

**STATE OF MAINE**  
126<sup>TH</sup> LEGISLATURE  
FIRST REGULAR SESSION



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

**JOINT STANDING COMMITTEE ON TRANSPORTATION**

July 2013

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*Joint Standing Committee on Transportation*

**LD 11      An Act To Allow Vehicles Engaged in Snow Removal or Sanding  
Operations on Public Ways To Use Preemptive Traffic Light Devices**

**PUBLIC 61  
EMERGENCY**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
VOLK COLLINS	OTP-AM	H-33

This bill allows a vehicle owned or contracted by a municipal, county or state agency engaged in snow removal or sanding operations on a public way to use a preemptive traffic light device.

**Committee Amendment "A" (H-33)**

This bill allows a vehicle owned or contracted by a municipal, county or state agency engaged in snow removal or sanding operations on a public way to use a preemptive traffic light device.

This amendment, which strikes and replaces the bill, clarifies that a vehicle owned or contracted by a municipality engaged in snow removal or sanding operations must be authorized by the municipal officers.

The amendment provides that the definition of "preemptive traffic light device" includes both a signal prioritization device and a signal preemption device and provides definitions for those terms. The amendment clarifies that an authorized emergency vehicle may be equipped with a signal prioritization device and a signal preemption device and must be given the right-of-way at a signalized intersection. The amendment further provides that a transit route bus, a vehicle engaged in snow removal or sanding operations and a vehicle used by the Department of Transportation for the purpose of installing, maintaining or testing a lighted traffic control device may be equipped with and use a signal prioritization device. Finally, the amendment provides that a vehicle used by the Department of Transportation for installing or maintaining a lighted traffic control device has the lowest level of priority at a signalized intersection.

**Enacted Law Summary**

Public Law 2013, chapter 61 allows a vehicle owned or contracted by a municipal, county or state agency engaged in snow removal or sanding operations on a public way to use a preemptive traffic light device.

The law clarifies that a vehicle owned or contracted by a municipality engaged in snow removal or sanding operations must be authorized by the municipal officers. It also provides that the definition of "preemptive traffic light device" includes both a signal prioritization device and a signal preemption device and provides definitions for those terms. The law clarifies that an authorized emergency vehicle may be equipped with a signal prioritization device and a signal preemption device and must be given the right-of-way at a signalized intersection. The law further provides that a transit route bus, a vehicle engaged in snow removal or sanding operations and a vehicle used by the Department of Transportation for the purpose of installing, maintaining or testing a lighted traffic control device may be equipped with and use a signal prioritization device. Finally, the law provides that a vehicle used by the Department of Transportation for installing or maintaining a lighted traffic control device has the lowest level of priority at a signalized intersection.

Public Law 2013, chapter 61 was enacted as an emergency measure effective May 7, 2013.

***Joint Standing Committee on Transportation***

**LD 12      Resolve, Directing the Department of Transportation To Add a Reference to the Katahdin Trail to the Sign for the First Newport Exit on Interstate 95 North      ONTP**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
DAVIS THOMAS	ONTP	

This resolve directs the Department of Transportation to amend the directional exit sign on Interstate 95 at the first northbound exit at Newport that now refers to Moose Mountain to include a reference to the Katahdin Trail.

**LD 13      Resolve, Directing the Maine Turnpike Authority To Place Signs Directing Motorists to Berwick Academy      ONTP**

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

This resolve directs the Maine Turnpike Authority to place directional signs on the Maine Turnpike at the northbound and southbound exits of the highway that are located closest to Berwick Academy and directs Berwick Academy to assume all costs associated with the signs.

**LD 14      Resolve, Directing the Department of Transportation To Name a Bridge between Kennebunk and Kennebunkport the Mathew J. Lanigan Bridge      RESOLVE 6 EMERGENCY**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
CASAVANT DUTREMBLE	OTP-AM	H-3

This resolve directs the Department of Transportation to designate the bridge on State Route 9 that crosses the Kennebunk River between the Town of Kennebunk and the Town of Kennebunkport the Mathew Lanigan Bridge.

**Committee Amendment "A" (H-3)**

This amendment clarifies that the bridge on State Route 9 that crosses the Kennebunk River between the Town of Kennebunk and the Town of Kennebunkport is currently designated as Bridge No. 2230 in the Department of Transportation's inventory of bridges. The amendment also changes the name of the bridge from the Mathew Lanigan Bridge to the Mathew J. Lanigan Bridge.

**Enacted Law Summary**

Resolve 2013, chapter 6 directs the Department of Transportation to designate the bridge on State Route 9 that crosses the Kennebunk River between the Town of Kennebunk and the Town of Kennebunkport the Mathew J. Lanigan Bridge.

Resolve 2013, chapter 6 was finally passed as an emergency measure effective April 9, 2013.

*Joint Standing Committee on Transportation*

**LD 17      An Act To Require Motorists To Stop for Pedestrians in Crosswalks**

**ACCEPTED  
MAJORITY  
(ONTP) REPORT**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
MORRISON MILLETT	ONTP OTP	

Current law requires the operator of a motor vehicle to yield the right-of-way to a pedestrian crossing within a marked crosswalk. This bill requires the operator of a motor vehicle to stop and yield the right-of-way to a pedestrian crossing within a marked crosswalk.

**LD 21      An Act To Amend the Motor Vehicle Laws Governing Requisite Tire  
Size and Frame Height**

**PUBLIC 30**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
HAMPER HAYES	OTP-AM	S-4

The Maine Revised Statutes, Title 29-A, section 1920 sets standards for maximum and minimum frame end height requirements for motor vehicles and the Maine Motor Vehicle Inspection Manual requires that a vehicle fail inspection if a tire contacts any part of the body of the vehicle. In light of these existing requirements, this bill removes a provision in law that requires the overall diameter of a properly mounted and inflated tire of a motor vehicle to be within 2 inches of the range of sizes recommended by the manufacturer of the motor vehicle.

**Committee Amendment "A" (S-4)**

This amendment provides that a motor vehicle of 10,001 pounds to 11,500 pounds, based on the manufacturer's gross vehicle weight rating, may not be operated on a public way or receive a certificate of inspection with a maximum frame end height that is greater than 29 inches in the front and 31 inches in the rear.

**Enacted Law Summary**

Public Law 2013, chapter 30 provides that a motor vehicle of 10,001 pounds to 11,500 pounds, based on the manufacturer's gross vehicle weight rating, may not be operated on a public way or receive a certificate of inspection with a maximum frame end height that is greater than 29 inches in the front and 31 inches in the rear.

**LD 51      An Act To Allow Lifetime Disability Plates or Placards for Eligible  
Applicants with Lower Limb Loss**

**ONTP**

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

This bill provides that the disability plate or placard for a person with loss of all or part of one or both lower limbs does not expire during the eligible applicant's lifetime.

*Joint Standing Committee on Transportation*

**LD 52      An Act To Improve the Safety of School Buses**

**ONTP**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
JOHNSON P	ONTP	

This bill requires that school buses purchased after January 1, 2017 be equipped with bumpers that conform to United States Department of Transportation requirements for bumpers on semitrailers.

**LD 57      An Act To Exempt Occupants of Antique Autos from Seat Belt Requirements**

**ACCEPTED  
MAJORITY  
(ONTP) REPORT**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
COLLINS COTTA	ONTP OTP-AM	

This bill exempts the driver and passengers of an antique auto registered pursuant to the Maine Revised Statutes, Title 29-A, section 457 from having to wear seat belts.

**Committee Amendment "A" (S-17)**

The bill exempts the driver and passengers of an antique auto registered pursuant to the Maine Revised Statutes, Title 29-A, section 457 from having to wear seat belts.

This amendment exempts the driver and passengers of an antique auto from having to wear seat belts only when participating in a parade. This amendment is the minority report of the committee.

**LD 66      An Act To Require That Motorcyclists Wear Helmets**

**ACCEPTED  
MAJORITY  
(ONTP) REPORT**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
BEAUDOIN	ONTP OTP-AM	

Current law requires persons under 18 years of age to wear a helmet when operating a motorcycle or riding as a passenger on a motorcycle as well as persons operating under a learner's permit or within one year of completing a driving test and any passengers.

This bill requires all operators and passengers of motorcycles on public ways to wear protective helmets.

***Joint Standing Committee on Transportation***

**LD 67      An Act To Strengthen Collaboration in the Transfer of Responsibilities  
for State and State Aid Highways**

**ACCEPTED  
MAJORITY  
(ONTP) REPORT**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
BOLAND COLLINS	ONTP OTP-AM	

This bill amends the existing urban compact road transfer process by requiring the Department of Transportation to work collaboratively with the affected municipality to ensure that a section of state or state aid highway transferred to a municipality for maintenance responsibilities is in good condition. In addition to outlining the information and documents that must be provided to the affected municipality, the bill provides a more detailed definition of "good condition" and creates a dispute resolution process to address contested issues.

**Committee Amendment "A" (H-63)**

This amendment, which is the minority report, strikes from the bill provisions regarding collaboration between the Department of Transportation and an affected municipality, including a provision for dispute resolution, regarding maintenance of certain state or state aid highways transferred to a municipality. The amendment keeps provisions of the bill that provide a more detailed definition of "good condition" for the purpose of determining whether a municipality, rather than the State, is responsible for year-round maintenance of state and state aid highways located within an urban compact area.

**LD 68      An Act To Prohibit the Use of a Handheld Mobile Telephone while  
Operating a Motor Vehicle**

**ACCEPTED  
MAJORITY  
(ONTP) REPORT**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
BEAUDOIN CRAVEN	ONTP OTP-AM	

This bill prohibits the use of a handheld mobile telephone while operating a motor vehicle. The bill clarifies that law enforcement officers, corrections officers, firefighters, 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, may use handheld mobile telephones while driving within the scope of their employment. The bill makes the offense a traffic infraction. This bill does not affect the current prohibition against text messaging while operating a motor vehicle.

**Committee Amendment "A" (H-19)**

This amendment is the minority report of the committee and adds an appropriations and allocations section to the bill.

***Joint Standing Committee on Transportation***

**LD 74      Resolve, Directing the Department of Transportation To Place a Sign on Northbound Interstate 95 Directing Motorists to Lee Academy      DIED BETWEEN HOUSES**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
TURNER CAIN	ONTP OTP	

This resolve directs the Department of Transportation to place a directional sign on Interstate 95 at the northbound exit of the highway that is located closest to Lee Academy and directs Lee Academy to assume all costs associated with the sign.

**LD 75      An Act To Ensure Pedestrian Safety in Roundabouts      ONTP**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
WILSON KATZ	ONTP	

This bill requires the Department of Transportation to install whenever practicable a crosswalk at a high-use roundabout on a state highway at least 150 feet from the edge of the roundabout.

**LD 108      An Act To Rename Big Moose Mountain as Red Eagle Mountain      CARRIED OVER**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
JOHNSON P		

This bill requires the Piscataquis County commissioners to change the name of Big Moose Mountain in the Moosehead Lake region to Red Eagle Mountain, to honor Chief Henry Red Eagle, a Maliseet Indian who was born and raised in the Moosehead region. The bill also requires the county commissioners to notify the appropriate authorities and agencies of the name change and requires that any existing road signs designating Big Moose Mountain be changed to refer to Red Eagle Mountain by the Department of Transportation and the Maine Turnpike Authority.

This bill was carried over to any special or regular session of the 126th Legislature by joint order, H.P. 1145, as amended by H-B (H-580) and H-C (H-582).

**LD 109      An Act Relating to Vehicles Delivering Home Heating Fuel      PUBLIC 55**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
DAVIS BURNS	OTP-AM	H-24

This bill clarifies that the provision of law stating that vehicles delivering home heating fuel are exempt from weight limits includes vehicles delivering firewood, wood pellets, propane and fuel oil, thus allowing such vehicles to use posted roads.

*Joint Standing Committee on Transportation*

**Committee Amendment "A" (H-24)**

This amendment, which strikes and replaces the bill, provides that rules adopted by the Department of Transportation to ensure proper use and prevent abuse of public ways under the jurisdiction of the department are routine technical rules.

In addition, under current law, county commissioners and municipal officers may impose restrictions on gross weight, speed, operation and equipment on public ways within their jurisdictions. The amendment clarifies that restrictions adopted by county commissioners and municipal officers are not rules subject to the Maine Administrative Procedure Act. The amendment also directs the department to include in the definition of "home heating fuel" oil, gas, coal, stove-length wood, propane and wood pellets.

**Enacted Law Summary**

Public Law 2013, chapter 55 provides that rules adopted by the Department of Transportation to ensure proper use and prevent abuse of public ways under the jurisdiction of the department are routine technical rules.

In addition, under current law, county commissioners and municipal officers may impose restrictions on gross weight, speed, operation and equipment on public ways within their jurisdictions. This law clarifies that restrictions adopted by county commissioners and municipal officers are not rules subject to the Maine Administrative Procedure Act. The law also directs the department to include in the definition of "home heating fuel" oil, gas, coal, stove-length wood, propane and wood pellets.

**LD 120      An Act To Facilitate Regional Transit**

**CARRIED OVER**

Sponsor(s)  
PEOPLES  
PLUMMER

Committee Report

Amendments Adopted

This bill, which is a concept draft, proposes to enact measures designed to enable the delivery of cost-effective, sustainable and customer-focused transportation services that will meet the current and future needs of the State.

This bill was carried over to any special or regular session of the 126th Legislature by joint order, H.P. 1145, as amended by H-B (H-580) and H-C (H-582).

**LD 127      An Act Relating to Ways under the Jurisdiction of the Midcoast  
Regional Redevelopment Authority and the Loring Development  
Authority**

**PUBLIC 48**

Sponsor(s)  
GERZOFISKY  
PRIEST

Committee Report  
OTP-AM

Amendments Adopted  
S-15

This bill amends the definition of "public way" as used in the Maine Revised Statutes, Title 29-A to include a way owned by a quasi-municipal corporation or district.

**Committee Amendment "A" (S-15)**

This amendment, which strikes and replaces the bill, provides a law enforcement officer the authority to enforce the traffic laws on a way under the jurisdiction of the Midcoast Regional Redevelopment Authority and the Loring Development Authority.

## Joint Standing Committee on Transportation

### Enacted Law Summary

Public Law 2013, chapter 48 provides a law enforcement officer the authority to enforce the traffic laws on a way under the jurisdiction of the Midcoast Regional Redevelopment Authority and the Loring Development Authority.

**LD 187      An Act To Permit Temporary Operation of a Motor Vehicle with an Expired Operator's License Solely for the Purpose of Traveling Home or Renewing the License      PUBLIC 24**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
CASAVANT TUTTLE	OTP	

This bill allows a law enforcement officer to issue a permit to a person whose operator's license has expired within the previous 90 days to allow that person to drive to the operator's residence or to an office of the Department of the Secretary of State, Bureau of Motor Vehicles for the sole purpose of renewing the operator's license.

### Enacted Law Summary

Public Law 2013, chapter 24 allows a law enforcement officer to issue a permit to a person whose operator's license has expired within the previous 90 days to allow that person to drive to the operator's residence or to an office of the Department of the Secretary of State, Bureau of Motor Vehicles for the sole purpose of renewing the operator's license.

**LD 226      An Act To Establish a Renewable Energy License Plate      ONTP**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
RYKERSON CLEVELAND	ONTP	

This bill establishes a specialty license plate to increase funding for renewable energy programs.

**LD 270      An Act To Improve the Motor Vehicle Inspection System      ONTP**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
JACKSON T THERIAULT	ONTP	

This bill, which is a concept draft, proposes to improve the motor vehicle inspection system.

*Joint Standing Committee on Transportation*

**LD 324      An Act To Make Supplemental Allocations from the Highway Fund and Other Funds for the Expenditures of State Government Necessary to the Proper Operations of State Government for the Fiscal Year Ending June 30, 2013**

**PUBLIC 42  
EMERGENCY**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
THERIAULT COLLINS	OTP-AM	H-6

Part A makes appropriations and allocations of funds for the fiscal year ending June 30, 2013.

Part B makes allocations of funds for approved reclassifications.

**Committee Amendment "A" (H-6)**

This amendment strikes and replaces Parts A and B.

This amendment adds to the bill the following:

1. A Highway Fund allocation of \$2,000,000 to the Highway and Bridge Capital program for capital projects;
2. A Highway Fund allocation of \$213,160 to the Urban-Rural Initiative Program;
3. The recognition of \$155,809 in Highway Fund Personal Services savings from vacancies within the Department of Public Safety, Bureau of State Police; and
4. An Island Ferry Services Fund allocation of \$450,000 to the Multimodal - Island Ferry Service program for increased repairs and fuel costs.

**Enacted Law Summary**

Public Law 2013, chapter 42 does the following:

1. A Highway Fund allocation of \$2,000,000 to the Highway and Bridge Capital program for capital projects;
2. A Highway Fund allocation of \$213,160 to the Urban-Rural Initiative Program;
3. The recognition of \$155,809 in Highway Fund Personal Services savings from vacancies within the Department of Public Safety, Bureau of State Police; and
4. An Island Ferry Services Fund allocation of \$450,000 to the Multimodal - Island Ferry Service program for increased repairs and fuel costs.

Public Law 2013, chapter 42 was enacted as an emergency measure effective April 16, 2013.

**LD 327      An Act To Allow Media Motor Vehicles To Be Equipped with Amber Auxiliary Lights**

**DIED BETWEEN  
HOUSES**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
JACKSON T THERIAULT	ONTP OTP	

## *Joint Standing Committee on Transportation*

This bill allows a media company vehicle to be equipped with amber auxiliary lights and to use those lights only if that vehicle is at an accident site on a public way.

**LD 332      Resolve, To Direct the Department of Transportation To Provide Signs on Interstate 95, on Interstate 395 and in the City of Brewer for the Underground Railroad Memorial at Chamberlain Freedom Park      **DIED BETWEEN HOUSES****

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
CAMPBELL R	ONTP OTP-AM	

This resolve directs the Department of Transportation to provide signs on Interstate 95, on Interstate 395 and in the City of Brewer to inform travelers of the Underground Railroad Memorial at Chamberlain Freedom Park.

### **Committee Amendment "A" (H-23)**

This amendment is the minority report of the committee and adds an appropriations and allocations section to the resolve.

**LD 342      An Act To Waive Driver's License and Nondriver Identification Card Fees for Current and Recently Discharged Members of the Armed Forces      **PUBLIC 51****

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
WILSON PLUMMER	OTP-AM	H-34

This bill eliminates the driver's license fee or nondriver identification card fee for a person who is currently serving in the United States Armed Forces. It also eliminates the driver's license fee or nondriver identification card fee for a person who has served in the United States Armed Forces and who has been discharged or released within 2 years of the person's discharge or release.

### **Committee Amendment "A" (H-34)**

This amendment changes the amount of time within which a person released or discharged from the United State Armed Forces may obtain a driver's license or nondriver identification card without paying a fee from 2 years as proposed in the bill to 180 days.

### **Enacted Law Summary**

Under current law, a resident who is serving on active duty in the United States Armed Forces and is otherwise qualified to operate a motor vehicle is exempt from the driver's license fee. Public Law 2013, chapter 51 also eliminates the fee for a nondriver identification card for a person who is currently serving in the United States Armed Forces.

Under current law, the exemption from the payment of a fee for a license remains in effect for a period of 30 days after discharge or release from the Armed Forces. Public Law 2013, chapter 51 extends this period to 180 days after discharge or release from the Armed Forces. This exemption from the payment of a fee also applies to the nondriver identification card for a person recently discharged or release from the Armed Forces.

***Joint Standing Committee on Transportation***

**LD 362      An Act To Prohibit Use of Public Funds for a Private Transportation Study      ONTP**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
VALENTINO THERIAULT	ONTP	

This bill prohibits the use of Department of Transportation funds to pay for a traffic and revenue study or finance plan in connection with a proposal for a transportation facility made by a private entity.

**LD 363      An Act To Improve Safety on Railroad Rights-of-way      ONTP**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
JOHNSON C THERIAULT	ONTP	

This bill expands the prohibition on being on or crossing a railroad track or bridge by including railroad rights-of-way and persons crossing at other than designated crossing locations. This bill also increases the civil penalty and clarifies liability for a person being on or crossing a railroad track or right-of-way and makes repeat violations and colliding with a train or railroad equipment crimes.

**LD 371      Resolve, Regarding Revenue from the World Acadian Congress Commemorative Registration Plate      RESOLVE 4 EMERGENCY**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
JACKSON T THERIAULT	OTP	

This resolve amends Resolve 2011, chapter 156, which authorized the sale of World Acadian Congress commemorative simulated registration plates, to provide the correct fiscal agent for the entity that is the beneficiary of the revenue, less costs, from the sale of the plates. Because the plates have been on sale since December 2012, the change in the name is made retroactive to the effective date of the authorizing resolve.

**Enacted Law Summary**

Resolve 2013, chapter 4 amends Resolve 2011, chapter 156, which authorized the sale of World Acadian Congress commemorative simulated registration plates, to provide the correct fiscal agent for the entity that is the beneficiary of the revenue, less costs, from the sale of the plates. Because the plates have been on sale since December 2012, the change in the name is made retroactive to the effective date of the authorizing resolve.

Resolve 2013, chapter 4 was finally passed as an emergency measure effective April 9, 2013.

**LD 403      Resolve, To Establish a Task Force on the Establishment of So-called Complete Streets Design Guidelines      ONTP**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
PEOPLES VALENTINO	ONTP	

***Joint Standing Committee on Transportation***

This resolve directs the Commissioner of Transportation to establish a task force to develop so-called complete streets design guidelines to apply whenever state or federal funds are used to build or reconstruct a road or bridge and to develop a statewide policy designed to enable the delivery of cost-effective, sustainable and customer-focused transportation services that will meet the current and future needs of the State.

**LD 404      An Act To Exempt Snowmobile Clubs from Certain Department of Transportation Sign Requirements      ONTP**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
BROOKS THIBODEAU	ONTP	

This bill adds directional signs of a snowmobile club affiliated with a statewide nonprofit association established for the purpose of promoting snowmobiling to the list of categorical signs that may be erected and maintained without a license or permit.

**LD 405      An Act To Increase Municipal Agent Fees for Licensing and Registration of Motor Vehicles      VETO SUSTAINED**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
CASAVANT	OTP ONTP	

This bill increases the motor vehicle licensing and registration service fees that may be assessed, collected and retained by municipalities. The allowable service fee for the renewal of a license or registration is increased from \$3 to \$5, and the allowable service fee for the issuance of a new license or registration is increased from \$4 to \$6.

**LD 406      An Act To Require Antique Automobiles That Are Operated on the Highways To Be Inspected      ONTP**

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

Current law exempts antique autos from motor vehicle inspections. This bill requires antique autos to be inspected based upon standards determined by the Chief of the State Police.

**LD 407      Resolve, Relating to Guide Signs on Highways      RESOLVE 14**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
JACKSON R MASON G	OTP-AM	H-39

This resolve directs the Maine Turnpike Authority to place directional signs for Oxford Casino in the Town of Oxford on the Maine Turnpike at the northbound and southbound exits of the highway that are located closest to Oxford Casino and directs Oxford Casino to assume all costs associated with the signs.

**Committee Amendment "A" (H-39)**

## *Joint Standing Committee on Transportation*

This amendment, which strikes and replaces the resolve, directs the Department of Transportation and the Maine Turnpike Authority to develop a proposed policy and specifications relating to guide signs on all roads open to public travel after an update to the national standards for guide signs during the summer of 2013. The department and the authority are directed to report to the Joint Standing Committee on Transportation no later than January 15, 2014. The amendment also gives the Joint Standing Committee on Transportation authority to submit a bill to the Second Regular Session of the 126th Legislature relating to the subject matter of the report.

### **Enacted Law Summary**

Resolve 2013, chapter 14 directs the Department of Transportation and the Maine Turnpike Authority to develop a proposed policy and specifications relating to guide signs on all roads open to public travel after an update to the national standards for guide signs during the summer of 2013. The department and the authority are directed to report to the Joint Standing Committee on Transportation no later than January 15, 2014. The law also gives the Joint Standing Committee on Transportation authority to submit a bill to the Second Regular Session of the 126th Legislature relating to the subject matter of the report.

**LD 429      An Act To Authorize a GARVEE Bond for the Repair of Deficient      ONTP**  
**Arterial State Highways and Bridges**

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

This bill authorizes the Maine Municipal Bond Bank to issue \$80,000,000 in federally authorized grant anticipation revenue vehicle debt financing instruments, GARVEE bonds, to be repaid with federal highway funds, the proceeds of which will be used by the Department of Transportation to address the worst deficiencies on Priority 1 and Priority 2 roads and bridges. This bill is consistent with the 2011 statutory goal to improve by 2022 all Priority 1 and Priority 2 corridors so that their safety, condition and serviceability customer service levels equal Fair or better.

**LD 438      An Act To Add Trailers to the Additional Versions or Classes of a      PUBLIC 66**  
**Specialty Plate**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
JACKSON T	OTP-AM	S-28

This bill expands the types of vehicles on which a special sportsman registration plate may be displayed to include motorcycles and trailers.

### **Committee Amendment "A" (S-28)**

This amendment, which replaces the bill, provides that the Secretary of State may issue a specialty plate in a trailer plate class if at least 10,000 sets of the specialty plate have been issued for automobiles and pickup trucks and the sponsor of the proposed new specialty plate class provides a list of 500 supporters and corresponding \$25 contribution for each set of plates, in the amount of \$12,500, to the Secretary of State. If these requirements are met, current law provides that the Secretary of State is required to prepare enabling legislation and a proposed plate design for submission to the Legislature and to deposit the \$12,500 in the Specialty Plate Fund.

### **Enacted Law Summary**

Public Law 2013, chapter 66 provides that the Secretary of State may issue a specialty plate in a trailer plate class if at least 10,000 sets of the specialty plate have been issued for automobiles and pickup trucks and the sponsor of the proposed new specialty plate class provides a list of 500 supporters and corresponding \$25 contribution for each set of plates, in the amount of \$12,500, to the Secretary of State.

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If these requirements are met, current law provides that the Secretary of State is required to prepare enabling legislation and a proposed plate design for submission to the Legislature and to deposit the \$12,500 in the Specialty Plate Fund.

**LD 446      Resolve, Directing the Department of Transportation To Develop a Less Corrosive Road Deicing Strategy      ONTP**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
THOMAS DAVIS	ONTP	

This resolve requires the Department of Transportation to develop a less corrosive road deicing strategy. The department is directed to report no later than April 7th annually on the department's progress toward developing a less corrosive strategy to the joint standing committee of the Legislature having jurisdiction over transportation matters beginning in 2014 and ending in 2018, and the joint standing committee is authorized to submit legislation as needed relating to the department's reports.

**LD 472      An Act To Allow Properly Lifted Vehicles To Operate      ONTP**

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

This bill allows a motor vehicle to have its suspension modified to be higher than the height at which the vehicle was originally manufactured if the modification is performed by a person authorized by the Chief of the State Police. An authorized person who modifies a suspension to be higher than the height at which the motor vehicle was originally manufactured is required to issue a suspension lift certificate to the owner or operator of the vehicle, who is required to present the certificate to a mechanic performing an annual inspection of the vehicle. If a person who owns or operates a motor vehicle that has a suspension at a height higher than the height at which the vehicle was originally manufactured fails to produce a suspension lift certificate on request of a law enforcement officer, it is presumed that the motor vehicle does not have a suspension lift certificate.

**LD 473      Resolve, To Widen the Shoulders of Highways      ONTP**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
THERIAULT JACKSON T	ONTP	

This resolve directs the Department of Transportation to review and evaluate the roadside brush-control program within the department. The resolve directs the department to increase the safety clear zone along highways under the jurisdiction of the department to at least 12 feet and to give priority to areas where accidents have occurred. The resolve also directs the department to submit a report on the roadside brush-control program to the Joint Standing Committee on Transportation no later than February 1, 2014. The resolve gives the Joint Standing Committee on Transportation authority to submit a bill during the Second Regular Session of the 126th Legislature relating to the subject matter of the report.

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**LD 479      An Act To Require Center Line Markings on All State and State Aid Highways      ONTP**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
TURNER CAIN	ONTP	

This bill requires the Department of Transportation to install center line markings on all state and state aid highways.

**LD 483      An Act To Promote Small Businesses by Enhancing the Use of On-premises Signs      ACCEPTED MAJORITY (ONTP) REPORT**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
KESCHL SAVIELLO	ONTP OTP-AM	

This bill amends the use of on-premises signs in the following ways.

1. It recognizes the value and the role of signs for disseminating information to the motoring public.
2. It provides definitions of "point of interest," "outdoor area" and "principal structure" for purposes of determining distance for placement of on-premises signs.
3. It increases the distance that a sign may be erected from a principal structure of a business or point of interest from 1,000 feet to 1,500 feet.
4. It allows on-premises signs to be placed within 20 feet of the edge of the paved portion of certain public ways with more than two travel lanes only if the signs are erected using approved breakaway mounting devices.
5. It repeals the authority of the Commissioner of Transportation to waive the prohibition on the placement of certain on-premises signs within 20 feet of the edge of the paved portion of certain public ways.
6. It increases from two to three the number of approach signs a business or point of interest may have on its lot of record if that business or point of interest is not visible from or is located more than 1,000 feet from a public way intersection and expands the limit of the total surface area to 100 square feet per side.
7. It allows changeable signs to change once per minute; current law limits the change to once every 20 minutes. It also removes the restriction on the percentage of a changeable sign that may be used for display.
8. It allows a business or point of interest to have one changeable sign per public way that the business or point of interest abuts.
9. It allows time and temperature signs to also display the date and permits those signs to change as frequently as once every 2 seconds.
10. It allows for changeable signs to be erected adjacent to and for viewing from the interstate highway system.

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11. It increases the maximum height of a freestanding sign structure statewide from 25 feet to 35 feet above grade.

**Committee Amendment "A" (H-65)**

This amendment, which is the minority report, strikes from the bill the following:

1. The change to legislative findings under the Maine traveler information services law;
2. The definitions of "outdoor area" and "principal structure" for purposes of determining distance for placement of on-premises signs;
3. The increase of the distance that a sign may be erected from a principal structure of a business or point of interest from 1,000 feet to 1,500 feet;
4. The provision allowing on-premises signs to be placed within 20 feet of the edge of the paved portion of certain public ways with more than two travel lanes only if the signs are erected using approved breakaway mounting devices;
5. The provision repealing the authority of the Commissioner of Transportation to waive the prohibition on the placement of certain on-premises signs within 20 feet of the edge of the paved portion of certain public ways;
6. The increase of the number of approach signs, from two to three, a business or point of interest may have on its lot of record if that business or point of interest is not visible from the nearest public way or is located more than 1,000 feet from a public way intersection and the expansion of the limit of the total surface area to 100 square feet per side;
7. The provision allowing changeable signs to be erected adjacent to and for viewing from the interstate highway system; and
8. The increase of the maximum height of on-premises signs statewide from 25 feet to 35 feet above grade.

The amendment allows changeable signs to change once every 5 minutes, instead of once per minute as proposed by the bill; current law limits the change to once every 20 minutes.

The amendment also adds signs of a public facility, as defined by the Maine Revised Statutes, Title 27, section 452, subsection 5, to the list of categorical signs that may be erected and maintained without license or permit.

**LD 494      An Act Regarding Maine Commercial Motor Carrier Safety Regulations**

**PUBLIC 50**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
MAZUREK	OTP-AM	S-16

Current law requires any change to a rule adopted by the Department of Public Safety, Bureau of State Police that incorporates by reference federal regulations to be major substantive rulemaking, even if the change being made is a change that is being made to the federal regulations. This bill instead requires only substantive changes to the rule incorporating by reference the federal regulations to be major substantive rulemaking.

**Committee Amendment "A" (S-16)**

Current law provides that the Department of Public Safety, Bureau of State Police may adopt a rule to incorporate by reference Federal Motor Carrier Safety Administration regulations.

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This amendment clarifies that a rule adopted by the bureau is a major substantive rule if the rule substantively modifies current state amendments to federal motor carrier regulations.

### **Enacted Law Summary**

Current law provides that the Department of Public Safety, Bureau of State Police may adopt a rule to incorporate by reference Federal Motor Carrier Safety Administration regulations.

Public Law 2013, chapter 50 clarifies that a rule adopted by the bureau is a major substantive rule if the rule substantively modifies current state amendments to federal motor carrier regulations.

### **LD 501      An Act Regarding Enforcement of Commercial Vehicle Laws      ONTP**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
THOMAS PEAVEY HASKELL	ONTP	

This bill prohibits a state police officer or motor carrier inspector from disseminating information from a report prepared in connection with a roadside inspection of a motor carrier if a warning, rather than a summons, is issued for a violation of United States Department of Transportation, Federal Motor Carrier Safety Administration regulations that is not an out-of-service order.

### **LD 564      Resolve, To Establish a Working Group To Study Vision Requirements      RESOLVE 21 for Obtaining a Driver's License and To Review the Current Prohibition on the Use of Telescopic or Biotopic Lenses while Driving**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
MASON A CLEVELAND	OTP-AM	H-38

This bill directs the Department of the Secretary of State, Bureau of Motor Vehicles to amend its rules governing the standards for determining the physical, emotional and mental competence of a person to operate a motor vehicle. The bill directs the bureau to allow the use of telescopic or biopic corrective lenses for the purposes of meeting any of the visual acuity requirements in bureau rules and during any phase of the driver's examination process for a Class C license.

### **Committee Amendment "A" (H-38)**

This amendment, which strikes and replaces the resolve, directs the Department of the Secretary of State, Bureau of Motor Vehicles and the Medical Advisory Board to convene a working group to examine current vision standards to qualify for a driver's license. The amendment also directs the working group to review the bureau's current rule prohibiting the use of telescopic or biopic lenses for the purposes of meeting any of the visual acuity requirements for obtaining a driver's license and while driving a motor vehicle. The amendment directs the bureau to report to the Joint Standing Committee on Transportation no later than January 15, 2014. The amendment also gives the Joint Standing Committee on Transportation authority to submit a bill to the Second Regular Session of the 126th Legislature relating to the subject matter of this report.

### **Enacted Law Summary**

Resolve 2013, chapter 21 directs the Department of the Secretary of State, Bureau of Motor Vehicles and the Medical Advisory Board to convene a working group to examine current vision standards to qualify for a driver's license. The law directs the working group to review the bureau's current rule prohibiting the use of telescopic or

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bioptic lenses for the purposes of meeting any of the visual acuity requirements for obtaining a driver's license and while driving a motor vehicle. The law also directs the bureau to report to the Joint Standing Committee on Transportation no later than January 15, 2014. It also gives the Joint Standing Committee on Transportation authority to submit a bill to the Second Regular Session of the 126th Legislature relating to the subject matter of this report.

**LD 565      Resolve, To Establish a Task Force To Study the Feasibility of Imposing      ONTP**  
**Tolls on Interstate 95**

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

This resolve, which is a concept draft, proposes to establish a task force composed of legislators, highway user and other interested parties to study and analyze options for imposing tolls on portions of the Interstate Highway system in the State for the purpose of funding necessary highway improvements. The task force would analyze the advantages and disadvantages of imposing tolls, the financial and administrative requirements and the revenue potential from tolls and determine the extent to which federal constraints limit the State's authority.

**LD 566      Resolve, To Enhance and Encourage Economic Development of the      CARRIED OVER**  
**Lower Penobscot River Basin by Improving Rail Transportation**

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

This resolve directs the Department of Transportation to conduct a study to determine the feasibility and cost of improving the railroad line from the City of Brewer to the Town of Bucksport and to submit a report with findings and recommendations to the Joint Standing Committee on Transportation no later than February 1, 2014. The resolve also gives the Joint Standing Committee on Transportation authority to submit a bill relating to the subject matter of the report to the Second Regular Session of the 126th Legislature.

This bill was carried over to any special or regular session of the 126th Legislature by joint order, H.P. 1145, as amended by H-B (H-580) and H-C (H-582).

**LD 567      An Act To Amend the Definition of "Special Mobile Equipment" in the      PUBLIC 84**  
**Motor Vehicle Laws**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
MAKER BURNS	OTP	

This bill amends the definition of "special mobile equipment" in the motor vehicle laws in the provision regarding trucks used only to plow snow by adding to the truck's uses sanding and salting pertaining to winter maintenance. It removes from the definition trucks carrying sand only for ballast.

**Enacted Law Summary**

Public Law 2013, chapter 84 amends the definition of "special mobile equipment" in the motor vehicle laws in the provision regarding trucks used only to plow snow by adding to the truck's uses sanding and salting pertaining to winter maintenance. It removes from the definition trucks carrying sand only for ballast.

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**LD 568      Resolve, To Name Bridge Number 2975 in Kenduskeag the Kenduskeag Veterans Bridge      RESOLVE 7**

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

This resolve directs the Department of Transportation to designate bridge number 2975 in the Town of Kenduskeag as the Kenduskeag Veterans Bridge.

**Enacted Law Summary**

Resolve 2013, chapter 7 directs the Department of Transportation to designate bridge number 2975 in the Town of Kenduskeag as the Kenduskeag Veterans Bridge.

**LD 569      Resolve, To Study the Impact of Higher Maine Turnpike Tolls on Workers, Businesses and Economic Development      ONTP**

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

This resolve establishes the Task Force To Study the Impact of Increased Tolls on Workers, Businesses and Economic Development.

**LD 570      An Act To Create a Vintage Car Category in the Motor Vehicle Laws      ONTP**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
COTTA KATZ	ONTP	

This bill creates a new vehicle registration category called "vintage auto" for a motor vehicle more than 25 years old but less than 51 years old. The vintage auto must be inspected biennially.

**LD 571      Resolve, To Require Signs Recognizing the 45th Parallel North in Maine      ONTP**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
PEAVEY HASKELL YOUNGBLOOD	ONTP	

This resolve directs the Department of Transportation to place signs that are visible from both the northbound and southbound directions on the portion of Interstate 95 where the 45th parallel north intersects with that road in Argyle Township and where the 45th parallel north intersects with United States Route 2 in the Town of Milford.

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**LD 582      An Act To Enhance and Encourage Economic Development of the Lower Penobscot River Basin by Creating a Niche Port Plan      ONTP**

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

This bill, which is a concept draft, proposes to amend the current law to enhance and encourage economic development and opportunities in the lower Penobscot River basin through the development of a strategic plan for niche port development in the region that would be similar to the Department of Transportation "three-port strategy."

**LD 588      An Act To Abolish the Maine Turnpike Authority and Transfer Its Functions and Duties to the Department of Transportation      ONTP**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
CAREY SAVIELLO	ONTP	

This bill abolishes the Maine Turnpike Authority and transfers its duties and the operation of the turnpike to the Department of Transportation. The department is required to submit a plan to the Joint Standing Committee on Transportation by January 1, 2014 that will accomplish the transfer by January 1, 2015.

**LD 589      An Act To Strengthen the Law Regarding Texting and Driving      PUBLIC 188**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
PEOPLES	OTP-AM	H-112

This bill makes texting and driving in which an accident occurs resulting in death or serious bodily injury a Class C crime.

**Committee Amendment "A" (H-112)**

This amendment, which replaces the bill, removes the upper limit on the fine for the first offense of the prohibition against engaging in text messaging while driving. The amendment increases the fine for a 2nd or subsequent offense within a 3-year period of the prohibition against engaging in text messaging while driving from not less than \$250 and not more than \$500 to not less than \$500. The amendment also directs the Secretary of State to suspend the license of a person who has been previously adjudicated for a violation of the prohibition against engaging in text messaging while driving within a 3-year period.

**Enacted Law Summary**

Public Law 2013, chapter 188 removes the upper limit on the fine for the first offense of the prohibition against engaging in text messaging while driving. The law also increases the fine for a 2nd or subsequent offense within a 3-year period of the prohibition against engaging in text messaging while driving from not less than \$250 and not more than \$500 to not less than \$500. It also directs the Secretary of State to suspend the license of a person who has been previously adjudicated for a violation of the prohibition against engaging in text messaging while driving within a 3-year period.

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**LD 590      Resolve, To Include Questions about Texting on the State's Written Driver's License Examination      ONTP**

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

This bill requires the Secretary of State to include questions about text messaging while driving on the Class C written driver's license examination.

**LD 591      An Act To Amend the Laws Governing Motorcycle and Moped Permits      PUBLIC 77**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
CROCKETT	OTP	

This bill removes the provision of law that prohibits a holder of a motorcycle or moped instruction permit from operating a motorcycle or moped at night.

**Enacted Law Summary**

Public Law 2013, chapter 77 removes the provision of law that prohibits a holder of a motorcycle or moped instruction permit from operating a motorcycle or moped at night.

**LD 620      An Act To Expand the Authorized Operation of All-terrain Vehicles on Roads      ONTP**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
MCCABE CAIN	ONTP	

This bill allows the Secretary of State to issue a special registration permit allowing the limited operation of an ATV on a public way. The operation of the ATV on a public way is limited to travel from one property to another for the purpose of landscaping or property maintenance.

**LD 621      An Act To Change the Tolling on the Maine Turnpike      ONTP**

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

This bill directs the Maine Turnpike Authority to discontinue all toll facilities on the Maine Turnpike except for 6 toll collection facilities at the following locations: in the Town of York at mile 7.3; upon exit from the turnpike at the Interstate 295 interchange in the City of Portland at mile 44.3; upon exit from the turnpike at the Interstate 295 interchange in the Town of Falmouth at mile 51.6; in the Town of New Gloucester at mile 67; in the Town of West Gardiner at mile 100.2; and at the Interstate 295 interchange in the City of Gardiner at mile 103. The bill directs the Maine Turnpike Authority to adopt major substantive rules, which are subject to review by the Legislature, governing toll rates on the Maine Turnpike. The bill directs the Maine Turnpike Authority to adopt a toll schedule, but authorizes the authority to adjust toll rates if the authority is unable to meet certain obligations under current

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law.

**LD 654 An Act Regarding the Maximum Rate of Speed on the Interstate Highway System**

**PUBLIC 107**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
CHENETTE VALENTINO	OTP-AM	H-64

This bill authorizes the Commissioner of Transportation to raise the speed limit on the Interstate Highway System on Interstate 295 from the Town of Scarborough to the Town of West Gardiner to 75 miles per hour.

**Committee Amendment "A" (H-64)**

This amendment, which strikes and replaces the bill, authorizes the Commissioner of Transportation to raise the speed limit on the Interstate Highway System to 75 miles per hour.

**Enacted Law Summary**

Public Law 2013, chapter 107 authorizes the Commissioner of Transportation to raise the speed limit on the Interstate Highway System to 75 miles per hour.

**LD 655 An Act To Amend or Repeal Outdated or Underutilized Laws Related to Transportation**

**PUBLIC 36**

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

This bill repeals the law establishing the Capital Construction and Improvement Reserve Fund and sections relating to that fund, a requirement for retention of part of the contract price and settlement of claims by subcontractors, the transportation planning incentives funding program and the requirement that the Department of Transportation provide financial assistance through interest-free loans to certain water and sewer utilities affected by department highway and bridges projects.

The bill also repeals the law establishing the arterial and major collector highway capital projects program and several statutory sections authorizing and directing the Commissioner of Transportation to establish standards for and oversee the safety of certain railroad equipment, infrastructure and operations.

The bill reduces the membership of the freight transportation advisory council from 20 members to 9 members, consolidates and simplifies terms describing mandatory qualifications of the members and adds a membership category to include a person with experience in general manufacturing.

The bill removes the Waldo-Hancock Bridge, which no longer exists, from the list of historic bridges for which the State is financially liable, and it clarifies that all hearings, notices, reviews and orders under the Maine Aeronautics Act must comply with the Maine Administrative Procedure Act.

**Enacted Law Summary**

Public Law 2013, chapter 36 repeals the law establishing the Capital Construction and Improvement Reserve Fund and sections relating to that fund, a requirement for retention of part of the contract price and settlement of claims by subcontractors, the transportation planning incentives funding program and the requirement that the Department of Transportation provide financial assistance through interest-free loans to certain water and sewer utilities affected

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by department highway and bridges projects.

The law also repeals the law establishing the arterial and major collector highway capital projects program and several statutory sections authorizing and directing the Commissioner of Transportation to establish standards for and oversee the safety of certain railroad equipment, infrastructure and operations.

The law reduces the membership of the freight transportation advisory council from 20 members to 9 members, consolidates and simplifies terms describing mandatory qualifications of the members and adds a membership category to include a person with experience in general manufacturing.

The law removes the Waldo-Hancock Bridge, which no longer exists, from the list of historic bridges for which the State is financially liable, and it clarifies that all hearings, notices, reviews and orders under the Maine Aeronautics Act must comply with the Maine Administrative Procedure Act.

**LD 712      Resolve, Directing the Department of Transportation To Place Signs on Interstate 295 Directing Motorists to the Town of Harpswell      ONTP**

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

This resolve directs the Department of Transportation to place directional signs on the portions of Interstate 295 at the northbound and southbound Brunswick and Topsham exits of the highway to direct motorists to the Town of Harpswell, and to include on the signs the Harpswell communities of Orr's Island, Bailey Island and Cundy's Harbor.

**LD 721      An Act To Provide Transparency in Public-private Partnerships for Transportation Projects      PUBLIC 208**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
MCCABE	OTP-AM	H-212

Under current law, materials used or submitted in connection with a proposal for a public-private partnership for a transportation project are confidential. This bill provides that those materials are public records.

**Committee Amendment "A" (H-212)**

This amendment, which strikes and replaces the bill, repeals the requirement that the Department of Transportation determine whether a public-private partnership proposal and corresponding transportation facility are in the best interest of the public. The amendment also provides that information obtained by the department relating to a public-private partnership transportation project proposal is a public record as defined in the Freedom of Access Act, except for information designated by the private entity as a trade secret or as information that, if disclosed, would result in a business or competitive disadvantage, loss of business, invasion of privacy or other significant detriment to the private entity to whom the information belongs or pertains.

**Enacted Law Summary**

Public Law 2013, chapter 208 repeals the requirement that the Department of Transportation determine whether a public-private partnership proposal and corresponding transportation facility are in the best interest of the public. The law provides that information obtained by the department relating to a public-private partnership transportation project proposal is a public record as defined in the Freedom of Access Act, except for information designated by the private entity as a trade secret or as information that, if disclosed, would result in a business or competitive

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disadvantage, loss of business, invasion of privacy or other significant detriment to the private entity to whom the information belongs or pertains.

**LD 763      Resolve, Directing the Department of Transportation and the Maine Turnpike Authority To Conduct a Study Regarding the Need for a Passenger Transit Service Linking Municipalities from Portland North to Lewiston and Auburn** **ONTP**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
BOLDUC CLEVELAND	ONTP	

This resolve directs the Department of Transportation and the Maine Turnpike Authority to conduct a study regarding the need for a passenger transit service linking municipalities from Portland north to Lewiston and Auburn.

**LD 764      Resolve, Directing the Department of Transportation To Conduct a Traffic Study To Consider Whether To Open Water Street in Augusta to 2-way Traffic** **ONTP**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
WILSON KATZ	ONTP	

This resolve directs the Department of Transportation, in consultation with the City of Augusta and affected residents, to conduct a traffic study to consider the feasibility of reconfiguring Water Street in the City of Augusta to accommodate 2-way traffic. The department is required to report with the final results of the study to the Joint Standing Committee on Transportation by February 28, 2014, and the committee is authorized to submit a bill.

**LD 765      An Act To Amend the Law Regarding Motorcycle Registration Expiration Dates** **ONTP**

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

This bill changes the registration period for motorcycles from a fixed registration period of April 1st to March 31st to a registration period that runs until the last day of the month one year from the month of issuance of the registration, thus returning the registration period for motorcycles to what it was prior to the enactment of Public Law 2011, chapter 167.

**LD 779      An Act To Require a Public Notification and Hearing Process before Any Toll Increase by the Maine Turnpike Authority and Establish a Formal Grievance Process** **ONTP**

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

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This bill requires that the Maine Turnpike Authority provide notice and hold public hearings in at least 3 municipalities no later than 60 days before voting on and instituting a toll increase and establishes a grievance process to receive complaints from the public.

**LD 780      An Act To Reduce Conflicts of Interest in the Motor Vehicle Inspection Program      ONTP**

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

This bill increases the maximum amount charged for vehicle inspections by \$7.50.

The bill also directs the Chief of the State Police to amend rules governing the responsibilities of an inspection station licensee to prohibit an inspection station licensee from paying commissions to an inspection technician for additional sales resulting from a motor vehicle inspection.

The bill also requires the Chief of the State Police, prior to the adoption of a rule governing the motor vehicle inspection program, to weigh the additional costs to motorists against any public safety improvements from new inspection requirements and to not enact new rules unless the safety benefits outweigh the costs.

**LD 817      Resolve, To Require That a Sign Directing Motorists To Gould Academy Be Placed on the Maine Turnpike      ONTP**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
CROCKETT PATRICK	ONTP	

This resolve directs the Maine Turnpike Authority to change the existing signs on the Maine Turnpike at the exits that direct motorists to Mt. Abram Ski Area and Sunday River Ski Resort to add directional information to Gould Academy in Bethel and to include mention of the Gould Academy Competition Program.

**LD 818      Resolve, Directing the Department of Transportation and the Maine Turnpike Authority To Assess the Effects of Funding and Policy Decisions on the Maine Turnpike and I-295 between Portland and Augusta      ACCEPTED MAJORITY (ONTP) REPORT**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
BOLDUC	ONTP OTP-AM	

This resolve requires the Department of Transportation and the Maine Turnpike Authority to study the funding models, policy, interchange location decisions and long-term cost-of-living, land use and economic effects of tolls for the section of the Maine Turnpike from Exit 44 to Exit 113 and of I-295 between Portland and Augusta. The resolve requires the department and the authority to report the results of the study to the Joint Standing Committee on Transportation no later than February 28, 2014, and the committee has authority to submit a bill to the Second Regular Session of the 126th Legislature.

**Committee Amendment "A" (H-134)**

This amendment, which is the minority report of the committee, adds an appropriations and allocations section to

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the resolve.

**LD 819      Resolve, To Equalize Tolls on Highways in the State**

**ACCEPTED  
MAJORITY  
(ONTP) REPORT**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
LAJOIE	ONTP OTP-AM	

This resolve directs the Department of Transportation to make Interstate 295 a toll highway if an additional lane is added on any portion of Interstate 295.

**Committee Amendment "A" (H-66)**

This amendment, which is the minority report, incorporates a fiscal note.

**LD 835      An Act To Improve Organ Donation Awareness**

**PUBLIC 127**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
ROCHELO LANGLEY	OTP-AM ONTP	H-103

This bill requires the Secretary of State to place a \$2 donation checkoff on driver's license application and renewal forms to fund the Maine Organ and Tissue Donation Fund created by this bill and administered by the Organ Donation Advisory Council to facilitate the education and registration of residents of the State in organ donation.

**Committee Amendment "A" (H-103)**

This amendment, which is the majority report, provides that the effective date of the bill is January 1, 2014.

**Enacted Law Summary**

Public Law 2013, chapter 127 requires the Secretary of State to place a \$2 donation checkoff on driver's license application and renewal forms to fund the Maine Organ and Tissue Donation Fund administered by the Organ Donation Advisory Council to facilitate the education and registration of residents of the State in organ donation.

The effective date of Public Law 2013, chapter 127 is January 1, 2014.

**LD 870      Resolve, Regarding a Study by the Department of Transportation of the Most Efficient Options for Improving East-west Transit and Transportation**

**ONTP**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
MAZUREK KUMIEGA	ONTP	

This resolve directs the Department of Transportation to study the existing highways and railroad assets that now serve as an east-west transport corridor to determine the most efficient options for improving east-west transit and transportation in the State.

*Joint Standing Committee on Transportation*

**LD 875      Resolve, Directing the Department of Transportation and the Maine Turnpike Authority To Conduct a Study of Possible Connector Roads in Androscoggin and Franklin Counties      ONTP**

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

This resolve directs the Department of Transportation and the Maine Turnpike Authority to conduct a study of possible connector roads in Androscoggin County and Franklin County.

**LD 917      An Act To Waive Tolls on the Maine Turnpike for Certain Disabled Maine Veterans      ONTP**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
AYOTTE JACKSON T	ONTP	

This bill requires the Maine Turnpike Authority to waive tolls on the Maine Turnpike for certain disabled Maine veterans.

**LD 918      An Act To Remove the Provision That a Motorcycle Operator May Prove a Motorcycle Muffler Does Not Exceed Specific Noise Standards      PUBLIC 100**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
GILBERT SAVIELLO	OTP	

Current law prohibits the operation of a motor vehicle that is not equipped with an adequate muffler properly maintained to prevent excessive or unusual noise, which includes noise emitted by a motor vehicle that is noticeably louder than similar vehicles in the environment, or that is equipped with a muffler that has been modified to amplify or increase the noise emitted by the muffler above the original muffler. Motorcycles are exempt if the muffler or exhaust system does not emit noise in excess of 92 decibels measured according to a specific standard. The burden of proving that the motorcycle is in compliance is on the operator of the motorcycle.

This bill repeals that exemption for motorcycles.

**Enacted Law Summary**

Current law prohibits the operation of a motor vehicle that is not equipped with an adequate muffler properly maintained to prevent excessive or unusual noise, which includes noise emitted by a motor vehicle that is noticeably louder than similar vehicles in the environment, or that is equipped with a muffler that has been modified to amplify or increase the noise emitted by the muffler above the original muffler. Motorcycles are exempt if the muffler or exhaust system does not emit noise in excess of 92 decibels measured according to a specific standard. The burden of proving that the motorcycle is in compliance is on the operator of the motorcycle.

Public Law 2013, chapter 100 repeals that exemption for motorcycles.

*Joint Standing Committee on Transportation*

**LD 919      An Act To Require an Operator To Provide Evidence of Liability Insurance or Financial Responsibility at the Scene of an Accident**

**PUBLIC 291**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
SHAW	OTP-AM	H-251

This bill decreases from \$1,000 to \$250 the minimum monetary amount of property damage at which a motor vehicle accident is defined as a reportable accident.

**Committee Amendment "A" (H-251)**

This amendment, which strikes and replaces the bill, requires the operator of a vehicle to provide evidence of liability insurance or financial responsibility if the person is involved in an accident not on a public way or a place where public traffic may reasonably be anticipated that results in personal injury or death, an accident that results in damage to an attended vehicle, an accident that results in damage to an unattended vehicle or an accident anywhere that results in property damage. The amendment also provides that a person commits a traffic infraction if that person fails to meet this requirement.

**Enacted Law Summary**

Public Law 2013, chapter 291 requires the operator of a vehicle to provide evidence of liability insurance or financial responsibility if the person is involved in an accident not on a public way or a place where public traffic may reasonably be anticipated that results in personal injury or death, an accident that results in damage to an attended vehicle, an accident that results in damage to an unattended vehicle or an accident anywhere that results in property damage. The law also provides that a person commits a traffic infraction if that person fails to meet this requirement.

**LD 920      An Act To Prohibit Herbicide Spraying on Abandoned Railroad Lines**

**ACCEPTED  
MAJORITY  
(ONTP) REPORT**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
MCLEAN BOYLE	ONTP OTP-AM	

This bill prohibits a state agency from applying herbicides to state-owned railroad lines that are abandoned or discontinued unless the State has contracted with an operator to provide service over the line.

**Committee Amendment "A" (H-113)**

This amendment, which is the minority report of the committee, adds an appropriations and allocations section to the bill.

**LD 937      An Act To Amend the Laws Governing Disability Parking Spaces**

**ONTP**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
AYOTTE JACKSON T	ONTP	

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This bill makes van-accessible handicapped parking spaces with an access aisle that are labeled as van-accessible available only to vans or vehicles adapted for use of a van-accessible parking space. It also increases the penalty range for violations of parking in access aisles from \$200 to \$500 to \$300 to \$600.

**LD 943      An Act To Amend Provisions of the Law Pertaining to Motor Vehicles**

**PUBLIC 112**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
MAZUREK PARRY	OTP-AM	S-40

This bill amends various provisions of the motor vehicle laws.

It provides that a person who violates the Maine Revised Statutes, Title 25, chapter 256 pertaining to the transport of hazardous materials, or a rule adopted pursuant to that chapter, commits a Class D crime, unless the violation is discovered during a routine compliance review. If the violation is discovered during a routine compliance review, the violation is a civil violation.

It amends the definition of "motor vehicle" to clarify that the term means a self-propelled vehicle not operated exclusively on railroad tracks.

It repeals the definition of "team" in Title 29-A, section 101.

It creates the traffic infraction of failing to properly register a motor vehicle as to its current actual use or motor vehicle type.

### **Committee Amendment "A" (S-40)**

This amendment adds a the definition of "not properly registered" and includes an example relating to antique autos.

The amendment also provides that the Chief Judge of the District Court may approve for use an electronic Violation Summons and Complaint form.

### **Enacted Law Summary**

Public Law 2013, chapter 112 amends various provisions of the motor vehicle laws.

It provides that a person who violates the Maine Revised Statutes, Title 25, chapter 256 pertaining to the transport of hazardous materials, or a rule adopted pursuant to that chapter, commits a Class D crime, unless the violation is discovered during a routine compliance review. If the violation is discovered during a routine compliance review, the violation is a civil violation.

It amends the definition of "motor vehicle" to clarify that the term means a self-propelled vehicle not operated exclusively on railroad tracks.

It repeals the definition of "team" in Title 29-A, section 101.

It creates the traffic infraction of failing to properly register a motor vehicle as to its current actual use or motor vehicle type.

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**LD 945 An Act To Amend Provisions of Law Pertaining to Motor Vehicles**

**ONTP**

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

This bill amends the laws related to motor vehicles in the following ways.

1. It provides that a person who violates certain laws pertaining to the transport of hazardous materials, or a rule adopted pursuant to those laws, commits a Class D crime, unless the violation is discovered during a compliance review. In the latter circumstance, the violation is a civil violation. Current law provides that all such violations are Class D crimes.
2. It amends the definitions of "motor vehicle" and "vehicle" to clarify that the terms mean a self-propelled vehicle not operated exclusively on railroad tracks. Currently, the definition could be read to mean other types of tracks, such as, for example, racing tracks.
3. It repeals the definition of "team" and removes a reference to this term.
4. It creates the traffic infraction of failing to properly register a vehicle.

**LD 957 An Act To Require Legislative Approval for the Issuance of Bonds by the Maine Turnpike Authority**

**ONTP**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
WERTS CLEVELAND	ONTP	

This bill requires that the Maine Turnpike Authority receive legislative approval prior to its issuance of bonds.

**LD 983 An Act To Make Allocations from Maine Turnpike Authority Funds for the Maine Turnpike Authority for the Calendar Year Ending December 31, 2014**

**P & S 9**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
	OTP-AM	S-39

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, 2014 in accordance with the requirements of the Maine Revised Statutes, Title 23, section 1961, subsection 6.

**Committee Amendment "A" (S-39)**

This amendment incorporates a fiscal note.

**Enacted Law Summary**

Private and Special Law 2013, chapter 9 makes allocations from gross revenues of the Maine Turnpike Authority

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for the payment of the authority's operating expenses for the calendar year ending December 31, 2014 in accordance with the requirements of the Maine Revised Statutes, Title 23, section 1961, subsection 6.

**LD 985      Resolve, To Repeal the Requirement That the Department of Transportation Facilitate a Feasibility Study of an East-west Highway and Provide for Public Access to Certain Documents      RESOLVE 41**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
MAZUREK	OTP-AM	S-78

This resolve repeals Resolve 2011, chapter 147, "Resolve, To Require the Department of Transportation To Facilitate and Oversee a Study of the Feasibility of an East-west Highway." This resolve specifies that any documents created in connection with Resolve 2011, chapter 147 are public documents and are not confidential. This resolve also prohibits the department from seeking reimbursement for any study conducted pursuant to Resolve 2011, chapter 147.

**Committee Amendment "A" (S-78)**

This amendment incorporates a fiscal note.

**Enacted Law Summary**

Resolve 2013, chapter 41 repeals Resolve 2011, chapter 147, "Resolve, To Require the Department of Transportation To Facilitate and Oversee a Study of the Feasibility of an East-west Highway." This law specifies that any documents created in connection with Resolve 2011, chapter 147 are public documents and are not confidential. It also prohibits the department from seeking reimbursement for any study conducted pursuant to Resolve 2011, chapter 147.

**LD 999      Resolve, Directing the Department of Transportation To Seek Funding To Complete a Design and Engineering Assessment for the Extension of Passenger Rail Service from Portland North on the State-owned St. Lawrence and Atlantic Railway Corridor      RESOLVE 31**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
CRAVEN RUSSELL	OTP-AM ONTP	S-48

This resolve directs the Department of Transportation to fund or seek funding to provide engineering and design work necessary to qualify the state-owned St. Lawrence and Atlantic railway corridor, from Portland to the Auburn city line, for federal capital investment funding consistent with the passenger rail service investments evaluated and proposed in the Department of Transportation's 2011 "Portland North Alternative Modes Transportation Project" study. The department shall report back to the Legislature with information regarding funding on or before December 15, 2013.

**Committee Amendment "A" (S-48)**

This amendment, which is the majority report, strikes the requirement that the Department of Transportation fund the engineering and design work necessary to qualify the state-owned St. Lawrence and Atlantic railway corridor, from Portland to the Auburn city line, for federal capital investment funding consistent with the passenger rail service investments evaluated and proposed in the Department of Transportation's 2011 "Portland North Alternative Modes Transportation Project" study. The amendment also strikes the requirement that the department report to the Legislature with information regarding funding on or before December 15, 2013.

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### Enacted Law Summary

Resolve 2013, chapter 31 directs the Department of Transportation to seek funding to provide engineering and design work necessary to qualify the state-owned St. Lawrence and Atlantic railway corridor, from Portland to the Auburn city line, for federal capital investment funding consistent with the passenger rail service investments evaluated and proposed in the Department of Transportation's 2011 "Portland North Alternative Modes Transportation Project" study.

**LD 1075      An Act To Allow Motorists To Proceed through an Intersection after Stopping for a Red Light      ONTP**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
LOCKMAN MASON G	ONTP	

This bill allows a vehicle to proceed straight through or turn right or left after stopping at a red light if conditions allow and if there is no sign indicating it is prohibited.

**LD 1076      An Act To Allow for the Equalization of Truck Weights between Maine and Canada for Limited Use at the Border Crossings      CARRIED OVER**

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

This bill establishes new authorized routes from the United States-Canada border in Van Buren, Limestone and Fort Fairfield to a value-added wood processing facility in Limestone and from the United States-Canada border in Calais to the Port of Eastport for certain commercial vehicles at Canadian gross vehicle weight limits. The bill also increases the allowable gross vehicle weight for a 3-axle truck tractor with a 3-axle semitrailer by 100 pounds to 109,000 pounds.

This bill was carried over to any special or regular session of the 126th Legislature by joint order, H.P. 1145, as amended by H-B (H-580) and H-C (H-582).

**LD 1168      Resolve, To Establish the Commission To Study How To Improve Maine's Transportation Infrastructure      ONTP**

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

This resolve establishes the Commission To Study How To Improve Maine's Transportation Infrastructure. The commission has 15 members and is required to report to the Joint Standing Committee on Transportation by December 4, 2013.

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**LD 1208      *Resolve, To Establish the Commuter and Passenger Rail Advisory Task Force*      ONTP**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
VEROW YOUNGBLOOD	ONTP	

This resolve directs the Department of Transportation to establish and convene the Commuter and Passenger Rail Advisory Task Force to evaluate and prioritize investments in commuter and passenger rail service between communities in this State in order to expedite development of efficient commuter rail service as appropriate in the major economic and population centers of this State to reduce costs to the State, its municipalities and its citizens of travel to and from work, business activities and entertainment and recreation activities.

The task force must develop a Maine commuter and passenger rail plan, which must include investment priorities for the establishment of commuter and passenger rail service between communities in this State. The plan must be based on existing studies and analyses and explore the markets and infrastructure and the potential to remove automobile traffic from excessively used roadways. The plan must also provide for the reduction of highway construction and maintenance costs and identify ways to limit the need for parking facilities and to reduce road congestion and lessen transportation costs for citizens living in cities in this State.

The Department of Transportation must report the findings and the plan of the task force to the Joint Standing Committee on Transportation no later than February 28, 2014. The Joint Standing Committee on Transportation may submit a bill to the Second Regular Session of the 126th Legislature on the subject matter of the report.

**LD 1209      *An Act To Prohibit the Use of Public Resources for a Privately Owned East-west Highway*      ONTP**

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

This bill prohibits the use of state funds or state-owned property for the construction or development of a privately owned east-west highway, including the preparation or study for the development of a privately owned east-west highway.

This bill also repeals "Resolve, To Require the Department of Transportation To Facilitate and Oversee a Study of the Feasibility of an East-west Highway," retroactively to the effective date of that resolve.

**LD 1257      *An Act To Create Corridor Transit Districts*      ONTP**

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

This bill, which is a concept draft, proposes to provide municipalities with the ability to form districts for the purpose of coordinating transit services, such as bike paths, pedestrian paths, bus routes and rail routes, in individual municipalities and in coordination with other municipalities along defined transportation corridors.

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**LD 1268 An Act To Update Driver Education Requirements**

**ONTP**

Sponsor(s)

PEOPLES

Committee Report

ONTP

Amendments Adopted

This bill does the following.

1. Current law provides that a person who is 15 years of age or older may apply for a driving instruction permit, except that a person who has not attained 18 years of age must complete a course in driver education before applying for an instruction permit. The bill clarifies that an instruction permit may be issued only by the Secretary of State and not by a driver education school or instructor.
2. Under current law, the permit requires the permittee to be accompanied by a licensed operator who is at least 20 years of age. The bill requires that the accompanying driver be at least 25 years of age.
3. The bill provides that a person under 21 years of age may not apply for a license unless the person has completed 70 hours of driving, including 10 hours of night driving, while accompanied by a parent, guardian or licensed driver at least 25 years of age.
4. The bill provides that an intermediate license holder may not operate a motor vehicle between the hours of 9 p.m. and 5 a.m.
5. The bill provides that classroom instruction provided by a driver education school licensed in this State may be taught interactively through the use of communications technology, including the Internet, so that persons taking the classroom portion of the driver education requirement need not be physically present in a classroom. The effective date for this change in law is July 1, 2014. The bill directs the Secretary of State, before July 1, 2014, to amend current rules governing the licensure of driver education schools to permit the use of communications technology for driver education instruction.
6. The bill requires a driver education school to provide a performance bond to guarantee its performance and discharge of duties.
7. The bill changes a violation of the prohibition against engaging in text messaging while driving from a traffic infraction to a Class E crime, formerly known as a misdemeanor.
8. The bill directs the Secretary of State to amend current rules governing driver education instructor licensing requirements before January 1, 2014 to clarify that a criminal background check must be conducted for a driver education instructor before a license is issued and not when a license is renewed and that the completion of a basic first aid course is required only for issuance of a license and not upon renewal.

**LD 1269 An Act To Require an Independent Analysis of the Impact of and a Review Process for an East-west Highway prior to Development**

**ONTP**

Sponsor(s)

CHAPMAN

Committee Report

ONTP

Amendments Adopted

This bill requires a comprehensive independent analysis to be conducted prior to the development of a proposed private or public-private partnership project for a highway or utility corridor that traverses the State in an east-west

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manner. The cost of the analysis must be paid entirely by the private entity. The bill specifically prohibits any state department or agency from spending any funds for the facilitation and oversight of a comprehensive independent analysis of such a highway or utility corridor.

This bill requires that the plans for the proposed project be made available to the public for review. This bill also imposes public notice and hearing requirements and provides intervenor status to municipalities through which the proposed project may pass and to landowners whose land abuts the project similar to the public and local participation requirements for solid waste facility siting.

This bill also repeals Resolve 2011, chapter 147, "Resolve, To Require the Department of Transportation To Facilitate and Oversee a Study of the Feasibility of an East-west Highway," retroactive to the effective date of that resolve.

**LD 1296      An Act To Require the Secretary of State To Suspend a Person's License in Certain Instances Regardless of whether an Accident Report Has Been Filed      PUBLIC 123**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
WILLETTE	OTP	

This bill requires the Secretary of State to suspend the license of a motorist who is subject to an outstanding judgment for an unreported accident on a public way or in a place where public traffic may reasonably be anticipated that resulted in bodily injury or death or property damage of at least \$1,000.

**Enacted Law Summary**

Public Law 2013, chapter 123 requires the Secretary of State to suspend the license of a motorist who is subject to an outstanding judgment for an unreported accident on a public way or in a place where public traffic may reasonably be anticipated that resulted in bodily injury or death or property damage of at least \$1,000.

**LD 1304      Resolve, Establishing the East-west Highway Study Commission To Oversee Further Study or Planning for an East-west Highway      ONTP**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
MCCABE JACKSON T	ONTP	

This resolve establishes the East-west Highway Study Commission to oversee further study of an east-west highway.

**LD 1327      An Act To Provide Greater Options for Transportation of Public School Students for Cocurricular Activities      CARRIED OVER**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
MASTRACCIO LANGLEY		

This bill provides that a motor vehicle with a carrying capacity of 10 to 15 passengers operated by a driver with an appropriate driver's license endorsement for a school bus designed to carry 15 passengers or fewer including the driver may be used for school activities other than conveying children to and from home and school.

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This bill was carried over to any special or regular session of the 126th Legislature by joint order, H.P. 1145, as amended by H-B (H-580) and H-C (H-582).

**LD 1356     An Act To Improve the Statutes Governing Road Associations**

**PUBLIC 198**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
GOODALL	OTP	

This bill amends the provisions of law regarding the formation, scope and function of road associations formed for the purpose of repairing and maintaining a private road, a private way or bridge to:

1. Expand the description of what is includable as maintenance;
2. Require that notice to members of a road association must include the amount of assessment;
3. Specify what constitutes a majority vote of the road association;
4. Allow the road association to purchase liability insurance for the officers, directors and owners and to allow this cost and the costs of administration to be included in the assessment;
5. Require that the assessment must be based on a formula specified in the bylaws of the road association or approved by the owners;
6. Specify that the cap on the assessment of 1% of an owner's property valuation means the property valuation as determined by the municipality in which the property is located;
7. Remove the requirement that the assessment be collected in the same manner as town taxes and the imposition of a duty, and the corresponding liability for neglect of duty, on the commissioner or board of the road association for the collection of the assessment; and
8. Specify that the road association's commissioner or board may bring a civil action to enforce an assessment and specify the procedures and requirements for filing such an action.

**Enacted Law Summary**

Public Law 2013, chapter 198 amends the provisions of law regarding the formation, scope and function of road associations formed for the purpose of repairing and maintaining a private road, a private way or bridge to:

1. Expand the description of what is includable as maintenance;
2. Require that notice to members of a road association must include the amount of assessment;
3. Specify what constitutes a majority vote of the road association;
4. Allow the road association to purchase liability insurance for the officers, directors and owners and to allow this cost and the costs of administration to be included in the assessment;
5. Require that the assessment must be based on a formula specified in the bylaws of the road association or approved by the owners;

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- 6. Specify that the cap on the assessment of 1% of an owner's property valuation means the property valuation as determined by the municipality in which the property is located;
- 7. Remove the requirement that the assessment be collected in the same manner as town taxes and the imposition of a duty, and the corresponding liability for neglect of duty, on the commissioner or board of the road association for the collection of the assessment; and
- 8. Specify that the road association's commissioner or board may bring a civil action to enforce an assessment and specify the procedures and requirements for filing such an action.

**LD 1365      An Act To Promote New Models of Mobility and Access to Transportation      CARRIED OVER**

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

This bill amends the Department of Transportation's biennial operations plan for transit process in order to promote and facilitate new models of mobility and service. The bill adds a declaration of policy to the public transportation administration law. The bill also provides components that must be included in the department's biennial operations plan for transit and describes how the department's plan for transit must be implemented.

The bill eliminates the Interagency Transportation Coordinating Committee and replaces it with a larger, more comprehensive Maine Public Transit Advisory Council. The role of the council is to advise the Legislature and the department regarding strategic planning for public transportation services in the State.

This bill was carried over to any special or regular session of the 126th Legislature by joint order, H.P. 1145, as amended by H-B (H-580) and H-C (H-582).

**LD 1371      An Act To Exempt New Cars from Motor Vehicle Inspection for 2 Years Following the Initial Purchase      ONTP**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
SAUCIER JACKSON T	ONTP	

This bill provides that a new motor vehicle, except a commercial motor vehicle, trailer or semitrailer, that has had an inspection is not required to have another inspection until 2 years from the last day of the month in which it was initially registered.

**LD 1372      An Act Relating to Proof of Citizenship for Renewal of a Driver's License or Nondriver Identification Card      PUBLIC 163**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
SAUCIER JACKSON T	OTP-AM	H-179

This bill prohibits the Secretary of State from requiring a birth certificate or other documentation to prove the citizenship of a person renewing a driver's license issued by the State.

**Committee Amendment "A" (H-179)**

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This amendment, which strikes and replaces the bill, provides that the Secretary of State may exempt a person who was born before December 1, 1964 or who has continuously held a Maine nondriver identification card or Maine driver's license since December 31, 1989 from the requirement of providing documentation to establish citizenship when that person is renewing a driver's license or that person is renewing or being issued a nondriver identification card.

### **Enacted Law Summary**

Public Law 2013, chapter 163 provides that the Secretary of State may exempt a person who was born before December 1, 1964 or who has continuously held a Maine nondriver identification card or Maine driver's license since December 31, 1989 from the requirement of providing documentation to establish citizenship when that person is renewing a driver's license or that person is renewing or being issued a nondriver identification card.

<b>LD 1382</b>	<b>An Act To Provide Toll Discounts to Maine Commuters on the Maine Turnpike</b>	<b>ONTP</b>
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<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
HILL	ONTP	

This bill amends the laws governing the establishment of the rates of tolls on the Maine Turnpike as follows.

1. It restores language that was repealed in Public Law 2011, chapter 476 requiring that the system of commuter discounts established by the Maine Turnpike Authority provide passenger vehicles with reduced rates that do not exceed 50% of the normal passenger vehicle toll.
2. It requires that the rate of toll be based on the number of miles traveled.
3. It requires that, prior to implementing toll revisions, the authority must submit its proposed revisions to the joint standing committee of the Legislature having jurisdiction over transportation matters and authorizes the committee to submit legislation to the Legislature authorizing, rejecting or modifying the authority's proposed revisions.

<b>LD 1392</b>	<b>An Act To Amend the Motor Vehicle Laws</b>	<b>PUBLIC 381</b>
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<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
MAZUREK THERIAULT	OTP-AM	S-133 S-323 MAZUREK

The bill does the following.

Part A of the bill:

1. Removes the provision of law that allows the Secretary of State to issue vanity plates for radio plates as these plates now qualify as vanity plates;
2. Changes the headnote for the provision governing antique vehicle plates to "hobbyist registration plates";
3. Increases the fee for the Purple Heart motorcycle vanity plate from \$15 to \$25;
4. Removes the one-mile restriction on dealer secondary locations;

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5. Removes a confusing cross-reference in a provision regarding the exemption of antique automobiles from inspection; and
6. Corrects a cross-reference in a provision regarding the eligibility of certain habitual offenders to obtain work-restricted licenses.

Part B of the bill:

1. Clarifies that the Secretary of State is allowed to receive law enforcement intelligence and investigative information without redaction to assist in the determination and issuance of driver's license suspensions;
2. Adopts federal definitions from the federal Commercial Motor Vehicle Safety Act of 1986 pertaining to commercial motor vehicle operation;
3. Adds foster relationships to the definition of an immediate family member;
4. Replaces the term "instruction permit" with the term "learner's permit" throughout the statutes to be consistent with federal definitions in the Commercial Motor Vehicle Safety Act of 1986;
5. Adopts language from federal regulations to clarify and define the provisions related to issuance of commercial learner's permits;
6. Increases fees for all driving exams by \$2;
7. Amends the provision of law exempting a person from paying a fee for a driver examination when the person is of an advanced age or has a physical disability to remove the language regarding age and disability and instead allow fees to be waived when the Secretary of State believes that a person is incompetent or otherwise not qualified to be licensed and requires the person to take an examination;
8. Amends the provision of law that provides requirements for the Secretary of State's waiver of the examination for the issuance of a motorcycle license;
9. Amends the definition of "driver education" in the provision governing driver education programs;
10. Repeals the provision that pertains to advanced driver education;
11. Adds nondriver identification cards to the list of documents authorized for issuance as duplicates if the original is lost and increases the fees for a duplicate document by \$2;
12. Changes the expiration term for a commercial driver's license for persons under 65 years of age from 5 years to 4 years;
13. Increases the fee for a nondriver identification card by \$2 and increases the reinstatement fee for suspensions for OUI and failure to submit to tests from \$50 to \$100;
14. Enacts a new provision of law establishing a prorated fee structure for driver's licenses issued to lawfully present noncitizens;
15. Makes technical amendments to law regarding the expiration of nondriver identification cards to make it consistent with the law regarding the expiration of a driver's license, changes the term "accident" to "reportable accident" in the law regarding unsatisfied judgments and the Secretary of State's authority in carrying out financial responsibility requirements and clarifies that leaving the scene of an accident involving injury or death or property

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damage is a determinant for habitual offender status;

16. Enacts the definition of "operate" for the provision of law pertaining to text messaging while operating a motor vehicle; and

17. Amends the adult provisional license law to provide an opportunity for a hearing to those persons convicted or adjudicated of a moving motor vehicle violation under that law.

Part C of the bill:

1. Repeals the Maine Revised Statutes, Title 29-A, section 2604, since the provisions of section 2604 are duplicative of Title 29-A, section 103; and

2. Amends cross-references to implement this change.

### **Committee Amendment "A" (S-133)**

This amendment does the following.

1. It removes the provision of the bill that increases the fee for the Purple Heart motorcycle vanity plate from \$15 to \$25.

2. It removes the provisions of the bill that allow the Secretary of State to receive law enforcement intelligence and investigative information without redaction to assist in the determination and issuance of driver's license suspensions. These provisions are addressed in another bill referred to the Joint Standing Committee on Criminal Justice and Public Safety.

3. It corrects repeal dates in the bill.

4. The amendment clarifies that a learner's permit may be issued only by the Secretary of State and not by a driver education school or instructor.

5. It provides that a person under 21 years of age may not apply for a license unless the person has completed 70 hours of driving, including 10 hours of night driving, while accompanied by a parent, guardian or licensed driver at least 20 years of age.

6. It removes the provisions of the bill that increase fees for driving exams by \$2.

7. It removes the provision in the bill that increases the fee for a duplicate document by \$2.

8. It alters the provision in the bill that changes the expiration term for a commercial driver's license for a person under 65 years of age from 5 years to 4 years, to retain the current 5-year term.

9. It removes the provisions that increase the fee for a nondriver identification card by \$2 and increase the reinstatement fee for suspensions for OUI and failure to submit to tests from \$50 to \$100.

10. It removes the provision that changes the term "accident" to "reportable accident" in law regarding unsatisfied judgments and the Secretary of State's authority in carrying out financial responsibility requirements. This provision is addressed in another bill.

11. It requires a driver education school to provide a surety bond to guarantee its discharge of duties.

### **Senate Amendment "A" To Committee Amendment "A" (S-323)**

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This amendment removes the provision that provides for the proration of the fee for a driver's license issued to a lawfully present noncitizen.

### **Enacted Law Summary**

Public Law 2013, chapter 381 does the following.

1. It removes the provision of law that allows the Secretary of State to issue vanity plates for radio plates as these plates now qualify as vanity plates.
2. It changes the headnote for the provision governing antique vehicle plates to "hobbyist registration plates."
3. It removes the one-mile restriction on dealer secondary locations.
4. It removes a confusing cross-reference in a provision regarding the exemption of antique automobiles from inspection.
5. It corrects a cross-reference in a provision regarding the eligibility of certain habitual offenders to obtain work-restricted licenses.
6. It adopts federal definitions from the federal Commercial Motor Vehicle Safety Act of 1986 pertaining to commercial motor vehicle operation.
7. It adds foster relationships to the definition of an immediate family member;
8. It replaces the term "instruction permit" with the term "learner's permit" throughout the statutes to be consistent with federal definitions in the Commercial Motor Vehicle Safety Act of 1986.
9. It adopts language from federal regulations to clarify and define the provisions related to issuance of commercial learner's permits.
10. It amends the provision of law exempting a person from paying a fee for a driver examination when the person is of an advanced age or has a physical disability to remove the language regarding age and disability and instead allow fees to be waived when the Secretary of State believes that a person is incompetent or otherwise not qualified to be licensed and requires the person to take an examination.
11. It amends the provision of law that provides requirements for the Secretary of State's waiver of the examination for the issuance of a motorcycle license.
12. It amends the definition of "driver education" in the provision governing driver education programs.
13. It repeals the provision that pertains to advanced driver education.
14. It adds nondriver identification cards to the list of documents authorized for issuance as duplicates if the original is lost.
15. It enacts the definition of "operate" for the provision of law pertaining to text messaging while operating a motor vehicle.
16. It amends the adult provisional license law to provide an opportunity for a hearing to those persons convicted or adjudicated of a moving motor vehicle violation under that law.
17. It clarifies that leaving the scene of an accident involving injury or death or property damage is a determinant

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for habitual offender status.

18. It repeals the Maine Revised Statutes, Title 29-A, section 2604, since the provisions of section 2604 are duplicative of Title 29-A, section 103; and

19. It clarifies that a learner's permit may be issued only by the Secretary of State and not by a driver education school or instructor.

20. It provides that a person under 21 years of age may not apply for a license unless the person has completed 70 hours of driving, including 10 hours of night driving, while accompanied by a parent, guardian or licensed driver at least 20 years of age.

21. It requires a driver education school to provide a surety bond to guarantee its discharge of duties.

**LD 1460     An Act To Update and Clarify the Laws Governing the Operation of  
Bicycles on Public Roadways**

**PUBLIC 241**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
JORGENSEN GRATWICK	OTP-AM	H-221

This bill amends and clarifies the laws regarding bicycles in the Maine Revised Statutes, Title 29-A in the following ways.

1. It amends the definition of "bicycle" to mean a vehicle propelled exclusively by human power, designed to be operated on the ground on 2 or more wheels and having a seat or saddle. Current law refers to a bicycle as a "device."
2. It adds definitions of "roadway," "shoulder" and "travel lane" and amends the definition of "traffic" to include bicycles.
3. It prohibits the operator of a motor vehicle from making a right turn near a bicyclist or roller skier unless the turn can be made in a manner that does not interfere with the safe and legal operation of the bicycle or roller skis. Current law prohibits a vehicle operator from making a right turn unless it can be made with reasonable safety. The bill also establishes a rebuttable presumption of negligence on the part of the operator of a motor vehicle making or attempting to make the right turn if that action is immediately followed by a collision or accident involving a bicyclist or roller skier.
4. Current law requires a bicyclist or roller skier to operate as far to the right as practicable except when it is unsafe to do so or, among other conditions, when a lane of substandard width makes it unsafe to continue along the right portion of the way. This bill provides that a bicyclist or roller skier does not have to keep as far to the right as practicable if proceeding in a travel lane that is too narrow for a bicyclist or roller skier and a vehicle to travel safely side by side in the lane, based on an operational space by the bicyclist or roller skier of 4 feet and a distance between the bicyclist or roller skier and the vehicle of at least 3 feet.
5. Current law allows a bicyclist or roller skier to operate on a paved shoulder of the road. This bill specifies that this provision does not require the bicyclist or roller skier to operate on the paved shoulder. This bill allows a bicyclist or roller skier to use the entire width of the shoulder if bicycling or roller skiing there.
6. Current law requires the operator of a motor vehicle, when passing a bicyclist or roller skier, to leave a distance of at least 3 feet between the motor vehicle and the bicyclist or roller skier. This bill clarifies the conditions under which the pass may take place and provides that a collision between a motor vehicle and a bicyclist or roller skier

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that results in bodily injury to the bicyclist or roller skier creates a rebuttable presumption that a violation of the law by the operator of the motor vehicle occurred.

7. Current law allows a bicyclist or roller skier to pass a vehicle on the right at the bicyclist's or roller skier's own risk. This bill strikes that provision of law, clarifies when a bicyclist or roller skier may pass on the right and allows the bicyclist or roller skier to assume that the operators of vehicles on the roadway will operate their vehicles in accordance with the law and in a reasonably prudent manner.

8. It requires a bicycle operated in the nighttime to be equipped with a red rear light that is visible at least 200 feet to the rear of the bicycle and it requires any auxiliary lights attached to the bicyclist to meet the requirements for lights attached to the bicycle.

9. It repeals the definition of "bicycle" in the Bicycle and Roller Skis Safety Education Act. This definition is made redundant by the change to the definition of "bicycle" for Title 29-A.

10. It amends the definition of "public roadway" for purposes of the Bicycle and Roller Skis Safety Education Act to remove the definition's emphasis on motor vehicle traffic.

11. It changes the headnote of the Maine Revised Statutes, Title 29-A to "Vehicles and Traffic" to reflect the application of the Title to more than motor vehicles.

### **Committee Amendment "A" (H-221)**

This amendment does the following.

1. It retains the provision in the bill that amends the definition of "traffic" to include bicycles.
2. It retains the provision in the bill that prohibits the operator of a motor vehicle from making a right turn near a bicyclist or roller skier unless the turn can be made in a manner that does not interfere with the safe and legal operation of the bicycle or roller skis. It strikes the provision in the bill that establishes a rebuttable presumption of negligence on the part of the operator of a motor vehicle making or attempting to make the right turn if that action is immediately followed by a collision or accident involving a bicyclist or roller skier.
3. It strikes all other provisions in the bill.
4. It includes bicycles in the "traffic" to which an operator intending to turn to the left must yield the right-of-way when the traffic is approaching from the opposite direction and is so close as to constitute an immediate hazard.
5. In the provision of law that requires a person operating a bicycle or roller skis upon a roadway to operate on the right portion of the way as far as practicable except when it is unsafe to do so, it specifies that the determination of safety is made by the bicyclist or roller skier.
6. Current law requires the operator of a motor vehicle, when passing a bicyclist or roller skier, to leave a distance of at least 3 feet between the motor vehicle and the bicyclist or roller skier. The amendment provides that the collision of a motor vehicle with a person operating a bicycle or roller skis is prima facie evidence of a violation of the 3-foot distance requirement.

### **Enacted Law Summary**

Public Law 2013, chapter 241 does the following.

1. It amends the definition of "traffic" to include bicycles.
2. It prohibits the operator of a motor vehicle from making a right turn near a bicyclist or roller skier unless the turn

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can be made in a manner that does not interfere with the safe and legal operation of the bicycle or roller skis.

3. It includes bicycles in the "traffic" to which an operator intending to turn to the left must yield the right-of-way when the traffic is approaching from the opposite direction and is so close as to constitute an immediate hazard.

4. In the provision of law that requires a person operating a bicycle or roller skis upon a roadway to operate on the right portion of the way as far as practicable except when it is unsafe to do so, it specifies that the determination of safety is made by the bicyclist or roller skier.

5. Current law requires the operator of a motor vehicle, when passing a bicyclist or roller skier, to leave a distance of at least 3 feet between the motor vehicle and the bicyclist or roller skier. The law provides that the collision of a motor vehicle with a person operating a bicycle or roller skis is prima facie evidence of a violation of the 3-foot distance requirement.

**LD 1464 An Act To Streamline the Laws Related to Transportation**

**PUBLIC 220**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
THERIAULT COLLINS	OTP-AM	H-220

This bill makes the following changes to the laws related to transportation.

1. It affords the Department of Transportation more flexibility to grant exceptions to the prohibition against allowing access to controlled access highways to allow access when the Commissioner of Transportation determines that such access will not adversely affect public safety and will not have a significant negative impact on the mobility of through-travelers.

2. It amends transit-related provisions related to public transportation administration.

3. It directs the Department of Transportation to work with the Office of Policy and Legal Analysis and the Revisor of Statutes to examine the organization and structure of, and the language contained in, the Maine Revised Statutes, Title 23 and develop recommendations regarding reorganizing or updating that Title or a portion or portions of that Title. The Department of Transportation is directed to submit those recommendations to the Joint Standing Committee on Transportation no later than December 4, 2013.

**Committee Amendment "A" (H-220)**

This amendment strikes those sections of the bill that amend transit-related provisions related to public transportation administration.

**Enacted Law Summary**

Public Law 2013, chapter 220 makes the following changes to the laws related to transportation.

1. It affords the Department of Transportation more flexibility to grant exceptions to the prohibition against allowing access to controlled access highways to allow access when the Commissioner of Transportation determines that such access will not adversely affect public safety and will not have a significant negative impact on the mobility of through-travelers.

2. It directs the Department of Transportation to work with the Office of Policy and Legal Analysis and the Revisor of Statutes to examine the organization and structure of, and the language contained in, the Maine Revised Statutes, Title 23 and develop recommendations regarding reorganizing or updating that Title or a portion or portions of that Title. The Department of Transportation is directed to submit those recommendations to the Joint Standing

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Committee on Transportation no later than December 4, 2013.

**LD 1465      An Act To Increase Accountability and Efficiency of Independent Entities Involved in Separate Aspects of the State's Transportation Systems      ONTP**

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

This bill, which is a concept draft, proposes to consolidate under one agency those independent agencies and quasi-governmental agencies that are established under state law and that are involved in or manage, control or oversee separate aspects of the State's transportation systems, including but not limited to the Maine Turnpike Authority, the Maine Port Authority, the Maine-New Hampshire Interstate Bridge Authority and the Northern New England Passenger Rail Authority. The consolidation of the separate entities and the transportation assets they oversee and manage under one comprehensive agency will ensure accountability and efficiency and will facilitate the economic development and carrying out of a cohesive state transportation policy.

**LD 1467      Resolve, To Establish Demonstration Projects To Promote Economic Development in the Forest Products Industry      RESOLVE 64 EMERGENCY**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
JACKSON T THERIAULT	OTP-AM	S-208

This resolve requires the Commissioner of Transportation to establish a demonstration project in the Town of Ashland for the purpose of demonstrating cost-effective ways of promoting economic development in the forest products industry by facilitating the transportation of forest product-related materials, including logs and wood biomass, from product-harvesting sites to processing and transportation facilities by increasing the gross vehicle weights permitted on a demonstration transportation route connecting forest product harvesting sites with potential processing facilities. The demonstration project requires consideration of safety issues and other effects and input from the Town of Ashland. The commissioner is required to report on the demonstration project to the joint standing committee of the Legislature having jurisdiction over transportation matters by January 15, 2015.

### **Committee Amendment "A" (S-208)**

This amendment, which strikes and replaces the resolve, authorizes the Commissioner of Transportation to establish 2 demonstration projects in Aroostook County that allow certain commercial vehicles carrying logs and wood biomass at gross vehicle weights exceeding those authorized by law to travel less than 2 miles from a private logging road system to proposed wood-processing facilities in the towns of Ashland and Masardis.

The demonstration projects require the chief engineer of the Department of Transportation to find that the trucks can be operated safely and the infrastructure can be improved and maintained to withstand the increased weight of the trucks. The demonstration projects also require that the municipal officers of the affected towns support the project and at least 50% of the cost of infrastructure improvements be provided by the relevant mill owner, other private entities or a public source other than the Department of Transportation. The commissioner is required to report on the demonstration projects to the joint standing committee of the Legislature having jurisdiction over transportation matters upon request of the committee.

The amendment also adds an emergency preamble and emergency clause to the resolve.

### **Enacted Law Summary**

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Resolve 2013, chapter 64 authorizes the Commissioner of Transportation to establish two demonstration projects in Aroostook County that allow certain commercial vehicles carrying logs and wood biomass at gross vehicle weights exceeding those authorized by law to travel less than two miles from a private logging road system to proposed wood-processing facilities in the towns of Ashland and Masardis.

The demonstration projects require the chief engineer of the Department of Transportation to find that the trucks can be operated safely and the infrastructure can be improved and maintained to withstand the increased weight of the trucks. The demonstration projects also require that the municipal officers of the affected towns support the project and at least 50% of the cost of infrastructure improvements be provided by the relevant mill owner, other private entities or a public source other than the Department of Transportation. The commissioner is required to report on the demonstration projects to the joint standing committee of the Legislature having jurisdiction over transportation matters upon request of the committee.

Resolve 2013, chapter 64 was finally passed as an emergency measure effective June 22, 2013.

**LD 1480      An Act Making Unified Appropriations and Allocations for the Expenditures of State Government, Highway Fund and Other Funds, and Changing Certain Provisions of the Law Necessary to the Proper Operations of State Government for the Fiscal Years Ending June 30, 2014 and June 30, 2015**

**PUBLIC 354  
EMERGENCY**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
THERIAULT COLLINS	OTP-AM	H-536

**PART A**

This Part makes allocations of funds for the fiscal years ending June 30, 2014 and June 30, 2015.

**PART B**

This Part provides funding for approved reclassifications and range changes.

**PART C**

This Part repeals the transit bonus payment program administered by the Department of Transportation.

**PART D**

This Part changes the useful life requirement related to projects receiving grants or loans from the TransCap Trust Fund from 10 years to 5 years.

**PART E**

This Part continues for 2 years the freeze on merit increases and denies the award of longevity pay to employees in the various departments and agencies within the executive branch, including the constitutional officers and the Department of Audit, during the 2014-2015 biennium. This Part also requires the State Budget Officer to calculate the amount of savings in Part A that applies against each Highway Fund account for all departments and agencies from savings associated with eliminating merit pay and longevity pay and to transfer the amounts by financial order upon the approval of the Governor.

**PART F**

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This Part changes the allocation of the funding for the Department of Public Safety, Bureau of State Police. Under current law, 49% of that funding must be allocated from the Highway Fund and 51% must be appropriated from the General Fund. This Part instead provides that 33% must be allocated from the Highway Fund and 67% must be appropriated from the General Fund.

### PART G

This Part requires the State Controller to transfer \$5,210,691 in fiscal year 2013-14 and \$5,334,017 in fiscal year 2014-15 from the Highway Fund unallocated surplus to the TransCap Trust Fund.

### PART H

This Part does the following.

1. It caps the State's contribution for active and retired state employee health insurance at fiscal year 2010-11 levels and limits the premium for years beginning after June 30, 2015 to the total premium for the previous year adjusted by the annual change in the Consumer Price Index plus 3%.
2. It caps the State's total cost for retired teachers' health insurance premiums at fiscal year 2010-11 levels and limits the premium for years beginning after June 30, 2015 to the total premium for the previous year adjusted by the annual change in the Consumer Price Index plus 3%.
3. It requires providers of the health insurance benefit plans for retired teachers to submit their premium costs, plan for ensuring adherence to the statutory change and any related data as requested by the Executive Director of Health Insurance within the Department of Administrative and Financial Services.
4. It delays the date that the Legislature must begin to appropriate funds to retire the unfunded liability for retiree health benefits for eligible participants in the teacher plan until July 1, 2015.
5. It requires the State Budget Officer to calculate the savings in Part A of this bill that apply against each Highway Fund account as a result of the changes and to distribute those amounts by financial order upon the recommendation of the Governor as adjustments to appropriations and allocations.

### PART I

This Part does the following.

1. It requires an excise tax paid to the Secretary of State by a nonresident to be deposited in the Highway Fund rather than the General Fund.
2. It requires an excise tax collected on certain truck tractors to be deposited to the Highway Fund.

### PART J

This Part recognizes an increase in the attrition rate from 5.0% to 6.0% for the 2014-2015 biennium. The 6.0% rate is currently built into the baseline budget for personnel.

### PART K

This Part authorizes the Department of Administrative and Financial Services to enter into financing arrangements in fiscal years 2013-14 and 2014-15 for the acquisition of motor vehicles for the Department of Public Safety,

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Bureau of State Police.

### PART L

This Part authorizes the State Controller to transfer amounts exceeding \$100,000 from the unallocated balance in the Highway Fund, after all commitments, to the Highway and Bridge Capital, Highway and Bridge Light Capital and Maintenance and Operations programs within the Department of Transportation for capital needs.

### PART M

This Part allows the transfer of Personal Services savings to the Highway and Bridge Capital, Highway and Bridge Light Capital and Maintenance and Operations programs within the Department of Transportation for capital or all other needs.

### **Committee Amendment "A" (H-536)**

#### PART A

This Part makes allocations of funds for the fiscal years ending June 30, 2014 and June 30, 2015.

#### PART B

This Part provides funding for approved reclassifications and range changes.

#### PART C

This Part repeals the transit bonus payment program administered by the Department of Transportation and delays that repeal until July 1, 2014.

#### PART D

This Part allows the use of nonbond funds from the TransCap Trust Fund for capital projects with an estimated life of five years for the 2014-2015 biennium.

#### PART E

This Part limits funding for merit increases to fiscal year 2013-14 only. It also eliminates longevity payments to individuals not eligible on June 30, 2013 and maintains the longevity payment level for those eligible on June 30, 2013 at the rate in effect on June 30, 2013. It also extends the limitation on longevity payments to the legislative branch and the judicial branch. It adds an appropriations and allocations section.

#### PART F

This Part requires that the funding for the Department of Public Safety, Bureau of State Police be provided 35% from the Highway Fund and 65% from the General Fund beginning in fiscal year 2013-14. This Part also adds a paragraph stating that a fact-based determination has been made that this funding allocation represents an accurate assessment of the amount of the time spent by the Department of Public Safety, Bureau of State Police enforcing state traffic laws.

This Part requires the Department of Public Safety, Bureau of State Police to track Highway Fund eligible activities and starting on March 1, 2018 report every four years on the average annual percentage of Highway Fund eligible activities for the previous four years.

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### PART G

This Part requires the State Controller to transfer \$5,210,691 in fiscal year 2013-14 and \$5,334,017 in fiscal year 2014-15 from the Highway Fund unallocated surplus to the TransCap Trust Fund.

### PART H

This Part requires the State Budget Officer to calculate the savings in this Part that apply against each Highway Fund account as a result of the changes and to distribute those amounts by financial order upon the recommendation of the Governor as adjustments to appropriations and allocations.

### PART I

This Part establishes the program amount of Local Road Assistance at 9.0% of the Highway Fund budget, effective July 1, 2014.

This Part also repeals a dated "hold harmless" provision that set payments to some municipalities at fiscal year 1998-99 levels, thus making them out of proportion to road mileage.

This Part also streamlines administration and increases funding certainty by reducing the number of local road assistance payments to municipalities to one per year instead of four quarterly payments.

### PART J

This Part recognizes an increase in the attrition rate to 6.0% for the 2014-2015 biennium for judicial branch and executive branch departments and agencies.

### PART K

This Part authorizes the Department of Administrative and Financial Services to enter into financing arrangements in fiscal years 2013-14 and 2014-15 for the acquisition of motor vehicles for the Department of Public Safety, Bureau of State Police.

### PART L

This Part authorizes the State Controller to transfer amounts exceeding \$100,000 from the unallocated balance in the Highway Fund, after all commitments, to the Highway and Bridge Capital, Highway and Bridge Light Capital and Maintenance and Operations programs within the Department of Transportation for capital needs.

### PART M

This Part allows the transfer of Personal Services savings to the Highway and Bridge Capital, Highway and Bridge Light Capital and Maintenance and Operations programs within the Department of Transportation for capital or All Other needs.

### PART N

This Part provides for a \$50,000,000 GARVEE bond for the Sarah Mildred Long Bridge. It also amends Public Law 2011, chapter 610 to provide that financial arrangements with New Hampshire must provide that the financial liability of the State not be substantially greater than the March 1, 2011 agreement. It also provides that the Department of Transportation will submit proposed legislation to reestablish the Maine-New Hampshire Interstate Bridge Authority. The Joint Standing Committee on Transportation may submit a bill to the Second Regular

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Session of the 126th Legislature.

### PART O

This Part requires the Department of Transportation in conjunction with the Department of Environmental Protection to develop a plan to reduce the cost of the state cost-share program for salt and sand storage facilities under the Maine Revised Statutes, Title 23, section 1851 and to end the program within a certain number of years. The Department of Transportation is required to submit the plan, with recommended legislation, to the Joint Standing Committee on Transportation no later than January 17, 2014. The committee has authority to submit a bill to the Second Regular Session of the 126th Legislature.

### **Enacted Law Summary**

Public Law 2013, chapter 354 does the following.

Part A makes allocations of funds for the fiscal years ending June 30, 2014 and June 30, 2015.

Part B provides funding for approved reclassifications and range changes.

Part C repeals the transit bonus payment program administered by the Department of Transportation and delays that repeal until July 1, 2014.

Part D allows the use of nonbond funds from the TransCap Trust Fund for capital projects with an estimated life of five years for the 2014-2015 biennium.

Part E limits funding for merit increases to fiscal year 2013-14 only. It also eliminates longevity payments to individuals not eligible on June 30, 2013 and maintains the longevity payment level for those eligible on June 30, 2013 at the rate in effect on June 30, 2013. It also extends the limitation on longevity payments to the legislative branch and the judicial branch. It adds an appropriations and allocations section.

Part F requires that the funding for the Department of Public Safety, Bureau of State Police be provided 35% from the Highway Fund and 65% from the General Fund beginning in fiscal year 2013-14. This Part also adds a paragraph stating that a fact-based determination has been made that this funding allocation represents an accurate assessment of the amount of the time spent by the Department of Public Safety, Bureau of State Police enforcing state traffic laws. This Part requires the Department of Public Safety, Bureau of State Police to track Highway Fund eligible activities and starting on March 1, 2018, to report every four years on the average annual percentage of Highway Fund eligible activities for the previous four years.

Part G requires the State Controller to transfer \$5,210,691 in fiscal year 2013-14 and \$5,334,017 in fiscal year 2014-15 from the Highway Fund unallocated surplus to the TransCap Trust Fund.

Part H requires the State Budget Officer to calculate the savings in this Part that apply against each Highway Fund account as a result of the changes and to distribute those amounts by financial order upon the recommendation of the Governor as adjustments to appropriations and allocations.

Part I establishes the program amount of Local Road Assistance at 9.0% of the Highway Fund budget, effective July 1, 2014. This Part also repeals a dated "hold harmless" provision that set payments to some municipalities at fiscal year 1998-99 levels, thus making them out of proportion to road mileage. This Part also streamlines administration and increases funding certainty by reducing the number of local road assistance payments to municipalities to one per year instead of four quarterly payments.

Part J recognizes an increase in the attrition rate to 6.0% for the 2014-2015 biennium for judicial branch and executive branch departments and agencies.

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Part K authorizes the Department of Administrative and Financial Services to enter into financing arrangements in fiscal years 2013-14 and 2014-15 for the acquisition of motor vehicles for the Department of Public Safety, Bureau of State Police.

Part L authorizes the State Controller to transfer amounts exceeding \$100,000 from the unallocated balance in the Highway Fund, after all commitments, to the Highway and Bridge Capital, Highway and Bridge Light Capital and Maintenance and Operations programs within the Department of Transportation for capital needs.

Part M allows the transfer of Personal Services savings to the Highway and Bridge Capital, Highway and Bridge Light Capital and Maintenance and Operations programs within the Department of Transportation for capital or All Other needs.

Part N provides for a \$50,000,000 GARVEE bond for the Sarah Mildred Long Bridge. It also amends Public Law 2011, chapter 610 to provide that financial arrangements with New Hampshire must provide that the financial liability of the State not be substantially greater than the March 1, 2011 agreement. It also provides that the Department of Transportation will submit proposed legislation to reestablish the Maine-New Hampshire Interstate Bridge Authority. The Joint Standing Committee on Transportation may submit a bill to the Second Regular Session of the 126th Legislature.

Part O requires the Department of Transportation in conjunction with the Department of Environmental Protection to develop a plan to reduce the cost of the state cost-share program for salt and sand storage facilities under the Maine Revised Statutes, Title 23, section 1851 and to end the program within a certain number of years. The Department of Transportation is required to submit the plan, with recommended legislation, to the Joint Standing Committee on Transportation no later than January 17, 2014. The committee has authority to submit a bill to the Second Regular Session of the 126th Legislature.

Public Law 2013, chapter 354 was enacted as an emergency measure effective June 26, 2013.

**LD 1484     An Act To Amend the Laws Governing Weight Tolerance for Certain Vehicles**

**PUBLIC 195  
EMERGENCY**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
WILLETTE SHERMAN	OTP	S-120 MAZUREK

Current law allows a 4-axle single-unit vehicle registered as a farm truck and hauling potatoes a tolerance weight of 64,000 pounds until October 1, 2013. This bill removes the date restriction.

**Senate Amendment "A" (S-120)**

This amendment adds an emergency preamble and emergency clause to the bill.

**Enacted Law Summary**

Current law allows a 4-axle single-unit vehicle registered as a farm truck and hauling potatoes a tolerance weight of 64,000 pounds until October 1, 2013. Public Law 2013, chapter 195 removes the date restriction.

Public Law 2013, chapter 195 was enacted as an emergency measure effective June 4, 2013.

*Joint Standing Committee on Transportation*

**LD 1550    An Act To Make Supplemental Allocations from the Highway Fund for the Expenditures of State Government Necessary to the Proper Operations of State Government for the Fiscal Year Ending June 30, 2013**

**PUBLIC 321  
EMERGENCY**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
THERIAULT COLLINS	OTP-AM	H-292

This bill adjusts Highway Fund allocations in fiscal year 2012-13 to align Highway Fund allocations with available Highway Fund budgeted resources.

**Committee Amendment "A" (H-292)**

This amendment adds a new section to carry forward unexpended All Other funds as of June 30, 2013 in the Department of Secretary of State, Administration - Motor Vehicles program.

**Enacted Law Summary**

Public Law 2013, chapter 321 adjusts Highway Fund allocations in fiscal year 2012-13 to align Highway Fund allocations with available Highway Fund budgeted resources. It also carries forward unexpended All Other funds as of June 30, 2013 in the Department of Secretary of State, Administration - Motor Vehicles program.

Public Law 2013, chapter 321 was enacted as an emergency measure effective June 21, 2013.

**LD 1575    Resolve, Regarding Memorial Plaques Honoring Vietnam Veterans near the Vietnam Veterans Memorial Bridge between Lewiston and Auburn**

**HELD BY  
GOVERNOR**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
CRAVEN ROTUNDO		

This resolve was acted upon without reference to committee.

This resolve requires the Department of Transportation, within existing resources, to remove existing plaques honoring Vietnam veterans on the Lewiston and Auburn approaches to the Vietnam Veterans Memorial Bridge, donate those plaques to the respective cities where they are currently located and procure and install new plaques that are similar to the existing plaques and have room for additional names. The new plaques may be maintained and updated by the respective cities where the plaques are installed.

# *Joint Standing Committee on Transportation*

## SUBJECT INDEX

### *Bonds*

#### Not Enacted

LD 429 An Act To Authorize a GARVEE Bond for the Repair of Deficient Arterial State Highways and Bridges ONTP

### *Bridges*

#### Enacted

LD 14 Resolve, Directing the Department of Transportation To Name a Bridge between Kennebunk and Kennebunkport the Mathew J. Lanigan Bridge RESOLVE 6  
EMERGENCY  
LD 568 Resolve, To Name Bridge Number 2975 in Kenduskeag the Kenduskeag Veterans Bridge RESOLVE 7

### *Driver Education*

#### Not Enacted

LD 1268 An Act To Update Driver Education Requirements ONTP

### *East-west Highway*

#### Enacted

LD 985 Resolve, To Repeal the Requirement That the Department of Transportation Facilitate a Feasibility Study of an East-west Highway and Provide for Public Access to Certain Documents RESOLVE 41

#### Not Enacted

LD 362 An Act To Prohibit Use of Public Funds for a Private Transportation Study ONTP  
LD 870 Resolve, Regarding a Study by the Department of Transportation of the Most Efficient Options for Improving East-west Transit and Transportation ONTP  
LD 1209 An Act To Prohibit the Use of Public Resources for a Privately Owned East-west Highway ONTP  
LD 1269 An Act To Require an Independent Analysis of the Impact of and a Review Process for an East-west Highway prior to Development ONTP  
LD 1304 Resolve, Establishing the East-west Highway Study Commission To Oversee Further Study or Planning for an East-west Highway ONTP

### *General Highway Fund*

#### Enacted

LD 324 An Act To Make Supplemental Allocations from the Highway Fund and Other Funds for the Expenditures of State Government Necessary to the Proper Operations of State Government for the Fiscal Year Ending June 30, 2013 PUBLIC 42  
EMERGENCY  
LD 1480 An Act Making Unified Appropriations and Allocations for the Expenditures of State Government, Highway Fund and Other Funds, and Changing Certain Provisions of the Law Necessary to the Proper Operations of State Government for the Fiscal Years Ending June 30, 2014 and June 30, 2015 PUBLIC 354  
EMERGENCY

## General Highway Fund

### Enacted

LD 1550	An Act To Make Supplemental Allocations from the Highway Fund for the Expenditures of State Government Necessary to the Proper Operations of State Government for the Fiscal Year Ending June 30, 2013	PUBLIC 321 EMERGENCY
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### Inspection

### Enacted

LD 21	An Act To Amend the Motor Vehicle Laws Governing Requisite Tire Size and Frame Height	PUBLIC 30
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### Not Enacted

LD 270	An Act To Improve the Motor Vehicle Inspection System	ONTP
LD 406	An Act To Require Antique Automobiles That Are Operated on the Highways To Be Inspected	ONTP
LD 780	An Act To Reduce Conflicts of Interest in the Motor Vehicle Inspection Program	ONTP
LD 1371	An Act To Exempt New Cars from Motor Vehicle Inspection for 2 Years Following the Initial Purchase	ONTP

### Insurance

### Enacted

LD 919	An Act To Require an Operator To Provide Evidence of Liability Insurance or Financial Responsibility at the Scene of an Accident	PUBLIC 291
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### Miscellaneous - Transportation

### Enacted

LD 1356	An Act To Improve the Statutes Governing Road Associations	PUBLIC 198
LD 1392	An Act To Amend the Motor Vehicle Laws	PUBLIC 381

### Not Enacted

LD 405	An Act To Increase Municipal Agent Fees for Licensing and Registration of Motor Vehicles	VETO SUSTAINED
LD 1257	An Act To Create Corridor Transit Districts	ONTP
LD 1465	An Act To Increase Accountability and Efficiency of Independent Entities Involved in Separate Aspects of the State's Transportation Systems	ONTP

### Motor Carriers

### Enacted

LD 109	An Act Relating to Vehicles Delivering Home Heating Fuel	PUBLIC 55
LD 494	An Act Regarding Maine Commercial Motor Carrier Safety Regulations	PUBLIC 50
LD 1467	Resolve, To Establish Demonstration Projects To Promote Economic Development in the Forest Products Industry	RESOLVE 64 EMERGENCY
LD 1484	An Act To Amend the Laws Governing Weight Tolerance for Certain Vehicles	PUBLIC 195 EMERGENCY

### Not Enacted

LD 501	An Act Regarding Enforcement of Commercial Vehicle Laws	ONTP
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### *Motor Carriers*

#### Not Enacted

LD 1076 An Act To Allow for the Equalization of Truck Weights between Maine and Canada for Limited Use at the Border Crossings CARRIED OVER

### *Motor Vehicles*

#### Enacted

LD 567 An Act To Amend the Definition of "Special Mobile Equipment" in the Motor Vehicle Laws PUBLIC 84

LD 943 An Act To Amend Provisions of the Law Pertaining to Motor Vehicles PUBLIC 112

#### Not Enacted

LD 327 An Act To Allow Media Motor Vehicles To Be Equipped with Amber Auxiliary Lights DIED BETWEEN HOUSES

LD 472 An Act To Allow Properly Lifted Vehicles To Operate ONTP

LD 570 An Act To Create a Vintage Car Category in the Motor Vehicle Laws ONTP

LD 945 An Act To Amend Provisions of Law Pertaining to Motor Vehicles ONTP

### *Operator's License*

#### Enacted

LD 187 An Act To Permit Temporary Operation of a Motor Vehicle with an Expired Operator's License Solely for the Purpose of Traveling Home or Renewing the License PUBLIC 24

LD 342 An Act To Waive Driver's License and Nondriver Identification Card Fees for Current and Recently Discharged Members of the Armed Forces PUBLIC 51

LD 564 Resolve, To Establish a Working Group To Study Vision Requirements for Obtaining a Driver's License and To Review the Current Prohibition on the Use of Telescopic or Biotopic Lenses while Driving RESOLVE 21

LD 591 An Act To Amend the Laws Governing Motorcycle and Moped Permits PUBLIC 77

LD 835 An Act To Improve Organ Donation Awareness PUBLIC 127

LD 1296 An Act To Require the Secretary of State To Suspend a Person's License in Certain Instances Regardless of whether an Accident Report Has Been Filed PUBLIC 123

LD 1372 An Act Relating to Proof of Citizenship for Renewal of a Driver's License or Nondriver Identification Card PUBLIC 163

#### Not Enacted

LD 590 Resolve, To Include Questions about Texting on the State's Written Driver's License Examination ONTP

### *Public Transportation*

#### Not Enacted

LD 120 An Act To Facilitate Regional Transit CARRIED OVER

LD 763 Resolve, Directing the Department of Transportation and the Maine Turnpike Authority To Conduct a Study Regarding the Need for a Passenger Transit Service Linking Municipalities from Portland North to Lewiston and Auburn ONTP

LD 1365 An Act To Promote New Models of Mobility and Access to Transportation CARRIED OVER

## Railroads

### Enacted

LD 999	Resolve, Directing the Department of Transportation To Seek Funding To Complete a Design and Engineering Assessment for the Extension of Passenger Rail Service from Portland North on the State-owned St. Lawrence and Atlantic Railway Corridor	RESOLVE 31
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### Not Enacted

LD 363	An Act To Improve Safety on Railroad Rights-of-way	ONTP
LD 566	Resolve, To Enhance and Encourage Economic Development of the Lower Penobscot River Basin by Improving Rail Transportation	CARRIED OVER
LD 920	An Act To Prohibit Herbicide Spraying on Abandoned Railroad Lines	MAJORITY (ONTP) REPORT
LD 1208	Resolve, To Establish the Commuter and Passenger Rail Advisory Task Force	ONTP

## Registration Plates

### Enacted

LD 371	Resolve, Regarding Revenue from the World Acadian Congress Commemorative Registration Plate	RESOLVE 4 EMERGENCY
LD 438	An Act To Add Trailers to the Additional Versions or Classes of a Specialty Plate	PUBLIC 66

### Not Enacted

LD 51	An Act To Allow Lifetime Disability Plates or Placards for Eligible Applicants with Lower Limb Loss	ONTP
LD 226	An Act To Establish a Renewable Energy License Plate	ONTP
LD 765	An Act To Amend the Law Regarding Motorcycle Registration Expiration Dates	ONTP

## Roads

### Not Enacted

LD 473	Resolve, To Widen the Shoulders of Highways	ONTP
LD 479	An Act To Require Center Line Markings on All State and State Aid Highways	ONTP

## School Buses

### Not Enacted

LD 52	An Act To Improve the Safety of School Buses	ONTP
LD 1327	An Act To Provide Greater Options for Transportation of Public School Students for Cocurricular Activities	CARRIED OVER

## Signs

### Enacted

LD 407	Resolve, Relating to Guide Signs on Highways	RESOLVE 14
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### Not Enacted

LD 12	Resolve, Directing the Department of Transportation To Add a Reference to the Katahdin Trail to the Sign for the First Newport Exit on Interstate 95 North	ONTP
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## Signs

### Not Enacted

LD 13	Resolve, Directing the Maine Turnpike Authority To Place Signs Directing Motorists to Berwick Academy	ONTP
LD 74	Resolve, Directing the Department of Transportation To Place a Sign on Northbound Interstate 95 Directing Motorists to Lee Academy	DIED BETWEEN HOUSES
LD 108	An Act To Rename Big Moose Mountain as Red Eagle Mountain	CARRIED OVER
LD 332	Resolve, To Direct the Department of Transportation To Provide Signs on Interstate 95, on Interstate 395 and in the City of Brewer for the Underground Railroad Memorial at Chamberlain Freedom Park	DIED BETWEEN HOUSES
LD 404	An Act To Exempt Snowmobile Clubs from Certain Department of Transportation Sign Requirements	ONTP
LD 483	An Act To Promote Small Businesses by Enhancing the Use of On-premises Signs	MAJORITY (ONTP) REPORT
LD 571	Resolve, To Require Signs Recognizing the 45th Parallel North in Maine	ONTP
LD 712	Resolve, Directing the Department of Transportation To Place Signs on Interstate 295 Directing Motorists to the Town of Harpswell	ONTP
LD 817	Resolve, To Require That a Sign Directing Motorists To Gould Academy Be Placed on the Maine Turnpike	ONTP
LD 1575	Resolve, Regarding Memorial Plaques Honoring Vietnam Veterans near the Vietnam Veterans Memorial Bridge between Lewiston and Auburn	HELD BY GOVERNOR

## Traffic Regulations

### Enacted

LD 11	An Act To Allow Vehicles Engaged in Snow Removal or Sanding Operations on Public Ways To Use Preemptive Traffic Light Devices	PUBLIC 61 EMERGENCY
LD 127	An Act Relating to Ways under the Jurisdiction of the Midcoast Regional Redevelopment Authority and the Loring Development Authority	PUBLIC 48
LD 589	An Act To Strengthen the Law Regarding Texting and Driving	PUBLIC 188
LD 654	An Act Regarding the Maximum Rate of Speed on the Interstate Highway System	PUBLIC 107
LD 918	An Act To Remove the Provision That a Motorcycle Operator May Prove a Motorcycle Muffler Does Not Exceed Specific Noise Standards	PUBLIC 100
LD 1460	An Act To Update and Clarify the Laws Governing the Operation of Bicycles on Public Roadways	PUBLIC 241

### Not Enacted

LD 17	An Act To Require Motorists To Stop for Pedestrians in Crosswalks	MAJORITY (ONTP) REPORT
LD 57	An Act To Exempt Occupants of Antique Autos from Seat Belt Requirements	MAJORITY (ONTP) REPORT
LD 66	An Act To Require That Motorcyclists Wear Helmets	MAJORITY (ONTP) REPORT

## *Traffic Regulations*

### Not Enacted

LD 68	An Act To Prohibit the Use of a Handheld Mobile Telephone while Operating a Motor Vehicle	MAJORITY (ONTP) REPORT
LD 620	An Act To Expand the Authorized Operation of All-terrain Vehicles on Roads	ONTP
LD 937	An Act To Amend the Laws Governing Disability Parking Spaces	ONTP
LD 1075	An Act To Allow Motorists To Proceed through an Intersection after Stopping for a Red Light	ONTP

## *Transportation Department*

### Enacted

LD 655	An Act To Amend or Repeal Outdated or Underutilized Laws Related to Transportation	PUBLIC 36
LD 721	An Act To Provide Transparency in Public-private Partnerships for Transportation Projects	PUBLIC 208
LD 1464	An Act To Streamline the Laws Related to Transportation	PUBLIC 220

### Not Enacted

LD 67	An Act To Strengthen Collaboration in the Transfer of Responsibilities for State and State Aid Highways	MAJORITY (ONTP) REPORT
LD 75	An Act To Ensure Pedestrian Safety in Roundabouts	ONTP
LD 403	Resolve, To Establish a Task Force on the Establishment of So-called Complete Streets Design Guidelines	ONTP
LD 446	Resolve, Directing the Department of Transportation To Develop a Less Corrosive Road Deicing Strategy	ONTP
LD 565	Resolve, To Establish a Task Force To Study the Feasibility of Imposing Tolls on Interstate 95	ONTP
LD 582	An Act To Enhance and Encourage Economic Development of the Lower Penobscot River Basin by Creating a Niche Port Plan	ONTP
LD 764	Resolve, Directing the Department of Transportation To Conduct a Traffic Study To Consider Whether To Open Water Street in Augusta to 2-way Traffic	ONTP
LD 819	Resolve, To Equalize Tolls on Highways in the State	MAJORITY (ONTP) REPORT
LD 875	Resolve, Directing the Department of Transportation and the Maine Turnpike Authority To Conduct a Study of Possible Connector Roads in Androscoggin and Franklin Counties	ONTP
LD 1168	Resolve, To Establish the Commission To Study How To Improve Maine's Transportation Infrastructure	ONTP

## *Turnpike Authority*

### Enacted

LD 983	An Act To Make Allocations from Maine Turnpike Authority Funds for the Maine Turnpike Authority for the Calendar Year Ending December 31, 2014	P & S 9
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### Not Enacted

LD 569	Resolve, To Study the Impact of Higher Maine Turnpike Tolls on Workers, Businesses and Economic Development	ONTP
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**Turnpike Authority**

**Not Enacted**

<b>LD 588</b>	<b>An Act To Abolish the Maine Turnpike Authority and Transfer Its Functions and Duties to the Department of Transportation</b>	<b>ONTP</b>
<b>LD 621</b>	<b>An Act To Change the Tolling on the Maine Turnpike</b>	<b>ONTP</b>
<b>LD 779</b>	<b>An Act To Require a Public Notification and Hearing Process before Any Toll Increase by the Maine Turnpike Authority and Establish a Formal Grievance Process</b>	<b>ONTP</b>
<b>LD 818</b>	<b>Resolve, Directing the Department of Transportation and the Maine Turnpike Authority To Assess the Effects of Funding and Policy Decisions on the Maine Turnpike and I-295 between Portland and Augusta</b>	<b>MAJORITY (ONTP) REPORT</b>
<b>LD 917</b>	<b>An Act To Waive Tolls on the Maine Turnpike for Certain Disabled Maine Veterans</b>	<b>ONTP</b>
<b>LD 957</b>	<b>An Act To Require Legislative Approval for the Issuance of Bonds by the Maine Turnpike Authority</b>	<b>ONTP</b>
<b>LD 1382</b>	<b>An Act To Provide Toll Discounts to Maine Commuters on the Maine Turnpike</b>	<b>ONTP</b>

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