

STATE OF MAINE
127TH LEGISLATURE
SECOND REGULAR SESSION



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

JOINT STANDING COMMITTEE ON TRANSPORTATION

May 2016

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Joint Standing Committee on Transportation

LD 227 An Act To Remove Barriers to Job Opportunities for Young Truck Drivers ONTP

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
PARRY W COLLINS R	ONTP	

This bill was carried over from the First Regular Session of the 127th Legislature.

This bill allows the Department of Public Safety, Bureau of State Police to create a program of limited duration for truck drivers 18 to 21 years of age under an exemption from federal regulations concerning transporting hazardous materials adopted by the bureau that encourages the drivers to enter the commercial trucking profession and reduces the regulatory barriers for and monitors and records the skills and driving records of the drivers.

LD 287 An Act To Improve Traffic Safety during Political Campaign Seasons ONTP

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

This bill was carried over from the First Regular Session of the 127th Legislature.

Current law allows political signs to be erected and maintained within the public right-of-way without a license or permit. This bill repeals that law.

LD 687 An Act To Expand Classification Categories for Motor Vehicles in the State ONTP

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
GOLDEN J LIBBY N	ONTP	

This bill was carried over from the First Regular Session of the 127th Legislature.

This bill, which is a concept draft pursuant to Joint Rule 208, proposes to revisit the motor vehicle classification of autocycle, which was defined in the Maine Revised Statutes, Title 29-A, section 101, former subsection 6-B as an enclosed motorcycle with up to three wheels. The definition was a temporary measure that self-repealed in 2013. This bill proposes reviewing various types and models of enclosed motor vehicles with three wheels or fewer that are existing or under development for the purpose of registration and possibly creating a new motor vehicle classification for registration under the State's motor vehicle laws.

LD 845 An Act To Address Unmet Public Transportation Needs Died On Adjournment

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
JORGENSEN E VALENTINO L	OTP-AM	H-121

Joint Standing Committee on Transportation

This bill was reported out of committee in the prior session and then carried over on the Special Appropriations Table.

This bill provides an ongoing General Fund appropriation to the Department of Transportation of \$3,000,000 beginning in fiscal year 2015-16. The bill also requires the State Controller to transfer, beginning June 1, 2016 and every June 1st thereafter, \$500,000 from the Multimodal Transportation Fund program, Other Special Revenue Funds account within the Department of Transportation, to the Multimodal Transit Fund program, Other Special Revenue Funds account within the Department of Transportation. The funds must be distributed to public transportation providers statewide to better meet the need for such services.

LD 1110 *Resolve, To Study Transportation Funding Reform*

**Died On
Adjournment**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
MCLEAN A	OTP-AM	H-563

This bill was carried over from the First Regular Session of the 127th Legislature.

This bill, which is a concept draft pursuant to Joint Rule 208, proposes to modernize current state road user fee funding mechanisms to promote equity and sustainability and to yield the predictable funding levels needed to support a safe and reliable highway and bridge system that supports economic opportunity.

In order to attain these goals, the bill proposes to require some or all of the following:

1. A review and revision, if necessary, of the funding levels, including any anticipated shortfalls, necessary to achieve the highway and bridge capital goals enumerated in the Maine Revised Statutes, Title 23, section 73, subsection 7, paragraphs A to D;
2. A mechanism to address the erosion of Highway Fund receipts that is caused in part by higher automobile fuel efficiency such as registration fee surcharges on electric or hybrid cars or the establishment of a voluntary vehicle miles traveled program that allows a user to self-report the miles traveled and pay a tax based on those miles;
3. A method of placing a more equitable share of the costs of the highway system on nonresidents such as reducing baseline fuel tax rates and adding a seasonal gasoline tax surcharge or imposing seasonal electronic tolling;
4. Reducing baseline fuel tax rates and adding a wholesale tax component;
5. Fuel tax surcharges that are tied to fuel prices or federal fuel taxes and that would be reduced or eliminated as fuel prices or the federal tax increases; and
6. The dedication of a portion of sales tax receipts from sales of transportation-related products, such as vehicles and tires, for transportation needs.

Committee Amendment "A" (H-563)

This amendment replaces the concept draft with a resolve directing the Joint Standing Committee on Transportation to study how to reform and adequately supplement funding for the State's transportation infrastructure to promote equity, sustainability and predictability in a manner that allows the State to responsibly provide a safe and reliable transportation system. The committee is authorized to meet for this purpose up to four times when the Legislature is not in session, and the committee's report must be submitted by November 2, 2016. The joint standing committee of the Legislature having jurisdiction over transportation matters may submit legislation to the First Regular Session of

Joint Standing Committee on Transportation

the 128th Legislature relating to the subject matter of the report. The amendment adds an emergency preamble and emergency clause.

LD 1468 Resolve, To Improve the Safety of Ferries in the State

RESOLVE 86

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
MIRAMANT D KINNEY J	OTP-AM	S-374 S-483 COLLINS R

This bill amends the membership of the Maine State Ferry Advisory Board and requires the board to review Department of Transportation policies related to the Maine State Ferry Service prior to implementation. The bill requires the Department of Transportation to implement recommendations contained in the "Maine State Ferry Service, MaineDOT, Operational Safety Assessment (OSA) Report" dated April 4, 2008. The bill also requires the Department of Transportation to adopt rules in connection with the Maine State Ferry Service regarding staffing levels and duties, transportation of hazardous materials, transportation of medical samples, customer service and crew stations and duties.

Committee Amendment "A" (S-374)

This amendment, which replaces the bill with a resolve, strikes from the bill provisions amending the membership of the Maine State Ferry Advisory Board within the Department of Transportation.

The amendment also strikes from the bill the requirement that the Department of Transportation implement recommendations contained in the report titled "Maine State Ferry Service, MaineDOT, Operational Safety Assessment (OSA) Report" and dated April 4, 2008. Instead, the amendment requires the Department of Transportation to execute a peer review assessment of Maine State Ferry Service processes to evaluate safety procedures and marine operations of the Maine State Ferry Service. The amendment requires the Department of Transportation to submit a report with the results of the peer review assessment to the joint standing committee of the Legislature having jurisdiction over transportation matters no later than February 1, 2017.

The amendment revises the provisions in the bill relating to rulemaking. The amendment strikes the requirement that the Department of Transportation adopt rules relating to the Maine State Ferry Service regarding staffing levels and duties, transportation of hazardous materials and standard operating procedures relating to crew stations and duties. The amendment retains the requirement that the Department of Transportation adopt rules relating to the Maine State Ferry Service regarding transportation of medical samples and customer service and adds training to the rule-making requirement. The amendment requires the Department of Transportation to report on the progress of its rulemaking to the joint standing committee of the Legislature having jurisdiction over transportation matters no later than February 1, 2017.

The amendment also adds an appropriations and allocations section.

Senate Amendment "A" To Committee Amendment "A" (S-483)

This amendment strikes and replaces the appropriations and allocations section and increases the allocations from the Island Ferry Services Fund.

Enacted Law Summary

Resolve 2015, chapter 86 requires the Department of Transportation to execute a peer review assessment of Maine State Ferry Service processes to evaluate safety procedures and marine operations of the Maine State Ferry Service. This law requires the Department of Transportation to submit a report with the results of the peer review assessment to the joint standing committee of the Legislature having jurisdiction over transportation matters no later than February 1, 2017.

Joint Standing Committee on Transportation

This law also requires that the Department of Transportation adopt rules relating to the Maine State Ferry Service regarding customer service, training and transportation of medical samples. It requires the Department of Transportation to report on the progress of its rulemaking to the joint standing committee of the Legislature having jurisdiction over transportation matters no later than February 1, 2017.

LD 1483 An Act To Amend Maine's Motor Vehicle Laws

**PUBLIC 473
EMERGENCY**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
COLLINS R MCLEAN A	OTP-AM	S-367 S-512 HAMPER J

This bill amends the motor vehicle laws as follows.

1. It clarifies that a combination vehicle may include a truck-trailer configuration.
2. It allows municipal agents to issue registrations for pickup trucks up to 10,000 pounds rather than the current 9,000-pound limit.
3. It amends the vehicle registration laws to require registration information on a motor vehicle's motive power for vehicles that do not use motor fuels, such as electric vehicles.
4. It makes clear that a registration plate may not be obscured by a plate frame or covering or other device that prevents the plate from being read.
5. It repeals the authorization for truck and truck tractor lobster registration plates and farm truck agriculture education registration plates.
6. It removes the word "commercial" from the laws regarding registration of trucks and truck tractors so as to include trucks and truck tractors that are used privately.
7. It removes an obsolete requirement that an agent who issues temporary registered gross weight increases be either a municipal tax collector or town or city manager.
8. It corrects a discrepancy regarding the maximum length of time for which a permanent disability parking placard may be issued. The limit is six years.
9. It requires antique autos and antique motorcycles manufactured after 1991 to be subject to a biennial inspection.
10. It removes the word "commercial" from the laws regarding the operation of a vehicle exceeding its registered weight.
11. It amends the definition of "related entity" to include a domestic partner in the provision regarding suspension or revocation of the license or authority to engage in a business or commercial activity under the motor vehicle major offenses laws.
12. It removes the requirement for a noncommercial driver education school to obtain a surety bond if the school offers driver education as a course credit and does not charge a fee for the driver education course.
13. It repeals the provision of law that allows a person who is at least 15 years of age to obtain a special restricted license under certain conditions without having held a permit for a period of six months.

Joint Standing Committee on Transportation

14. It changes the motorcycle driver education requirement from an eight-hour block of instruction to classroom and hands-on instruction.

Committee Amendment "A" (S-367)

This amendment strikes the provision of the bill that clarifies that a registration plate may not be obscured by a plate frame or covering or other device that prevents the plate from being read visually or electronically.

The amendment strikes from the bill the repeal of the provision of law that allows a person who has reached 15 years of age to obtain a special restricted license based on educational, employment or medical need without having held a learner's permit for a period of six months. Under current law, a person who is 15 years of age to 20 years of age can obtain a special restricted license. The amendment instead limits the special restricted license only to a person who is 15 years of age.

Current law provides that a person seeking to qualify for a special restricted license based on educational or employment need must complete a minimum of 70 hours of driving, including 10 hours of night driving. The amendment increases the minimum driving time required of a person who is seeking to qualify for a special restricted license based on medical need from 35 hours to 70 hours, including 10 hours of night driving instead of the current five hours. The amendment gives the Secretary of State discretion to reduce the required minimum hours of driving for a person seeking to qualify for a special restricted license based on medical need.

The amendment also strikes from the bill the provisions that require antique autos and antique motorcycles manufactured after 1991 to be subject to biennial inspection.

The amendment strikes the requirement in current law that the Secretary of State may not issue a certificate of title or certificate of salvage for a vehicle reported stolen or converted until the Secretary of State learns of that vehicle's recovery or that the report of theft or conversion was erroneous. This is an obsolete requirement as the Department of the Secretary of State, Bureau of Motor Vehicles works with insurance companies and salvage companies when issuing certificates on vehicles reported stolen.

The amendment changes the year the Department of Transportation is reviewed pursuant to the State Government Evaluation Act from 2015 to 2017.

Current law provides that the excise tax on a motor vehicle owned by a nonresident with no temporary or occasional residing place in the State must be paid to the Secretary of State. This amendment provides that the excise tax paid to the Secretary of State by a nonresident with no temporary or occasional residing place in the State must be credited to the Highway Fund.

The amendment clarifies that the term "IFTA governing documents" under the Special Fuel Tax Act refers to International Fuel Tax Agreement documents amended as of July 15, 2015 rather than December 31, 2011.

The amendment also adds an appropriations and allocations section and an emergency preamble and emergency clause.

Senate Amendment "A" To Committee Amendment "A" (S-512)

This amendment amends Committee Amendment "A" to remove the section that provides that the excise tax paid to the Secretary of State by a nonresident with no temporary or occasional residing place in the State must be credited to the Highway Fund.

Enacted Law Summary

Joint Standing Committee on Transportation

Public Law 2015, chapter 473 does the following.

1. It clarifies that a combination vehicle may include a truck-trailer configuration.
2. It allows municipal agents to issue registrations for pickup trucks up to 10,000 pounds rather than the current 9,000-pound limit.
3. It amends the vehicle registration laws to require registration information on a motor vehicle's motive power for vehicles that do not use motor fuels, such as electric vehicles.
4. It repeals the authorization for truck and truck tractor lobster registration plates and farm truck agriculture education registration plates.
5. It removes the word "commercial" from the laws regarding registration of trucks and truck tractors so as to include trucks and truck tractors that are used privately.
6. It removes an obsolete requirement that an agent who issues temporary registered gross weight increases be either a municipal tax collector or town or city manager.
7. It corrects a discrepancy regarding the maximum length of time for which a permanent disability parking placard may be issued. The limit is six years.
8. It removes the word "commercial" from the laws regarding the operation of a vehicle exceeding its registered weight.
9. It amends the definition of "related entity" to include a domestic partner in the provision regarding suspension or revocation of the license or authority to engage in a business or commercial activity under the motor vehicle major offenses laws.
10. It removes the requirement for a noncommercial driver education school to obtain a surety bond if the school offers driver education as a course credit and does not charge a fee for the driver education course.
11. It provides that only a person who is 15 years of age may obtain a special restricted license based on educational, employment or medical need without having held a learner's permit for a period of six months.
12. It increases the minimum driving time required of a person who is seeking to qualify for a special restricted license based on medical need to 70 hours of driving, including 10 hours of night driving. The law also gives the Secretary of State discretion to reduce the required minimum hours of driving for a person seeking to qualify for a special restricted license based on medical need.
13. It changes the motorcycle driver education requirement from an eight-hour block of instruction to classroom and hands-on instruction.
14. It strikes the requirement that the Secretary of State may not issue a certificate of title or certificate of salvage for a vehicle reported stolen or converted until the Secretary of State learns of that vehicle's recovery or that the report of theft or conversion was erroneous.
15. It changes the year the Department of Transportation is reviewed pursuant to the State Government Evaluation Act from 2015 to 2017.
16. It clarifies that the term "IFTA governing documents" under the Special Fuel Tax Act refers to International Fuel Tax Agreement documents amended as of July 15, 2015 rather than December 31, 2011.

Joint Standing Committee on Transportation

This bill allows the Commissioner of Transportation to permit the construction of all-terrain vehicle and snowmobile trails within the right-of-way limits of controlled access highways in areas of new construction. It also permits the operation of all-terrain vehicles and snowmobiles on those trail segments.

Committee Amendment "A" (H-541)

This amendment clarifies that the Department of Transportation or the board of directors of the Maine Turnpike Authority, whichever has jurisdiction, may approve trail segments and permit the construction of all-terrain vehicle and snowmobile trails within the right-of-way limits of controlled access highways being constructed on or after January 1, 2016.

The amendment prohibits funding the construction of those all-terrain vehicle and snowmobile trails from the Highway Fund.

Enacted Law Summary

Public Law 2015, chapter 413 allows the Department of Transportation or the board of directors of the Maine Turnpike Authority, whichever has jurisdiction, to approve trail segments and permit the construction of all-terrain vehicle and snowmobile trails within the right-of-way limits of controlled access highways being constructed on or after January 1, 2016. It also permits the operation of all-terrain vehicles and snowmobiles on those trail segments. The law also prohibits funding the construction of those all-terrain vehicle and snowmobile trails from the Highway Fund.

Public Law 2015, chapter 413 was enacted as an emergency measure effective March 29, 2016.

LD 1571	Resolve, To Name a Bridge between Atkinson and Sebec the Captain John "Jay" Brainard Gold Star Memorial Bridge	RESOLVE 56
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<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
DAVIS P FREDETTE K	OTP	

This resolve directs the Department of Transportation to name the bridge on Stagecoach Road crossing the Piscataquis River between the towns of Atkinson and Sebec the Captain John "Jay" Brainard Gold Star Memorial Bridge in honor of the late Captain Brainard, who was killed in action in Afghanistan during Operation Enduring Freedom in 2012. It also directs the department to erect appropriate signs on both sides of the bridge.

Enacted Law Summary

Resolve 2015, chapter 56 directs the Department of Transportation to name the bridge on Stagecoach Road crossing the Piscataquis River between the towns of Atkinson and Sebec the Captain John "Jay" Brainard Gold Star Memorial Bridge in honor of the late Captain Brainard, who was killed in action in Afghanistan during Operation Enduring Freedom in 2012.

LD 1582	Resolve, To Name the Naples Bay Bridge on U.S. Route 302 in the Town of Naples the Robert Neault Memorial Bridge	RESOLVE 68
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<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
POWERS C DIAMOND G	OTP	

This resolve directs the Department of Transportation to designate the Naples Bay bridge on U.S. Route 302 that crosses over Chutes River in the Town of Naples the Robert Neault Memorial Bridge.

Joint Standing Committee on Transportation

Enacted Law Summary

Resolve 2015, chapter 68 directs the Department of Transportation to designate the Naples Bay bridge on U.S. Route 302 that crosses over Chutes River in the Town of Naples the Robert Neault Memorial Bridge.

LD 1589 Resolve, To Name the Essex Street Overpass Bridge in Bangor the Brent Cross Bridge RESOLVE 69

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

This resolve directs the Department of Transportation to designate the Essex Street overpass bridge in the City of Bangor that crosses over Interstate 95 the Brent Cross Bridge.

Enacted Law Summary

Resolve 2015, chapter 69 directs the Department of Transportation to designate the Essex Street overpass bridge in the City of Bangor that crosses over Interstate 95 the Brent Cross Bridge.

LD 1592 An Act To Amend the Maine Traveler Information Services Laws PUBLIC 403

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
	OTP-AM	S-380

This bill was reported by the committee pursuant to joint order, S.P. 628 and then referred back to the committee for processing in the normal course.

The intent of the bill is to address a recent United States Supreme Court decision, *Reed v. Town of Gilbert*, No. 13-502 (2015), relating to categorical signs within a public right-of-way.

The bill makes the following changes to the Maine traveler information services laws.

1. It clarifies the definition of "erect" to also mean display.
2. It adds a definition of "temporary sign" to mean a sign bearing a noncommercial message that has been placed within the public right-of-way for a limited period of time.
3. It corrects a typographical error in the provision relating to types and arrangements of signs.
4. It removes the following signs from the provisions relating to categorical signs within the public right-of-way: signs showing the place and time of service or meetings of religious and civic organizations; memorial signs or tablets; signs bearing political messages relating to an election, primary or referendum; signs erected by a producer that directs travelers to the location where farm and food products are grown, produced and sold; and signs erected for a farmers' market that are directional in nature. Instead, the bill creates a broader category of temporary signs within the public right-of-way in order to regulate signs within a public right-of-way in a content-neutral manner per the United States Supreme Court decision, *Reed v. Town of Gilbert*, No. 13-502 (2015). It provides that a temporary sign may be placed within the public right-of-way for a maximum of six weeks per calendar year during the time period from May 1st to November 15th. It provides that a temporary sign may not be placed within the public right-of-way within 200 feet of another temporary sign bearing the same or substantially the same message.

Joint Standing Committee on Transportation

It also provides that a temporary sign may not exceed four feet by eight feet in size. Finally, it provides that a temporary sign must be labeled with the name and address of the individual, entity or organization that placed the sign within the public right-of-way and the designated time period the sign will be maintained within the public right-of-way.

5. It repeals the provision of law regarding categorical signs outside the public right-of-way. Instead, the bill provides that, except as provided by current law relating to on-premises signs, a sign may be erected outside the public right-of-way as long as it does not exceed 50 square feet in size.

6. It repeals the provision of law relating to unlawful removal of political signs. Instead, it provides that the unlawful removal of temporary signs from the public right-of-way is a civil violation for which a fine of up to \$250 may be adjudged.

Committee Amendment "A" (S-380)

This amendment strikes the restriction that a temporary sign may be placed within the public right-of-way only during the time period from May 1st to November 15th. It provides that a temporary sign may not be placed within the public right-of-way within 30 feet, instead of 200 feet as proposed in the bill, of another temporary sign bearing the same or substantially the same message.

Enacted Law Summary

Public Law 2015, chapter 403 makes the following changes to the Maine traveler information services laws to address United States Supreme Court decision, *Reed v. Town of Gilbert*, No. 13-502 (2015), relating to categorical signs within a public right-of-way.

1. It clarifies the definition of "erect" to also mean display.
2. It adds a definition of "temporary sign" to mean a sign bearing a noncommercial message that has been placed within the public right-of-way for a limited period of time.
3. It removes the following signs from the provisions relating to categorical signs within the public right-of-way: signs showing the place and time of service or meetings of religious and civic organizations; memorial signs or tablets; signs bearing political messages relating to an election, primary or referendum; signs erected by a producer that directs travelers to the location where farm and food products are grown, produced and sold; and signs erected for a farmers' market that are directional in nature. Instead, the law creates a broader category of temporary signs within the public right-of-way in order to regulate signs within a public right-of-way in a content-neutral manner per the United States Supreme Court decision, *Reed v. Town of Gilbert*, No. 13-502 (2015). The law provides that a temporary sign may be placed within the public right-of-way for a maximum of six weeks per calendar year. It provides that a temporary sign may not be placed within the public right-of-way within 30 feet of another temporary sign bearing the same or substantially the same message. It also provides that a temporary sign may not exceed four feet by eight feet in size. Finally, the law provides that a temporary sign must be labeled with the name and address of the individual, entity or organization that placed the sign within the public right-of-way and the designated time period the sign will be maintained within the public right-of-way.
4. It repeals the provision of law regarding categorical signs outside the public right-of-way. It provides that, except as provided by current law relating to on-premises signs, a sign may be erected outside the public right-of-way as long as it does not exceed 50 square feet in size.
5. It repeals the provision of law relating to unlawful removal of political signs. Instead, it provides that the unlawful removal of temporary signs from the public right-of-way is a civil violation for which a fine of up to \$250 may be adjudged.

Joint Standing Committee on Transportation

LD 1602 Resolve, To Implement the Recommendations of the Commission To Strengthen and Align the Services Provided to Maine's Veterans To Address the Transportation Needs of Maine's Veterans

RESOLVE 77

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
	OTP-AM	H-574

This resolve was reported by the Joint Standing Committee on Veterans and Legal Affairs pursuant to Resolve 2015, chapter 48 and then referred to the Transportation Committee for processing in the normal course.

This resolve implements the recommendations of the Commission To Strengthen and Align the Services Provided to Maine's Veterans. It requires the Department of Transportation, in conjunction with the Department of Defense, Veterans and Emergency Management, the Department of Health and Human Services and the Department of Labor, to develop and establish a pilot project to provide transportation for veterans in order to improve access to essential programs and services for veterans and to inform potential future development of a long-term transportation policy designed to enable the delivery of cost-effective, sustainable and veteran-focused transportation services to meet the current and future needs of veterans in the State.

Committee Amendment "A" (H-574)

This amendment replaces the resolve and requires the Department of Transportation, in conjunction with the Department of Defense, Veterans and Emergency Management, the Department of Health and Human Services and the Department of Labor, to conduct a study, using available federal funds, to determine the need for locally available transportation services that convey veterans to and from employment or employment-related services, medical appointments, mental health services, social services and community activities. The purpose of the study is to inform the development of a pilot project to provide transportation for veterans in order to improve access to essential programs and services for veterans and to inform potential future development of a long-term transportation policy designed to enable the delivery of cost-effective, sustainable and veteran-focused transportation services to meet the current and future needs of veterans in the State.

This amendment also provides \$40,000 in one-time funding for the study.

Enacted Law Summary

Resolve 2015, chapter 77 requires the Department of Transportation, in conjunction with the Department of Defense, Veterans and Emergency Management, the Department of Health and Human Services and the Department of Labor, to conduct a study to determine the need for locally available transportation services that convey veterans to and from employment or employment-related services, medical appointments, mental health services, social services and community activities. The purpose of the study is to inform the development of a pilot project to provide transportation for veterans in order to improve access to essential programs and services for veterans and to inform potential future development of a long-term transportation policy designed to enable the delivery of cost-effective, sustainable and veteran-focused transportation services to meet the current and future needs of veterans in the State. It also provides \$40,000 in one-time funding for the study.

LD 1608 An Act To Allow the Placement of Road Signs Advertising Events That Benefit Certain Organizations and Allow Free Admission to Military Personnel

ONTP

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

Joint Standing Committee on Transportation

This bill allows a public, civic, philanthropic, charitable or religious organization to erect signs in the public right-of-way that announce a fund-raising event for that organization at which military personnel, active and retired, and the families of military personnel are permitted entry free of charge.

Joint Standing Committee on Transportation

SUBJECT INDEX

Bridges

Enacted

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LD 1589	Resolve, To Name the Essex Street Overpass Bridge in Bangor the Brent Cross Bridge	RESOLVE 69

Highway Fund

Not Enacted

LD 1110	Resolve, To Study Transportation Funding Reform	Died On Adjournment
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Marine Transportation

Enacted

LD 1468	Resolve, To Improve the Safety of Ferries in the State	RESOLVE 86
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Motor Carriers

Not Enacted

LD 227	An Act To Remove Barriers to Job Opportunities for Young Truck Drivers	ONTP
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Motor Vehicles

Enacted

LD 1483	An Act To Amend Maine's Motor Vehicle Laws	PUBLIC 473 EMERGENCY
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Not Enacted

LD 687	An Act To Expand Classification Categories for Motor Vehicles in the State	ONTP
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Operator's License

Not Enacted

LD 1507	An Act To Authorize a Person Whose Operator's License Is Suspended Due to Failure To Pay Child Support To Drive to and from a Place of Employment	ONTP
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Public Transportation

Not Enacted

LD 845	An Act To Address Unmet Public Transportation Needs	Died On Adjournment
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Signs

Enacted

LD 1592	An Act To Amend the Maine Traveler Information Services Laws	PUBLIC 403
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Not Enacted

LD 287	An Act To Improve Traffic Safety during Political Campaign Seasons	ONTP
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LD 1608	An Act To Allow the Placement of Road Signs Advertising Events That Benefit Certain Organizations and Allow Free Admission to Military Personnel	ONTP
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Transportation Department

Enacted

LD 1567	An Act To Amend the Laws Regarding the Operation of an All-terrain Vehicle or Snowmobile on a Controlled Access Highway	PUBLIC 413 EMERGENCY
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LD 1602	Resolve, To Implement the Recommendations of the Commission To Strengthen and Align the Services Provided to Maine's Veterans To Address the Transportation Needs of Maine's Veterans	RESOLVE 77
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Turnpike Authority

Enacted

LD 1546	An Act To Make Allocations from Maine Turnpike Authority Funds for the Maine Turnpike Authority for the Calendar Year Ending December 31, 2017	P & S 15
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