

MAINE STATE LEGISLATURE

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STATE OF MAINE
127TH LEGISLATURE
FIRST REGULAR SESSION



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

JOINT STANDING COMMITTEE ON TRANSPORTATION

August 2015

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STATE OF MAINE

127TH LEGISLATURE

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LEGISLATIVE DIGEST OF BILL SUMMARIES AND ENACTED LAWS

This *Legislative Digest of Bill Summaries and Enacted Laws* contains summaries of all LDs and adopted amendments and all laws enacted or finally passed during the First Regular Session of the 127th Maine Legislature.

The *Digest* is arranged alphabetically by committee and within each committee by Legislative Document (LD) number. The committee report(s), prime sponsor and lead co-sponsor(s), if designated, are listed below each LD title. All adopted amendments are summarized and listed by paper number. A subject index is included with each committee. An appendix provides a summary of relevant session statistics.

Final action on each LD is noted to the right of the LD title. The following describes the various final actions.

<i>CARRIED OVER</i>	<i>carried over to a subsequent session of the Legislature</i>
<i>CON RES XXX</i>	<i>chapter # of constitutional resolution passed by both houses</i>
<i>CONF CMTE UNABLE TO AGREE</i>	<i>Committee of Conference unable to agree; legislation died</i>
<i>DIED BETWEEN HOUSES</i>	<i>House & Senate disagreed; legislation died</i>
<i>DIED IN CONCURRENCE</i>	<i>defeated in each house, but on different motions; legislation died</i>
<i>DIED ON ADJOURNMENT</i>	<i>action incomplete when session ended; legislation died</i>
<i>EMERGENCY</i>	<i>enacted law takes effect sooner than 90 days after session adjournment</i>
<i>FAILED, EMERGENCY ENACTMENT or FINAL PASSAGE</i>	<i>emergency failed to receive required 2/3 vote</i>
<i>FAILED, ENACTMENT or FINAL PASSAGE</i>	<i>failed to receive final majority vote</i>
<i>FAILED, MANDATE ENACTMENT</i>	<i>legislation proposing local mandate failed required 2/3 vote</i>
<i>HELD BY GOVERNOR</i>	<i>Governor has not signed; final disposition to be determined at subsequent session</i>
<i>LEAVE TO WITHDRAW</i>	<i>sponsor's request to withdraw legislation granted</i>
<i>NOT PROPERLY BEFORE THE BODY</i>	<i>ruled out of order by the presiding officer; legislation died</i>
<i>INDEF PP</i>	<i>indefinitely postponed; legislation died</i>
<i>ONTP, ACCEPTED, MAJORITY, MINORITY or REPORT X</i>	<i>ought-not-to-pass report accepted; legislation died</i>
<i>P&S XXX</i>	<i>chapter # of enacted private & special law</i>
<i>PUBLIC XXX</i>	<i>chapter # of enacted public law</i>
<i>RESOLVE XXX</i>	<i>chapter # of finally passed resolve</i>
<i>VETO SUSTAINED</i>	<i>Legislature failed to override Governor's veto</i>

The effective date for non-emergency legislation enacted in the First Regular Session of the 127th Legislature is October 15, 2015. The effective date for legislation enacted as an emergency measure may be found in the enacted law summary for that legislation.

Joint Standing Committee on Transportation

Current law provides that the Maine Revised Statutes, Title 5, chapter 153, subchapter 1 relating to bids and contracts for public improvement projects does not apply to contracts for transportation-related services and contracts for construction and maintenance that, by law, are under the supervision of the Department of Transportation. This amendment clarifies that Title 5, chapter 153, subchapter 1 also does not apply to contracts for transportation-related services and contracts for construction and maintenance that, by law, are under the supervision of the Maine Turnpike Authority.

Enacted Law Summary

Public Law 2015, chapter 5 repeals certain provisions of law governing the Maine Turnpike Authority, or "the authority." Specifically, the law:

1. Repeals language regarding the payment on bonds that was required and made in 1982;
2. Repeals a provision concerning the process for widening the Maine Turnpike south of mile 44;
3. Repeals language requiring the authority, on a semiannual basis, to report to the Legislative Council on the authority's activities for the preceding half of the fiscal year; and
4. Repeals language regarding the policy for authorizing additional exchanges.

The law also clarifies that Title 5, chapter 153, subchapter 1 relating to bids and contracts for public improvement projects does not apply to contracts for transportation-related services and contracts for construction and maintenance that, by law, are under the supervision of the Maine Turnpike Authority.

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

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

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.

This bill was carried over to any special or regular session of the 127th Legislature by joint order, H.P. 992.

LD 228 An Act To Make Allocations from Maine Turnpike Authority Funds for the Maine Turnpike Authority for the Calendar Year Ending December 31, 2016 P & S 1

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
MCLEAN COLLINS	OTP-AM	H-7

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, 2016 in accordance with the requirements of the Maine Revised Statutes, Title 23, section 1961, subsection 6.

Committee Amendment "A" (H-7)

Joint Standing Committee on Transportation

This amendment incorporates a fiscal note.

Enacted Law Summary

Private and Special Law 2015, chapter 1 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, 2016 in accordance with the requirements of the Maine Revised Statutes, Title 23, section 1961, subsection 6.

LD 246	An Act To Prohibit the Handling of a Mobile Telephone While Operating a Motor Vehicle	ONTP
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<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
MASTRACCIO PATRICK	ONTP	

This bill prohibits operating a motor vehicle while handling a mobile telephone. The bill allows certain people to handle mobile telephones while driving within the scope of their employment, including drivers of authorized emergency vehicles, holders of commercial driver's licenses, physicians, municipal public works personnel, Maine Turnpike Authority personnel and state transportation personnel, including all employees and contractors of the Department of Transportation. The bill makes the offense a traffic infraction.

See also LD 185.

LD 247	An Act To Create Corridor Districts for the Purpose of Funding Transportation and Transit Services	Veto Sustained
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<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
CHIPMAN ROSEN	OTP-AM ONTP	H-254

This bill, which is a concept draft pursuant to Joint Rule 208, proposes to provide for a more predictable and stable environment to fund transit and mobility needs, including passenger rail, ferries and bus, bike and pedestrian routes, by allowing the creation of multimunicipal, multijurisdictional transportation districts along defined transportation corridors and to form service sharing and revenue partnerships. The corridor districts will have the authority to bond infrastructure; raise funds for operations, capital investment and maintenance of facilities; purchase, own and lease real estate, including station and station area infrastructure financing; and support downtown infrastructure financing strategies, transit corridor infrastructure financing strategies and regional transportation initiatives.

A local referendum will be required in each municipality desiring to participate in a transit partnership. District membership will be identified by criteria specific to a defined transportation corridor. The districts will provide inducements for expanding, retaining businesses and attracting new investments and provide adequate revenues to support critical state and local transportation services.

Committee Amendment "A" (H-254)

This amendment, which is the majority report, strikes and replaces the concept draft. The amendment provides for the formation of transportation corridor districts within the current law relating to transit districts and regional transportation corporations. The amendment provides that a municipality may, by itself or in cooperation with one or more other municipalities, form a transportation corridor district for the purposes of providing an environment to fund public transportation and accessibility needs, including passenger rail, ferry, bus, bicycle and pedestrian facilities and routes, and promoting economic development at transportation station areas and in downtown areas.