

From: [REDACTED] <noreply+c017ce6110d30655@formstack.com>
Sent: Thursday, July 09, 2015 12:04 AM
To: RegReform (ANF)
Subject: A Clearer Code: Regulatory Reform
Categories: Red Category

Formstack Submission for form A Clearer Code: Regulatory Reform

Submitted at 07/09/15 12:04 AM

Name (optional):: Paul Cote

Company/Organization (if applicable) (optional):: Self

Address (optional):: [REDACTED]
[REDACTED]
[REDACTED] MA 01913

Primary Phone (optional):: [REDACTED]

Email (optional):: [REDACTED]

CMR Number (If known): : 540 CMR 22.08

General Regulatory Themes:: Other

Please list the Agency or Agencies affiliated with this regulation:: Registry of Motor Vehicles

Describe the regulatory issue or observation:: 540 CMR: REGISTRY OF MOTOR VEHICLES
22.08: Protective Headgear for Motorcycle Operators and Passengers
Every operator of or passenger on a motorcycle or motorized bicycle, including a passenger in a sidecar, shall wear a helmet, with a suitable retaining device in position, designed and manufactured to protect at least the area of the wearer's head above a reference plane 2.36 inches (60mm.) above and parallel to a plane defined by the level of the external ear openings and the lower rim of the eye openings.
Each such helmet shall meet or exceed the standards established in the United States Department of Transportation's Federal Motor Vehicle Safety Standard No. 218, 49 CFR 571.218 for motorcycle helmets as enacted and from time to time amended.

Suggestions for easing regulatory compliance:: CHANGE TO READ
Every operator of or passenger on a motorcycle or motorized bicycle,

including a passenger in a sidecar, over the age of 18 years, shall wear Protective Headgear of their choice.

Or,

CHANGE TO READ

Every operator of or passenger UNDER THE AGE OF 18 YEARS, on a motorcycle or motorized bicycle, including a passenger in a sidecar, shall wear HEADGEAR, to at least the area of the wearer's head above a reference plane 2.36 inches (60mm.) above and parallel to a plane defined by the level of the external ear openings and the lower rim of the eye openings.

Each such helmet shall meet or exceed the standards established in the United States Department of Transportation's Federal Motor Vehicle Safety Standard No. 218, 49 CFR 571.218 for motorcycle helmets as enacted and from time to time amended.

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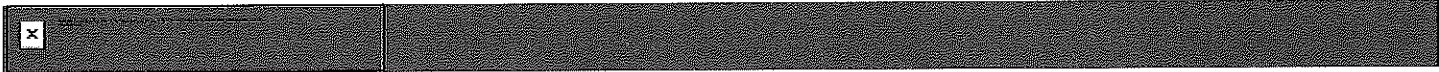
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Formstack, LLC
8604 Allisonville Rd.
Suite 300
Indianapolis, IN 46250




From: noreply@formstack.com
Sent: Friday, October 16, 2015 12:11 PM
To: RegReform (ANF)
Subject: A Clearer Code: Regulatory Reform

Categories: Red Category



Formstack Submission for form A Clearer Code: Regulatory Reform

Submitted at 10/16/15 12:10 PM

Name (optional)::	Tom Ennis
Company/Organization (if applicable) (optional)::	
Address (optional)::	
Primary Phone (optional)::	
Email (optional)::	
CMR Number (If known): :	
General Regulatory Themes::	Other
Please list the Agency or Agencies affiliated with this regulation::	Department of Transportation.
Describe the regulatory issue or observation::	Road construction projects should be required to provide for safe bicycle travel.
Suggestions for improvements to the regulation::	Any exceptions should be made only after approval from local government affected. Currently Mass DOT normally neglects bicycle safety in their design process unless specifically requested by regional agency. The default design process usually leaves bicycle safety out.

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From: [REDACTED] <noreply+8490ade422436dd8@formstack.com>
Sent: Tuesday, July 14, 2015 4:54 PM
To: RegReform (ANF)
Subject: A Clearer Code: Regulatory Reform
Categories: Red Category

Formstack Submission for form A Clearer Code: Regulatory Reform

Submitted at 07/14/15 4:53 PM

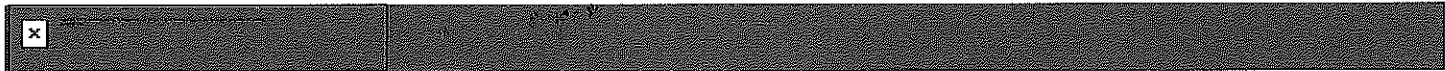
Name (optional)::	david white
Company/Organization (if applicable) (optional)::	Exclusive Car Service
Address (optional)::	[REDACTED]
Primary Phone (optional)::	[REDACTED]
Email (optional)::	[REDACTED]
CMR Number (if known): :	
General Regulatory Themes::	State/Local Government Relations
Please list the Agency or Agencies affiliated with this regulation::	DPU RMV Insurance
Describe the regulatory issue or observation::	Confusion, inequity, unnecessary regulations, public safety. This involves passenger transportation, unregulated and uninsured providers. It is designed to prevent abuse by Uber type firms or regulated firms operating with the wrong plates.

Suggestions for easing regulatory compliance::

- 1) any vehicle transporting passengers for hire should have a license plate as follows: Taxi, Bus, Livery, Student
- 2) the plates shall not be issued until the RMV has received an insurance stamp issued by an authorized insurance company or its authorized agent which states which type of plate it covers.
- 3) minimum coverage amounts will be set by statute or by the authorized agency.
- 4) existing regulatory agencies will continue to issue authority to operate as they now do.
- 5) Enforcement of the plate/insurance regulations shall be by any agency with police powers, including the right to remove plates, fine an operator and or its company, and to arrest. All to be spelled out.

From: noreply@formstack.com
Sent: Wednesday, July 15, 2015 11:09 AM
To: RegReform (ANF)
Subject: A Clearer Code: Regulatory Reform

Categories: Red Category



Formstack Submission for form A Clearer Code: Regulatory Reform

Submitted at 07/15/15 11:08 AM

Name (optional):: Raymond Haley

Company/Organization (if applicable) (optional):: Quincy Auto Driving School

Address (optional):: [REDACTED]

Primary Phone (optional):: [REDACTED]

Email (optional):: [REDACTED]

CMR Number (If known): :

General Regulatory Themes:: Building Codes/Accessibility Standards

Please list the Agency or Agencies affiliated with this regulation:: Registry of Motor Vehicles

Describe the regulatory issue or observation:: H3061 is up for discussion today. It would allow for the classroom portion of a Driver's Education course to be completed online. To take the teacher out of the process eliminates the teaching of the proper approach and attitude a driver needs to learn. Car accidents are the #1 cause of teenage deaths and to make the process of obtaining a drivers license any easier will only exacerbate this problem. And the weekend group roadtests now afforded to schools allows for up to 5 test to be performed per hour. 12 mins to decide someone is competent behind the wheel. This law should be put to bed or vetoed if possible if it gets that far.

Suggestions for easing regulatory compliance::

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[REDACTED]

From: [REDACTED] <noreply+38eef1f3c9f3248c@formstack.com>
Sent: Monday, August 24, 2015 8:32 AM
To: RegReform (ANF)
Subject: A Clearer Code: Regulatory Reform

x

Formstack Submission for form A Clearer Code: Regulatory Reform

Submitted at 08/24/15 8:32 AM

Name (optional)::	John Webb
Company/Organization (if applicable) (optional)::	Webb Transportation Services, LLC
Address (optional)::	[REDACTED]
Primary Phone (optional)::	[REDACTED]
Email (optional)::	[REDACTED]
CMR Number (If known) :	
General Regulatory Themes::	Tax and Revenue
Please list the Agency or Agencies affiliated with this regulation::	Massport
Describe the regulatory issue or observation::	Regulation and procedures for transportation companies servicing the airport

Suggestions for easing regulatory compliance::

The relationship between Massport and the limousine/livery companies is detrimental to the experience that our mutual customers should expect. There is no reason there should be an adversarial relationship between the two. The issue is that Massport does not view itself as a customer service operation, but as a regulatory/revenue producing organization.

Example it the driver badge process. Highly inefficient and, frankly, ridiculous. What is it's actual purpose? Compliance is a joke. It takes weeks to get any information from the office who manages the process. There is nothing the badge allows a driver to do that any person without a badge can do. Not to mention, why don't Uber/Lyft drivers need to have a badge?

This is just one example of the absurd environment small businesses have to work within.

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