 from the Retiree Health Insurance Internal Service Fund in the Department of Administrative and Financial Services to the unallocated surplus of the Highway Fund. The fund transfer recognizes retiree health insurance savings achieved through changes to be adopted by the State Employee Health Commission.

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PART D makes allocations of funds for initiatives that streamline State Government.

PART E requires the State Budget Officer to calculate and transfer by financial order, as adjustments to allocations, savings in the cost of property insurance and vehicle liability insurance.

PART F requires the State Budget Officer to calculate and transfer by financial order, as adjustments to allocations, savings in the cost of central services from the elimination of the audio-visual operations.

PART G requires the State Budget Officer to calculate and transfer by financial order, as adjustments to allocations, savings in the cost of telecommunications.

PART H requires the State Budget Officer to calculate and transfer by financial order, as adjustments to allocations, savings in the cost of postal and printing activities. It authorizes the Director of the Office of Information Technology within the Department of Administrative and Financial Services to transfer by financial order positions to achieve the consolidation of the postal and printing functions.

PART I lapses \$6,000 of unencumbered balance forward in the Personal Services line category in the Compensation and Benefit Plan, Highway Fund account in the Department of Administrative and Financial Services to the Highway Fund at the close of fiscal year 2008-09.

PART J does the following:

1. It renames the Highway and Bridge Improvement program within the Department of Transportation the Highway and Bridge Capital program.
2. It requires the State Controller, at the close of fiscal year 2007-08, to transfer all remaining Other Special Revenue Fund balances in the Maintenance and Operations - Lease Equipment account to the STAR Transportation Fund account within the Department of Transportation.

PART K amends the current law regarding the submission of the budget bills for the General Fund and Highway Fund to specify that the TransCap Trust Fund program in the Maine Municipal Bond Bank is subject to legislative allocation and is presented for informational purposes only in the budget document and General Fund budget bills unless a separate Highway Fund budget is not enacted.

PART L changes the effective date of the monthly deposit of 7.5% of the excise tax after distribution of taxes into the TransCap Trust Fund to July 1, 2009 from January 1, 2009.

PART M lessens fiscal impacts on municipalities by allowing Urban-Rural Initiative Program payments in fiscal year 2007-08 to be as anticipated and the total reduction for the biennium to be made in fiscal year 2008-09. This will avoid the immediate impact on municipal budgets as they have already received 3 of the 4 checks they anticipated in fiscal year 2007-08.

Enacted Law Summary

Public Law 2007, chapter 538 makes allocations of funds for the fiscal years ending June 30, 2008 and June 30, 2009. It also makes allocations of funds for approved reclassifications and range changes and for initiatives that streamline State Government. The enacted bill amends the current law regarding the submission of the budget bills for the General Fund and Highway Fund to specify that the TransCap Trust Fund program in the Maine Municipal Bond Bank is subject to legislative allocation and is presented for informational purposes only in the budget document and General Fund budget bills unless a separate Highway Fund budget is not enacted. It also changes the effective date of the monthly deposit of 7.5% of the excise tax after distribution of taxes into the TransCap Trust Fund to July 1, 2009 from January 1, 2009.

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Public Law 2007, chapter 538 was enacted as an emergency measure effective March 31, 2008.

LD 2199 An Act To Establish a Railroad Crossing Information Council

PUBLIC 657

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
MARRACHE	OTP-AM	S-549 S-600 MARRACHE

This bill requires railroad corporations to provide and maintain private crossings on land bisected by the railroad. It also prohibits railroad corporations from collecting maintenance and insurance fees from property owners using rights-of-way on private crossings.

Committee Amendment "A" (S-549)

This amendment replaces the bill. The amendment establishes a Railroad Crossing Information Council to serve as a repository of information for any member of the public who would like to establish a private crossing of a railroad. The Public Advocate serves as chair of the council and coordinates efforts of the council.

Senate Amendment "A" (S-600)

This amendment requires the Public Advocate to provide staff to the Railroad Crossing Information Council within budgeted resources of the Public Advocate.

Enacted Law Summary

Public Law 2007, chapter 657 establishes a Railroad Crossing Information Council to serve as a repository of information for any member of the public who would like to establish a private crossing of a railroad. The Public Advocate serves as chair of the council and coordinates efforts of the council. The enacted bill also requires the Public Advocate to provide staff to the Railroad Crossing Information Council within budgeted resources of the Public Advocate.

LD 2204 An Act To Amend the Laws Governing Commercial Vehicles

ONTP

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

This bill is a concept draft pursuant to Joint Rule 208. This bill proposes to enact measures designed to alleviate unnecessary restrictions placed on commercial vehicles and unnecessary burdens placed on drivers of commercial vehicles.

LD 2209 An Act To Amend the Axle Weight Laws for Trucks Transporting Unprocessed Agricultural Products and Forest Products

DIED ON
ADJOURNMENT

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
THOMAS MARTIN	ONTP A OTP-AM B OTP-AM C	

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This bill provides that a vehicle transporting unprocessed agricultural products or forest products that exceeds the axle weight limits and axle weight tolerance restrictions imposed under Maine law is not subject to a fine for a violation of those limits and restrictions unless the vehicle exceeds the maximum gross vehicle weight limits, including tolerances.

Committee Amendment "A" (H-871)

This amendment, which is one of 2 minority reports, replaces the bill. The amendment provides that any vehicle that exceeds the axle weight limits and axle weight tolerance restrictions imposed under Maine law is not subject to a fine for a violation of those limits and restrictions unless the vehicle exceeds the maximum gross vehicle weight limits, including tolerances.

Committee Amendment "A" to LD 2209 was not adopted.

Committee Amendment "B" (H-872)

This amendment incorporates a fiscal note.

House Amendment "A" (H-888)

This amendment strikes the emergency preamble and emergency clause from the bill. The amendment also provides that the axle weight limits and axle weight tolerances exemption in the bill does not apply on the Interstate Highway System, including that portion designated as the Maine Turnpike.

House Amendment "A" to Committee Amendment "B" was enacted in the House, but died on the Highway Table in the Senate on adjournment.

LD 2214	Resolve, To Provide Temporary Weight Limits for Trucks Carrying Forest Products	ONTP
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<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
COTTA	ONTP	

This resolve provides that, on and after the effective date of this resolve but before April 1, 2008, certain vehicles carrying forest products may weigh 5% more than they would otherwise be allowed to weigh.

LD 2239	Resolve, To Name a Road in Dexter after Harold Alfond	RESOLVE 176 EMERGENCY
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<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
PLOWMAN	OTP-AM	S-466

This resolve names the part of State Route 7 that runs through the Town of Dexter from Corinna to Garland the Harold Alfond Memorial Highway.

Committee Amendment "A" (S-466)

This amendment adds an emergency preamble and emergency clause to the resolve.

Enacted Law Summary

Resolve 2007, chapter 176 names the part of State Route 7 that runs through the Town of Dexter from Corinna to Garland the Harold Alfond Memorial Highway.

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Resolve 2007, chapter 176 was enacted as an emergency measure effective March 31, 2008.

LD 2244 An Act Concerning Traffic Safety Cameras

ONTP

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

Current law requires a police officer to observe a violation of a traffic control device, stop the violator, issue a summons and complaint and often go to court.

This bill is based on laws in other states that permit the use of evidence obtained from unmanned, automatic cameras to prosecute and prove traffic violations. Traffic light violation monitoring systems may be installed by the State or a county or municipality. The owner of the vehicle photographed or otherwise recorded violating a traffic control device is rebuttably presumed to be the violator, similar to current Maine law regarding passing a stopped school bus or a traffic violation at an emergency scene.

This bill also requires 50% of the revenue generated by a traffic light monitoring system to be returned to the county or municipality that installed and was operating the system at the time of the enforcement action.

LD 2259 An Act Regarding the Recommendations of the Committee To Study Appropriate Funding of the State Police

PUBLIC 537

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

This bill, which implements the minority report of the Committee To Study Appropriate Funding of the State Police, requires the Governor-elect or the Governor, in developing budgetary recommendations for funding the Department of Public Safety, Bureau of State Police, to review and use as a guide available data identifying or quantifying the activities of the Department of Public Safety, Bureau of State Police that may be eligible for funding from the Highway Fund pursuant to the Constitution of Maine, Article IX, Section 19. This provision applies to the preparation of the budget for the 2010-2011 biennium and thereafter. The bill also repeals the current provision of law that specifies a particular state funding split between the General Fund and the Highway Fund with respect to the bureau.

The bill also requires the Department of Public Safety, Bureau of State Police to report by January 30, 2009 to the joint standing committee of the Legislature having jurisdiction over transportation matters the activity data collected by the bureau during 2008 under its new data reporting system designed to track police officers' work activity.

Enacted Law Summary

Public Law 2007, chapter 537 requires the Governor-elect or the Governor, in developing budgetary recommendations for funding the Department of Public Safety, Bureau of State Police, to review and use as a guide available data identifying or quantifying the activities of the Department of Public Safety, Bureau of State Police that may be eligible for funding from the Highway Fund pursuant to the Constitution of Maine, Article IX, Section 19. This provision applies to the preparation of the budget for the 2010-2011 biennium and thereafter. The enacted bill also repeals the current provision of law that specifies a particular state funding split between the General Fund and the Highway Fund with respect to the bureau.

The enacted bill also requires the Department of Public Safety, Bureau of State Police to report by January 30, 2009

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to the joint standing committee of the Legislature having jurisdiction over transportation matters the activity data collected by the bureau during 2008 under its new data reporting system designed to track police officers' work activity.

LD 2304 An Act To Require That a Person Be a Maine Resident in Order To Be Issued a Maine Driver's License

**PUBLIC 659
EMERGENCY**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
	OTP MAJ OTP-AM MIN	H-994 MARLEY S-645 DAMON

This bill implements the recommendations of the working group convened by the Secretary of State to examine laws governing eligibility and documentation requirements for driver's licenses and nondriver identification cards pursuant to Resolve 2007, chapter 24. This bill provides that a Maine driver's license or nondriver identification card may not be issued to a person unless the person presents to the Secretary of State acceptable documentary evidence of the person's residence or domicile in Maine. A person on active duty in the United States Armed Forces, the spouse or child of a person on active duty in the United States Armed Forces or a student enrolled in a university, college or school within Maine are exempt from these requirements.

House Amendment "B" (H-994)

This amendment corrects an error in an amending clause.

Senate Amendment "A" (S-645)

This amendment allows a person whose legal domicile is a shelter to apply for a driver's license. This amendment also allows a person who cannot provide acceptable documentary evidence of residence to take an oath or affirmation before the Secretary of State swearing to the person's residence.

Enacted Law Summary

Public Law 2007, chapter 659 implements the recommendations of the working group convened by the Secretary of State to examine laws governing eligibility and documentation requirements for driver's licenses and nondriver identification cards pursuant to Resolve 2007, chapter 24. The enacted bill provides that a Maine driver's license or nondriver identification card may not be issued to a person unless the person presents to the Secretary of State acceptable documentary evidence of the person's residence or domicile in Maine. A person on active duty in the United States Armed Forces, the spouse or child of a person on active duty in the United States Armed Forces or a student enrolled in a university, college or school within Maine are exempt from these requirements. The enacted bill also allows a person whose legal domicile is a shelter to apply for a driver's license. It also allows a person who cannot provide acceptable documentary evidence of residence to take an oath or affirmation before the Secretary of State swearing to the person's residence.

Public Law 2007, chapter 659 was enacted as an emergency measure effective April 18, 2008.

LD 2309 An Act To Enhance the Security of State Credentials

PUBLIC 648

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
MARLEY	OTP-AM MAJ ONTP MIN	H-1020 H-1026 MILLS J

This bill requires the Secretary of State to issue driver's licenses and nondriver identification cards only to individuals who present documentary evidence of legal presence in the United States. The bill requires any license

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or nondriver identification card issued to a lawfully present noncitizen to expire coterminously with that noncitizen's authorized duration of stay or 6 years, whichever is a shorter period of time.

The bill requires the Secretary of State to participate in the federal Systematic Alien Verification for Entitlements Program maintained by United States Citizenship and Immigration Services.

The bill requires the Secretary of State to develop and implement the most cost-effective way to ensure that an applicant does not have more than one driver's license or nondriver identification card issued by the State.

To partially cover the costs to be incurred by the Secretary of State associated with these and related measures, the bill increases the fee for a 6-year noncommercial driver's license from \$30 to \$36 and dedicates the \$6 increase to the Other Special Revenue Funds account of the Secretary of State.

This bill also provides funding for 3 positions in the Department of Administrative and Financial Services, Bureau of Revenue Services to generate revenue through stricter auditing of pass-through entity and corporate income tax returns.

Committee Amendment "A" (H-1020)

This amendment, which is the majority report of the Joint Standing Committee on Transportation, increases the fee for a 6-year noncommercial driver's license from \$30 to \$45 and for a 4-year noncommercial driver's license from \$21 to \$30 to cover the costs to be incurred by the Secretary of State associated with this Act. The amendment increases the fee for licenses issued for the purpose of equalizing the 6-year license renewal cycle from \$5 to \$7.50 multiplied by the number of years for which the license is issued. The amendment also provides a schedule of fees for a license issued to a lawfully present noncitizen based on the term of the license.

The amendment clarifies that any license issued to a lawfully present noncitizen is to expire coterminously with the shorter of either that noncitizen's authorized duration of stay or the otherwise applicable expiration date of the license, whichever occurs first. The amendment also provides that a license or nondriver identification card issued to a lawfully present noncitizen must be valid for a period of at least 120 days from the date of issuance instead of 180 days as proposed in the bill.

The amendment changes the date that the Secretary of State is required to adopt rules governing what documents constitute valid documentary evidence to establish legal presence for the purpose of obtaining a driver's license or nondriver identification card from 90 days from the effective date of this Act to no later than November 15, 2008. The amendment also requires the Secretary of State to report to the joint standing committee of the Legislature having jurisdiction over transportation matters by October 15, 2008 with draft rules regarding legal presence requirements.

The amendment also changes the date by which the Secretary of State is required to participate in the federal Systematic Alien Verification for Entitlements (SAVE) Program from December 1, 2008 to October 1, 2009 for the purpose of verifying lawful presence of noncitizen applicants for driver's licenses or nondriver identification cards. In addition, the Secretary of State is required to report to the joint standing committee of the Legislature having jurisdiction over transportation matters regarding the operation and effectiveness of the SAVE Program no later than January 30th of each year beginning in 2010.

The amendment changes the date that the Secretary of State is required to report findings and recommendations regarding its study of the most cost-effective way to ensure that an applicant does not have more than one driver's license or nondriver identification card issued by the State to the Governor and the joint standing committee of the Legislature having jurisdiction over transportation matters from no later than December 1, 2008 to October 1, 2009.

The amendment also directs the Secretary of State to develop and implement policies and procedures in order to take and maintain photographs of applicants at the time an application for a driver's license or nondriver identification card is submitted.

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The amendment also requires the Secretary of State to submit legislation to the joint standing committee of the Legislature having jurisdiction over transportation matters that returns Maine law regarding the issuance of driver's licenses and nondriver identification cards to what it was prior to the effective date of this Act if the federal REAL ID Act of 2005 is repealed, and the joint standing committee may submit a bill to the session of the Legislature in which the Secretary of State submits this legislation.

The amendment adds an appropriations and allocations section to the bill.

House Amendment "B" (H-1026)

This amendment removes the language that increases the fee for a 6-year noncommercial driver's license from \$30 to \$45, for a 4-year noncommercial driver's license from \$21 to \$30 and for licenses issued for the purpose of equalizing the 6-year license renewal cycle from \$5 to \$7.50 multiplied by the number of years for which the license is issued. The amendment also removes the language that provides a schedule of fees for a license issued to a lawfully present noncitizen based on the term of the license. The amendment also changes the date by which the Secretary of State shall participate in the federal Systematic Alien Verification for Entitlement Program from October 1, 2009 to December 1, 2009.

The amendment also requires the Secretary of State to study the most cost-effective way to develop and implement policies and procedures in order to take and maintain photographs of applicants and requires the Secretary of State to report its findings and recommendations to the joint standing committee of the Legislature having jurisdiction over transportation matters no later than October 1, 2009.

The amendment deletes the appropriations and allocations section in Committee Amendment "A."

House Amendment "A" (H-1025)

This amendment places a contingent effective date on the bill to delay the implementation until the United States Congress enacts into law what documentation constitutes valid documentary evidence for purposes of establishing the legal presence of noncitizen applicants for a driver's license or identification card.

House Amendment "A" to LD 2309 was not adopted.

Enacted Law Summary

Public Law 2007, chapter 648 requires the Secretary of State to issue driver's licenses and nondriver identification cards only to individuals who present documentary evidence of legal presence in the United States. The enacted bill also clarifies that any license issued to a lawfully present noncitizen is to expire coterminously with the shorter of either that noncitizen's authorized duration of stay or the otherwise applicable expiration date of the license, whichever occurs first. It also provides that a license or nondriver identification card issued to a lawfully present noncitizen must be valid for a period of at least 120 days from the date of issuance instead of 180 days as proposed in the bill.

The enacted bill directs the Secretary of State to adopt rules governing what documents constitute valid documentary evidence to establish legal presence for the purpose of obtaining a driver's license or nondriver identification card no later than November 15, 2008.

The enacted bill directs the Secretary of State to participate in the federal Systematic Alien Verification for Entitlement (SAVE) Program maintained by the United States Citizenship and Immigration Services no later than December 1, 2009 for the purpose of verifying lawful presence of noncitizen applicants for driver's licenses or nondriver identification cards. In addition, the Secretary of State is required to report to the joint standing committee of the Legislature having jurisdiction over transportation matters regarding the operation and effectiveness of the SAVE Program no later than January 30th of each year beginning in 2010.

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It requires the Secretary of State to study the most cost-effective way, such as facial recognition or fingerprint technology, to ensure that an applicant does not have more than one driver's license or nondriver identification card issued by the State and requires the Secretary of State to report its findings and recommendations to the joint standing committee of the Legislature having jurisdiction over transportation matters no later than October 1, 2009.

It also requires the Secretary of State to study the most cost-effective way to develop and implement policies and procedures in order to take and maintain photographs of applicants and requires the Secretary of State to report its findings and recommendations to the joint standing committee of the Legislature having jurisdiction over transportation matters no later than October 1, 2009.

The enacted bill requires the Secretary of State to submit legislation to the joint standing committee of the Legislature having jurisdiction over transportation matters that returns Maine law regarding the issuance of driver's licenses and nondriver identification cards to what it was prior to the effective date of this Act if the federal REAL ID Act of 2005 is repealed, and the joint standing committee may submit a bill to the session of the Legislature in which the Secretary of State submits this legislation.

LD 2313 An Act To Keep Bridges Safe and Roads Passable

PUBLIC 647

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
MARLEY	OTP-AM MAJ ONTP MIN	H-1017

This bill provides the revenue to support the issuance of the TransCap Trust Fund revenue bonds authorized in this bill. This bill increases the registration fee for noncommercial vehicles by \$10 to \$35 per year; increases the registration fee for commercial motor vehicles weighing less than 6,000 pounds by \$10 to \$35 per year; increases the title fee by \$10 to \$33 per year; and increases the vanity plate fee by \$10 to \$25 per year. The bill transfers the amounts raised by the fee adjustments to the TransCap Trust Fund at the Maine Municipal Bond Bank.

The bill also authorizes the Maine Municipal Bond Bank, at the request of the Department of Transportation, to issue \$160,000,000 in TransCap Trust Fund revenue bonds through fiscal year 2012-13 for the purpose of making capital improvements to bridges.

The bill also establishes a bridge innovation and composites initiative. The Department of Transportation, working with the University of Maine, shall seek to expand the use of composite technologies in bridge maintenance and capital applications, use technology and products to inspect and extend the life of bridges and develop delivery models that expedite the design, rehabilitation and construction of bridges, reduce costs and reduce the impact on the traveling public.

Committee Amendment "A" (H-1017)

This amendment, which is the majority report of the Joint Standing Committee on Transportation, provides an effective date of September 1, 2008. The amendment also provides that the \$10 fee increases for the registration of noncommercial vehicles, registration of commercial motor vehicles weighing 6,000 pounds or less, certificates of title and vanity plates collected between the effective date of the Act and July 1, 2009 be deposited into the Highway Fund and allocated on a one-time basis for the Highway and Bridge Capital program during the fiscal year ending June 30, 2009. The amendment also clarifies that, beginning July 1, 2009, the \$10 fee increase must be transferred on a quarterly basis by the Treasurer of State to the TransCap Trust Fund. The amendment also adds an appropriations and allocations section.

Enacted Law Summary

Public Law 2007, chapter 647 provides revenue to support the issuance of the TransCap Trust Fund revenue bonds authorized in this measure. It increases the registration fee for noncommercial vehicles by \$10 to \$35 per year;

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increases the registration fee for commercial motor vehicles weighing less than 6,000 pounds by \$10 to \$35 per year; increases the title fee by \$10 to \$33 per year; and increases the vanity plate fee by \$10 to \$25 per year.

It provides that the \$10 fee increases for the registration of noncommercial vehicles, registration of commercial motor vehicles weighing 6,000 pounds or less, certificates of title and vanity plates collected between the effective date of the Act and July 1, 2009 be deposited into the Highway Fund and allocated on a one-time basis for the Highway and Bridge Capital program during the fiscal year ending June 30, 2009. It also provides that, beginning July 1, 2009, the \$10 fee increase must be transferred on a quarterly basis by the Treasurer of State to the TransCap Trust Fund at the Maine Municipal Bond Bank.

The enacted bill authorizes the Maine Municipal Bond Bank, at the request of the Department of Transportation, to issue \$160,000,000 in TransCap Trust Fund revenue bonds through fiscal year 2012-13 for the purpose of making capital improvements to bridges.

It also establishes a bridge innovation and composites initiative. The Department of Transportation, working with the University of Maine, shall seek to expand the use of composite technologies in bridge maintenance and capital applications, use technology and products to inspect and extend the life of bridges and develop delivery models that expedite the design, rehabilitation and construction of bridges, reduce costs and reduce the impact on the traveling public.

Public Law 2007, chapter 647 has an effective date of September 1, 2008.

LD 2324 An Act To Expedite the Maintenance and Repair of Maine's Transportation Network

PUBLIC 682

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
DAMON		H-1040 MARLEY H-1048 MARLEY

This bill authorizes \$50,000,000 in TransCap Trust Fund revenue bonds over the next 5 years for highway reconstruction projects. The bill requires a \$5,000,000 transfer from the Maine Budget Stabilization Fund to the trust fund by June 30, 2009 and a transfer for the 2009-10 and ensuing fiscal years of amounts that represent the percentage change of Highway Fund allocations to the Department of Public Safety, Bureau of State Police accomplished in this Act.

The bill provides 51% funding for the Bureau of State Police from the General Fund and 49% funding for the Bureau of State Police from the Highway Fund.

This bill was introduced in the Senate without reference to a joint standing committee.

House Amendment "A" (H-1040)

This amendment removes the transfer from the Maine Budget Stabilization Fund and instead transfers funds from the Highway Fund to the TransCap Trust Fund.

House Amendment "B" (H-1048)

This amendment strikes the emergency preamble and the emergency clause from the bill.

Enacted Law Summary

Public Law 2007, chapter 682 authorizes \$50,000,000 in TransCap Trust Fund revenue bonds over the next 5 years for highway reconstruction projects. The bill requires a \$5,000,000 transfer from the Highway Fund to the trust fund by June 30, 2009 and a transfer for the 2009-10 and ensuing fiscal years of amounts that represent the

Joint Standing Committee on Transportation

percentage change of Highway Fund allocations to the Department of Public Safety, Bureau of State Police accomplished in this Act.

The bill provides 51% funding for the Bureau of State Police from the General Fund and 49% funding for the Bureau of State Police from the Highway Fund.

Joint Standing Committee on Transportation

SUBJECT INDEX

Aeronautics

Enacted

LD 599 An Act To Facilitate the Creation of Airport Authorities PUBLIC 563

Bridges

Enacted

LD 511 Resolve, To Study the Feasibility of Locating a Border Crossing in the St. David Area RESOLVE 213

LD 2101 Resolve, To Change the Name of the South Bridge between Lewiston and Auburn RESOLVE 147

LD 2313 An Act To Keep Bridges Safe and Roads Passable PUBLIC 647

General Highway Fund

Enacted

LD 2196 An Act To Make Supplemental Allocations for the Expenditures of State Government, Highway Fund and Other Funds, and To Change Certain Provisions of State Law Necessary to the Proper Operations of State Government for the Fiscal Years Ending June 30, 2008 and June 30, 2009 PUBLIC 538
EMERGENCY

LD 2259 An Act Regarding the Recommendations of the Committee To Study Appropriate Funding of the State Police PUBLIC 537

LD 2324 An Act To Expedite the Maintenance and Repair of Maine's Transportation Network PUBLIC 682

Not Enacted

LD 1726 RESOLUTION, Proposing an Amendment to the Constitution of Maine To Guarantee the Integrity of the Highway Fund DIED BETWEEN
HOUSES

Miscellaneous

Enacted

LD 1790 An Act To Secure Maine's Transportation Future PUBLIC 470

Motor Carriers

Enacted

LD 2022	An Act To Designate Certain Rules of the Bureau of State Police as Major Substantive Rules	PUBLIC 505
LD 2155	Resolve, To Assist Maine's Forest Products Industry	RESOLVE 144 EMERGENCY

Not Enacted

LD 2204	An Act To Amend the Laws Governing Commercial Vehicles	ONTP
LD 2209	An Act To Amend the Axle Weight Laws for Trucks Transporting Unprocessed Agricultural Products and Forest Products	DIED ON ADJOURNMENT
LD 2214	Resolve, To Provide Temporary Weight Limits for Trucks Carrying Forest Products	ONTP

Motor Vehicles

Enacted

LD 1948	An Act To Establish a Minimum Suspension for Negligent Operation When a Fatality Results from a Motor Vehicle Accident	PUBLIC 486
LD 1960	An Act Regarding Axle Weight on Tri-axle Farm Trucks	PUBLIC 652
LD 2075	An Act To Amend Motor Vehicle Laws	PUBLIC 703

Not Enacted

LD 2112	An Act To Increase the Time Period for Motor Vehicle Inspections to 2 Years	DIED IN CONCURRENCE
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Operator's License

Enacted

LD 2304	An Act To Require That a Person Be a Maine Resident in Order To Be Issued a Maine Driver's License	PUBLIC 659 EMERGENCY
LD 2309	An Act To Enhance the Security of State Credentials	PUBLIC 648

Public Transportation

Enacted

LD 2019	An Act To Make Capital Rail Improvements for Economic Development Purposes	PUBLIC 677
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Railroads

Enacted

LD 2199 An Act To Establish a Railroad Crossing Information Council PUBLIC 657

Registration Plates

Enacted

LD 775 An Act To Create a Special License Plate To Support Breast Cancer Support Services PUBLIC 547

Roads

Enacted

LD 2102 An Act To Allow Road Associations To Determine Assessments According to Majority Vote Cast at a Duly Held Meeting PUBLIC 625

LD 2239 Resolve, To Name a Road in Dexter after Harold Alfond RESOLVE 176
EMERGENCY

Not Enacted

LD 2040 An Act To Ban the Use of Liquid Calcium Chloride on Roads ONTP

Signs

Not Enacted

LD 2183 Resolve, To Place a Sign on the Maine Turnpike for the Black Mountain of Maine Ski Area ONTP

Traffic Regulations

Enacted

LD 2176 An Act Relating to Studded Tires PUBLIC 525

Not Enacted

LD 2244 An Act Concerning Traffic Safety Cameras ONTP

Transportation Department

Enacted

LD 2165 Resolve, Regarding Legislative Review of Portions of Chapter 103: Sensible Transportation Policy Act, a Major Substantive Rule of the Department of Transportation RESOLVE 159

Not Enacted

LD 6	Resolve, Directing the Department of Transportation To Improve Guardrails on Portions of Interstate 295	ONTP
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	ONTP
LD 1978	An Act To Require the Department of Transportation To Recover for the Highway Fund Any Money Recovered from Those Responsible for Doing Damage to State Roads and Bridges	ONTP

Turnpike Authority

Enacted

LD 1959	An Act To Promote Tourism in Maine and the Purchase of Products Made in Maine	PUBLIC 480
LD 2118	An Act To Make Allocations from Maine Turnpike Authority Funds for the Maine Turnpike Authority for the Calendar Year Ending December 31, 2009	P & S 37

**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>	27 ¹	79.4%	4.8%
<i><u>Bills Carried Over from previous session</u></i>	<u>6</u>	<u>17.6%</u>	<u>1.1%</u>
Total Bills referred	33	97.1%	5.9%
B. Bills reported out by law or joint order			
	1	2.9%	0.2%
Total Bills considered by Committee	34	100.0%	6.0%
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>	2	5.9%	0.4%
<i>Ought to Pass as Amended</i>	12	35.3%	2.3%
<i>Ought to Pass as New Draft</i>	0	0.0%	0.0%
<i><u>Ought Not to Pass</u></i>	<u>8</u>	<u>23.5%</u>	<u>1.5%</u>
Total unanimous reports	22	64.7%	4.1%
B. Divided committee reports			
<i>Two-way reports</i>	9	26.5%	1.7%
<i>Three-way reports</i>	3	8.6%	0.6%
<i><u>Four-way reports</u></i>	<u>0</u>	<u>0.0%</u>	<u>0.0%</u>
Total divided reports	12	35.3%	2.3%
Total committee reports	34	100.0%	6.4%
III. CONFIRMATION HEARINGS	2	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>	16	47.1%	2.8%
<i>Private and Special Laws</i>	1	2.9%	0.2%
<i>Resolves</i>	5	14.7%	0.9%
<i><u>Constitutional Resolutions</u></i>	<u>0</u>	<u>0.0%</u>	<u>0.0%</u>
Total Enacted or Finally Passed	22	64.7%	3.9%
B. Resolves to authorize major substantive rules			
<i>Rules authorized without legislative changes</i>	0	0.0%	0.0%
<i>Rules authorized with legislative changes</i>	1	100.0%	4.5%
<i><u>Rules not authorized by the Legislature</u></i>	<u>0</u>	<u>0.0%</u>	<u>0.0%</u>
Total number of rules reviewed	1	100.0%	4.5%
C. Bills vetoed or held by Governor			
<i>Vetoes over-ridden</i>	0	0.0%	0.0%
<i>Vetoes sustained</i>	0	0.0%	0.0%
<i><u>Held by the Governor</u></i>	<u>0</u>	<u>0.0%</u>	<u>0.0%</u>
Total	0	0.0%	0.0%

¹ The number of bills referred to committee includes LD 1790, which was voted on by the committee in the First Regular Session, but was not enacted until the Second Regular Session as an unsigned law.

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.