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Date: (Filing No. H- )

**TRANSPORTATION**

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**STATE OF MAINE  
HOUSE OF REPRESENTATIVES  
127TH LEGISLATURE  
SECOND REGULAR SESSION**

COMMITTEE AMENDMENT “ ” to H.P. 771, L.D. 1110, Bill, “An Act To Modernize Road User Fees”

Amend the bill by striking out the title and substituting the following:

**'Resolve, To Study Transportation Funding Reform'**

Amend the bill by striking out everything after the title and inserting the following:

**'Emergency preamble. Whereas,** acts and resolves of the Legislature do not become effective until 90 days after adjournment unless enacted as emergencies; and

**Whereas,** adequate, sustainable and predictable transportation funding is critical to the safety and economic well-being of all Maine citizens; and

**Whereas,** funding for transportation infrastructure in Maine and the nation is seriously deficient; and

**Whereas,** the shortfall of funding related to Maine's state highway and bridge system is at least \$168,000,000 per year, without consideration of general obligation bonding; and

**Whereas,** the shortfall of capital funding related to Maine's multimodal system of ports, rail and other modes of transportation is substantial; and

**Whereas,** general obligation bonding levels are unpredictable due to the current short-term focus of the process that determines bonding levels and priorities, a process that usually takes place late in a legislative session after finalization of the General Fund budget, if at all; and

**Whereas,** higher fuel efficiency of vehicles and alternative fuel vehicles continue to erode the funding provided by per gallon fuel taxes and increase the inequity among drivers in terms of the fee paid per mile for use of the highway and bridge system; and

**Whereas,** fuel prices are relatively low but surely will rise in the years ahead; and

**COMMITTEE AMENDMENT**

1           **Whereas**, approximately 30,000,000 people visit Maine each year, a state with a  
2 year-round population of about 1,300,000 people, and the capacity and a significant  
3 portion of the cost of Maine's transportation system are driven by seasonal traffic  
4 volumes; and

5           **Whereas**, through years of capital planning, prioritization and efficiency initiatives,  
6 the Department of Transportation has proven that it uses funding efficiently and  
7 effectively; and

8           **Whereas**, although federal transportation funding levels have been established for  
9 the next 5 years, these funding levels will not solve Maine's transportation funding  
10 problems and additional federal funding solutions are unlikely; and

11           **Whereas**, other states are finding transportation funding solutions and the State has  
12 an obligation to all its citizens to seek solutions now; and

13           **Whereas**, the Joint Standing Committee on Transportation is charged with  
14 analyzing options and recommending legislation and is best-equipped to study these  
15 issues and find ways to reform and supplement transportation funding in Maine; and

16           **Whereas**, the study must be initiated before the 90-day period expires in order that  
17 the study may be completed and a report submitted in time for submission to the next  
18 legislative session; and

19           **Whereas**, in the judgment of the Legislature, these facts create an emergency within  
20 the meaning of the Constitution of Maine and require the following legislation as  
21 immediately necessary for the preservation of the public peace, health and safety; now,  
22 therefore, be it

23           **Sec. 1. Study established. Resolved:** That the Joint Standing Committee on  
24 Transportation, referred to in this resolve as "the committee," shall study how to reform  
25 and adequately supplement funding for the State's transportation infrastructure to promote  
26 equity, sustainability and predictability in a manner that allows the State to responsibly  
27 provide a safe and reliable state transportation system; and be it further

28           **Sec. 2. Convening of committee. Resolved:** That the chairs of the committee  
29 shall call and convene the first meeting of the committee for the purposes of this resolve  
30 no later than 30 days following the effective date of this resolve; and be it further

31           **Sec. 3. Meetings. Resolved:** That the committee may meet for the purposes of  
32 this resolve only when the Legislature is not in regular or special session. The committee  
33 may meet up to 4 times to accomplish its duties. At least 2 meetings must allow public  
34 comment; and be it further

35           **Sec. 4. Duties. Resolved:** That the committee shall focus on funding the state  
36 highway and bridge system, but shall also consider capital funding through the issuance  
37 of bonds for multimodal infrastructure. The committee shall:

38           1. Identify mechanisms that will increase the predictability of general obligation  
39 bonding levels for capital planning at the Department of Transportation for the state  
40 highway and bridge system and multimodal infrastructure for the next 10 years;



1 for the State's transportation infrastructure to promote equity, sustainability and  
2 predictability in a manner that allows the State to responsibly provide a safe and reliable  
3 transportation system. The committee is authorized to meet for this purpose up to 4 times  
4 when the Legislature is not in session, and the committee's report must be submitted by  
5 November 2, 2016. The joint standing committee of the Legislature having jurisdiction  
6 over transportation matters may submit legislation to the First Regular Session of the  
7 128th Legislature relating to the subject matter of the report. The amendment adds an  
8 emergency preamble and emergency clause.

9 **FISCAL NOTE REQUIRED**

10 **(See attached)**