

MAINE STATE LEGISLATURE

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STATE OF MAINE
128TH LEGISLATURE
FIRST SPECIAL, SECOND REGULAR AND SECOND SPECIAL SESSIONS



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

JOINT STANDING COMMITTEE ON TRANSPORTATION

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STATE OF MAINE

128TH LEGISLATURE

FIRST SPECIAL, SECOND REGULAR AND SECOND SPECIAL SESSIONS



LEGISLATIVE DIGEST OF BILL SUMMARIES AND ENACTED LAWS

This *Legislative Digest of Bill Summaries and Enacted Laws* contain summaries of all LDs and adopted amendments and all laws enacted or finally passed during the First Special, Second Regular and Second Special Sessions of the 128th 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.

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

The effective dates for non-emergency legislation enacted in the First Special, Second Regular or Second Special Sessions of the 128th Legislature are: Monday, February 5, 2018; Wednesday, August 1, 2018; and Thursday, December 13, 2018, respectively. 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

It also makes the Motor Carrier Review Board an appellate board for decisions of the Secretary of State relative to motor carrier safety suspensions and clarifies that the Secretary of State may suspend a motor carrier with an adverse safety history pursuant to the methodology the Secretary of State adopts based on the recommendations of the board.

It removes the requirement that specialty plates authorized after January 1, 2007 be retired after 10 years regardless of the number of active plates.

The bill also corrects an inadvertent omission made during the technical processing of Public Law 2017, chapter 27.

Committee Amendment "A" (H-580)

This amendment makes a technical change to the bill by striking the weight limit provision for each specialty plate and instead specifying the weight limit in the specialty plate section in the Maine Revised Statutes, Title 29-A, section 468, subsection 8. The amendment also strikes the effective date provision in the bill.

Enacted Law Summary

Public Law 2017, chapter 327 increases the maximum registered weight of a vehicle eligible for specialty plates from 10,000 pounds to 26,000 pounds.

Public Law 2017, chapter 327 also makes the Motor Carrier Review Board an appellate board for decisions of the Secretary of State relative to motor carrier safety suspensions and clarifies that the Secretary of State may suspend a motor carrier with an adverse safety history pursuant to the methodology the Secretary of State adopts based on the recommendations of the board.

Public Law 2017, chapter 327 removes the requirement that specialty plates authorized after January 1, 2007 be retired after 10 years regardless of the number of active plates.

LD 1724 **Resolve, To Establish the Commission on Autonomous Vehicles and To Allow the Testing, Demonstration and Deployment of Automated Driving Systems**

RESOLVE 46

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
SANBORN H	OTP-AM	H-649

This bill authorizes municipalities to enter into memoranda of agreement with the Secretary of State, the Department of Transportation and the Department of Professional and Financial Regulation, Bureau of Insurance to develop, test and operate pilot programs for the use of autonomous vehicles for public transportation until March 31, 2022. It requires any municipality that develops, tests or operates a pilot program to submit a report regarding the pilot program to the joint standing committee of the Legislature having jurisdiction over transportation matters by December 1, 2021, and it authorizes the joint standing committee to report out a bill to the Second Regular Session of the 130th Legislature.

Committee Amendment "A" (H-649)

This amendment, which replaces the bill with a resolve, establishes the Commission on Autonomous Vehicles to coordinate efforts among state agencies and knowledgeable stakeholders to inform the development of a process to allow an autonomous vehicle tester to demonstrate and deploy for testing purposes an automated driving system on a public way.

The amendment also requires that the Commissioner of Transportation, in consultation with the Commission on Autonomous Vehicles, establish a process to evaluate and authorize an autonomous vehicle tester to demonstrate