

Joint Standing Committee on Transportation

LD 31

An Act to Eliminate the Fee for Veterans Registration Plates

PUBLIC 444

<u>Sponsor(s)</u> DAVIS P STANLEY	<u>Committee Report</u> OTP-AM	<u>Amendments Adopted</u> S-81
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LD 31 proposed to eliminate the one-time additional fee of \$5 for special veterans registration plates.

Committee Amendment “A” (S-81) proposed to add a fiscal note to the bill.

Enacted law summary

Public Law 2001, chapter 444 eliminates the one-time additional fee of \$5 for special veterans registration plates.

LD 44

An Act to Prohibit the Removal or Destruction of Street Signs

ONTP

<u>Sponsor(s)</u> HEIDRICH BENNETT	<u>Committee Report</u> ONTP	<u>Amendments Adopted</u>
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LD 44 proposed to prohibit the removal or destruction of street signs. The bill also proposed to make the removal or destruction of street signs a Class E crime.

LD 45

An Act to Prohibit the Collection of Tolls on the Maine Turnpike Over Labor Day Weekend

ONTP

<u>Sponsor(s)</u> MAYO MCALEVEY	<u>Committee Report</u> ONTP	<u>Amendments Adopted</u>
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LD 45 proposed to prohibit the Maine Turnpike Authority from collecting tolls at the Exit 1 York tollbooth on the Maine Turnpike for southbound traffic on the Sunday preceding Labor Day and Labor Day.

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LD 46 **An Act to Allow Funeral Escort Vehicles in a Funeral Procession to be Equipped with Flashing Yellow Lights** **PUBLIC 10**

<u>Sponsor(s)</u> MAYO SAVAGE C		<u>Committee Report</u> OTP-AM		<u>Amendments Adopted</u> H-10
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LD 46 proposed to allow funeral escort vehicles in a funeral procession to be equipped with flashing purple lights.

Committee Amendment "A" (H-10) proposed to allow a vehicle in a funeral procession to be equipped with a flashing yellow light.

Enacted law summary

Public Law 2001, chapter 10 allows a vehicle in a funeral procession to be equipped with a flashing yellow light.

LD 67 **An Act to Create an Emergency Medical Technician License Plate** **ONTP**

<u>Sponsor(s)</u> BULL		<u>Committee Report</u> ONTP		<u>Amendments Adopted</u>
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LD 67 proposed to create a license plate for emergency medical technicians.

LD 74 **An Act to List the Manufacturer's Suggested Retail Price on the Certificate of Title** **PUBLIC 18**

<u>Sponsor(s)</u> BELANGER KNEELAND		<u>Committee Report</u> OTP-AM		<u>Amendments Adopted</u> H-14
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LD 74 proposed to add the manufacturer's suggested retail price as described in the Maine Revised Statutes, Title 36, section 1482, subsection 4, paragraph A to the list of information that must be included in a certificate of title prepared for a new motor vehicle at the time of first sale.

Committee Amendment "A" (H-14) proposed to add the manufacturer's suggested retail price as required information to be included on the application to the Secretary of State for a certificate of title for a new vehicle and the certificate of title. It proposed an effective date of January 1, 2002 for this requirement. If a vehicle is used and purchased before the effective date or used and purchased in another state or country, the manufacturer's suggested retail price must be included on the certificate of title application and the certificate of title if it appears on the original certificate of title document.

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Enacted law summary

Public Law 2001, chapter 18 adds the manufacturer's suggested retail price as required information to be included on the application to the Secretary of State for a certificate of title for a new vehicle and the certificate of title. It establishes an effective date of January 1, 2002 for this requirement. If a vehicle is used and purchased before the effective date or used and purchased in another state or country, the manufacturer's suggested retail price must be included on the certificate of title application and the certificate of title if it appears on the original certificate of title document.

LD 78 **An Act to Clarify the Authority of Counties and Municipalities to Restrict Travel Over Local Roads Based on Gross Registered Vehicle Weight** **ONTP**

<u>Sponsor(s)</u> PINEAU WOODCOCK		<u>Committee Report</u> ONTP		<u>Amendments Adopted</u>
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LD 78 proposed to clarify the authority of county commissioners and municipal officers to restrict vehicle travel over public ways, other than state and state aid highways and bridges, based solely on gross registered vehicle weight.

LD 84 **An Act Regarding the Use of Lights and Sirens on Personal Vehicles Used by Volunteer Firefighters and EMS Personnel** **ONTP**

<u>Sponsor(s)</u> GLYNN		<u>Committee Report</u> ONTP		<u>Amendments Adopted</u>
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LD 84 proposed to permit municipal and volunteer firefighters and emergency medical services personnel to use a siren and flashing red, white and amber lights on a personal vehicle while en route to or at the scene of a fire or other emergency. It also proposed to provide that such vehicles would be covered by the rules of operation applying to authorized emergency vehicles. The bill also would have added requirements that should be met before a person could use a siren and flashing light on a personal vehicle.

LD 89 **An Act to Eliminate the Requirement That a Person Provide a Social Security Number for a Driver's License** **ONTP**

<u>Sponsor(s)</u> CLOUGH MCALEVEY		<u>Committee Report</u> ONTP MAJ OTP-AM MIN		<u>Amendments Adopted</u>
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LD 89 proposed to remove the requirement that the Secretary of State collect, store and verify a person's social security number upon application or renewal for a noncommercial license or a nondriver identification card number.

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Committee Amendment "A" (H-218), the committee minority report, proposed to add a fiscal note to the bill.

LD 95 **An Act to Prohibit the Use of Handheld Devices While Operating a Motor Vehicle** **ONTP**

<u>Sponsor(s)</u> BROOKS		<u>Committee Report</u> ONTP		<u>Amendments Adopted</u>
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LD 95 proposed to prohibit a person from using a handheld electronic device while operating a motor vehicle unless the person is a law enforcement or safety officer, the driver of an authorized emergency vehicle, the holder of a commercial driver's license who is driving within the scope of the holder's employment or public transit personnel. The bill also proposed to make the offense a traffic infraction.

LD 99 **Resolve, to Name Route 302 the 10th Mountain Division Highway** **RESOLVE 27**

<u>Sponsor(s)</u> DAVIS G ABROMSON		<u>Committee Report</u> OTP-AM		<u>Amendments Adopted</u> H-219
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LD 99 proposed to name that section of Route 302 that runs between Portland and Fryeburg the 10th Mountain Division Highway.

Committee Amendment "A" (H-219) replaced the resolve and proposed to require the Department of Transportation to designate the part of Route 302 that starts in the City of Portland and continues through the Town of Fryeburg the "10th Mountain Division Highway." This designation would not change or otherwise affect any other names that municipalities may have adopted for this part of Route 302.

Enacted law summary

Resolve 2001, chapter 27 requires the Department of Transportation to designate the part of Route 302 that starts in the City of Portland and continues through the Town of Fryeburg the "10th Mountain Division Highway." This designation may not change or otherwise affect any other names that municipalities may have adopted for this part of Route 302.

LD 102 **An Act to Restrict the Use of Handheld Telephones while Driving** **ONTP**

<u>Sponsor(s)</u> BOUFFARD LEMONT		<u>Committee Report</u> ONTP MAJ OTP-AM MIN		<u>Amendments Adopted</u>
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LD 102 proposed to prohibit a person from using a handheld telephone while operating a motor vehicle if the operator holds the telephone in the operator's hand while driving. The bill also proposed to make the offense a traffic infraction.

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Committee Amendment "A" (H-38), was the minority report and would have replaced the bill. The amendment proposed to clarify the offense of using a handheld telephone while operating a motor vehicle. The amendment also proposed to specify that law enforcement officers, corrections officers and firefighters; drivers of authorized emergency vehicles; holders of commercial driver's licenses; public transit personnel; municipal public works personnel, Maine Turnpike Authority personnel and state transportation personnel, including all employees and contractors of the Department of Transportation, could use handheld telephones while driving within the scope of their employment.

LD 113 **An Act to Remove the Weight Limit Restrictions on Vanity Registration Plates** **PUBLIC 34**

<u>Sponsor(s)</u> BERRY D		<u>Committee Report</u> OTP-AM		<u>Amendments Adopted</u> H-15
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LD 113 proposed to remove the weight limit restrictions on the issuance of motor vehicle vanity registration plates.

Committee Amendment "A" (H-15) proposed to specify that the Secretary of State may not issue vanity plates for commercial truck tractors, long-term trailers and apportioned registrations under the International Registration Plan.

Enacted law summary

Public Law 2001, chapter 34 removes the weight limit restrictions on the issuance of motor vehicle vanity registration plates but specifies that the Secretary of State may not issue vanity plates for commercial truck tractors, long-term trailers and apportioned registrations under the International Registration Plan.

LD 114 **Resolve, Requiring that the Waldo-Hancock Bridge be Replaced** **ONTP**

<u>Sponsor(s)</u> BERRY D		<u>Committee Report</u> ONTP		<u>Amendments Adopted</u>
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LD 114 proposed to require the Department of Transportation to replace the Waldo-Hancock Bridge.

LD 116 **Resolve, to Create a Turnpike Exit 9 Pass** **ONTP**

<u>Sponsor(s)</u> DAVIS G		<u>Committee Report</u> ONTP		<u>Amendments Adopted</u>
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LD 116 proposed to direct the Maine Turnpike Authority to provide a waiver for travelers entering the Turnpike at Exit 8 or 10 and exiting at Exit 9. As proposed, travelers would have paid the toll at Exit 8 and 10, and upon request, would have received a pass to use Exit 9 at no charge.

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LD 140 **An Act to Require the Commissioner of Transportation to Accelerate Repairs that Improve Access Roads to Rural Areas of the State** **ONTP**

<u>Sponsor(s)</u> BUNKER MICHAUD MH		<u>Committee Report</u> ONTP		<u>Amendments Adopted</u>
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LD 140 proposed to require the Commissioner of Transportation to give priority to policies and plans that accelerate repairs to improve access to rural areas of the State.

LD 148 **Resolve, Directing the Department of Transportation to Place Signs for Chamberlain Freedom Park on Existing Signposts on Interstates 95 and 395** **ONTP**

<u>Sponsor(s)</u> LEDWIN YOUNGBLOOD		<u>Committee Report</u> ONTP		<u>Amendments Adopted</u>
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LD 148 proposed to direct the Department of Transportation to erect signs identifying the location of the Chamberlain Freedom Park.

LD 155 **Resolve, Requiring the State to Reimburse Towns for the Construction of Salt and Sand Storage Facilities** **ONTP**

<u>Sponsor(s)</u> RINES KILKELLY		<u>Committee Report</u> ONTP		<u>Amendments Adopted</u>
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LD 155 proposed to require the State to reimburse to municipalities, by December 31, 2001, the State's share of the costs of salt and sand storage facilities that were constructed by municipalities and approved by the Department of Transportation prior to January 1, 2001.

LD 167 **An Act to Provide Funding for Route 1 Road Construction from Topsfield to Houlton** **ONTP**

<u>Sponsor(s)</u> SHERMAN		<u>Committee Report</u> ONTP		<u>Amendments Adopted</u>
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LD 167 proposed to allocate \$10,000,000 from the Highway Fund in fiscal year 2001-02 for the reconstruction of Route 1 from Topsfield to Houlton.

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LD 176

An Act Providing for the Revocation of a Driver's License upon Conviction for Certain Crimes

PUBLIC 14

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
POVICH DAVIS P	OTP	

LD 176 proposed to provide for the revocation of a person's license upon conviction for the crimes of assault, aggravated assault, elevated aggravated assault, criminal threatening, reckless conduct, attempts thereat or revocation of a juvenile's license upon adjudication of a juvenile for a similar juvenile offense if the crime involved a motor vehicle.

Enacted law summary

Public Law 2001, chapter 14 provides for the revocation of a person's license upon conviction for the crimes of assault, aggravated assault, elevated aggravated assault, criminal threatening, reckless conduct, attempts thereat or revocation of a juvenile's license upon adjudication of a juvenile for a similar juvenile offense if the crime involved a motor vehicle.

LD 212

An Act to Improve Child Care Funding

ONTP

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

LD 212 proposed to establish the Child Care Fund and the "Start ME Right" special registration plate, under which \$14 of the registration fee would be dedicated to the improvement of child care programs.

LD 220

An Act to Establish a Light Trailer Transporter Plate and License

PUBLIC 149

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
MILLS	OTP-AM	H-136 FISHER S-17

LD 220 proposed to establish a transporter plate and license to allow a business to transport an unregistered light trailer. A light trailer is a trailer or semitrailer with an unladen gross weight of 3,000 pounds or less.

Committee Amendment "A" (S-17) replaced the bill and proposed to establish a light trailer transit plate and license to allow a business to transport an unregistered light trailer.

House Amendment "A" to Committee Amendment "A" (H-136) proposed that a business that delivers or services mobile homes, leases or transports storage trailers or transports light trailers may apply for a trailer transit license and plate. Issuance of a trailer transit license and plate would not exempt the holder from compliance with any state law or municipal ordinance governing the movement of light trailers over the highways of this State. A light trailer could be transported with a trailer transit plate only if the business owner or an employee of the

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business accompanies the vehicle transporting the light trailer. Trailer transit licenses would be exempt from the provision of law that governs the term of a dealer license.

Enacted law summary

Public Law 2001, chapter 149 establishes a light trailer transit plate and license to allow a business to transport an unregistered light trailer. A light trailer may be transported with a light trailer transit plate only if the business owner or an employee of the business accompanies the vehicle transporting the light trailer.

LD 250 **An Act to Maintain Moosehead Trail Signs** **ONTP**

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

LD 250 proposed to require that the Department of Transportation conduct routine maintenance on signs designating the Moosehead Trail before Memorial Day of each year. The Moosehead Trail consists of the highway beginning in Belfast at the junction of U.S. Route 1 and Route 3, Route 7 to Newport and Dexter, Route 23 to Sangerville to the junction of Route 15 in Guilford, Route 15 to Greenville and Jackman and ending at the junction of Route 15 and U.S. Route 201.

LD 278 **Resolve, to Change the Name of the Maine Turnpike to the Ronald Reagan Highway** **ONTP**

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

LD 278 proposed to rename the Maine Turnpike the Ronald Reagan Highway.

LD 302 **An Act to Designate the Ryefield Bridge an Historic Bridge** **PUBLIC 455**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
BENNETT HEIDRICH	OTP-AM	S-9

LD 302 proposed to add the Ryefield Bridge in Harrison and Otisfield to the list of historic bridges for which the State assumes the cost and responsibility for management, maintenance and rehabilitation.

Committee Amendment “A” (S-9) proposed to add a fiscal note to the bill.

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Enacted law summary

Public Law 2001, chapter 455 adds the Ryefield Bridge in Harrison and Otisfield to the list of historic bridges for which the State assumes the cost and responsibility for management, maintenance and rehabilitation.

LD 306 **An Act to Authorize a Registered Maine Guide Registration Plate** **ONTP**

<u>Sponsor(s)</u> DUNLAP KILKELLY		<u>Committee Report</u> ONTP		<u>Amendments Adopted</u>
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LD 306 proposed to authorize the Secretary of State to issue through the Maine Environmental Trust Fund program a registration plate design depicting the registered Maine guide insignia.

LD 312 **An Act to Modernize the Laws Regarding Bicycle Safety** **PUBLIC 148**

<u>Sponsor(s)</u> KOFFMAN SAWYER		<u>Committee Report</u> OTP-AM		<u>Amendments Adopted</u> H-177
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LD 312 proposed to change the general definition of "bicycle" in the Maine Revised Statutes, Title 29-A, to be consistent with the definition in the Bicycle Safety Education Act. The bill proposed to clarify that bicycle operators are permitted to travel on paved shoulders and that bicycle operators are required to replace their hands on the handlebars after signaling a turn but before turning. Finally, the bill proposed to require the Chief of the State Police to develop new rules for the use of lights and reflectors.

Committee Amendment "A" (H-177) proposed to change the general definition of "bicycle" in the Maine Revised Statutes, Title 29-A to be consistent with the definition of the Bicycle Safety Education Act. The amendment proposed to clarify that bicycle operators are permitted to travel on paved shoulders and that bicycle operators may replace their hands on the handlebars after signaling a turn. The amendment would update the statutes regarding night equipment to reflect current equipment and practices. Finally, the amendment proposed to clarify that vehicles must yield to bicyclists when making right turns.

Enacted law summary

Public Law 2001, chapter 148 changes the general definition of "bicycle" in the Maine Revised Statutes, Title 29-A to be consistent with the definition of the Bicycle Safety Education Act. It clarifies that bicycle operators are permitted to travel on paved shoulders and that bicycle operators may replace their hands on the handlebars after signaling a turn. The law updates the statutes regarding night equipment to reflect current equipment and practices. It also clarifies that vehicles must yield to bicyclists when making right turns.

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LD 317

**An Act to Clarify the Maine Turnpike Authority's Power
Regarding Confidentiality of Information**

PUBLIC 158

<u>Sponsor(s)</u> SAVAGE C FISHER	<u>Committee Report</u> OTP-AM	<u>Amendments Adopted</u> S-10
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LD 317 proposed to clarify that the Maine Turnpike Authority has the same power the Department of Transportation has to keep certain information relating to negotiations for the purchase of property confidential for a limited time.

Committee Amendment "A" (S-10) proposed to clarify that the bill refers to the right-of-way divisions of the Department of Transportation and the Maine Turnpike Authority. It also clarifies that records relating to property negotiations must be open for public inspection after 9 months following the project completion date according to the record of the department or authority.

Enacted law summary

Public Law 2001, chapter 158 clarifies that the Maine Turnpike Authority has the same power the Department of Transportation has to keep certain information relating to negotiations for the purchase of property confidential for a limited time.

LD 332

An Act to Require Seat Belts on School Buses

ONTP

<u>Sponsor(s)</u> PENDLETON MURPHY E	<u>Committee Report</u> ONTP	<u>Amendments Adopted</u>
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LD 332 proposed to require that new school buses purchased after January 1, 2002 must be equipped with safety seat belts for use by all passengers.

LD 333

**An Act to Allow the Maine Turnpike Authority to Construct
Communications Facilities**

PUBLIC 41

<u>Sponsor(s)</u> SAVAGE C FISHER	<u>Committee Report</u> OTP-AM	<u>Amendments Adopted</u> S-11
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LD 333 proposed to authorize the Maine Turnpike Authority to construct and install, on the property constituting the turnpike, communications facilities and equipment for the authority's use, the use of others or both. The authority would be authorized to lease its property for the construction and installation of communications facilities and equipment.

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Committee Amendment "A" (S-11) proposed to clarify that any communications tower constructed, acquired, installed, maintained or reconstructed by the Maine Turnpike Authority within turnpike property will be solely for the use of the authority.

Enacted law summary

Public Law 2001, chapter 41 authorizes the Maine Turnpike Authority to construct and install, on the property constituting the turnpike, communications facilities and equipment for the authority's use, the use of others or both. The authority is authorized to lease its property for the construction and installation of communications facilities and equipment. Any communications tower constructed, acquired, installed, maintained or reconstructed by the Maine Turnpike Authority within turnpike property will be solely for the use of the authority.

LD 340 **An Act to Create a Sportsman's License Plate** **ONTP**

<u>Sponsor(s)</u> KILKELLY DUNLAP		<u>Committee Report</u> ONTP		<u>Amendments Adopted</u>
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LD 340 proposed to authorize the issuance of a special sportsman's registration plate that would fund sportsmen's special programs within the Department of Inland Fisheries and Wildlife.

LD 362 **An Act to Exempt Current Property Owners from Fees for Existing Rights-of-Way Across Train Lines** **ONTP**

<u>Sponsor(s)</u> RICHARDSON EDMONDS		<u>Committee Report</u> ONTP		<u>Amendments Adopted</u>
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LD 362 proposed to prohibit railroad corporations from collecting maintenance and insurance fees from property owners using rights-of-way on private crossings prior to the effective date of this bill.

LD 377 **An Act to Consolidate Forms Used in the Course of Automobile Sales** **ONTP**

<u>Sponsor(s)</u> ASH		<u>Committee Report</u> ONTP		<u>Amendments Adopted</u>
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LD 377 proposed to require the Secretary of State to provide a single form containing a temporary registration plate registration, an application for the certificate of title and a receipt for sales tax collected from the sale of a motor vehicle.

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LD 378

An Act to Allow Individuals with Disability Registration Plates or Placards to Park Where There is a Parking Meter Without a Charge

PUBLIC 151

<u>Sponsor(s)</u> ANDREWS LEMONT		<u>Committee Report</u> OTP-AM		<u>Amendments Adopted</u> H-83
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LD 378 proposed to allow any vehicle exhibiting a valid disability registration plate or placard to park at a meter free of charge.

Committee Amendment "A" (H-83) replaced the bill and proposed to allow any vehicle exhibiting a valid disability registration plate or placard to park at a parking meter free of charge for up to twice the time limit allowed.

Enacted law summary

Public Law 2001, chapter 151 allows any vehicle exhibiting a valid disability registration plate or placard to park at a parking meter free of charge for up to twice the time limit allowed.

LD 408

An Act to Expand the Jurisdiction of the Maine Turnpike Authority to Include an East-west Highway

ONTP

<u>Sponsor(s)</u> GOODWIN		<u>Committee Report</u> ONTP		<u>Amendments Adopted</u>
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LD 408 proposed to require the Maine Turnpike Authority to construct, maintain and operate a 4-lane toll highway from a point in or near Bangor in Penobscot County through Calais in Washington County to a point at or near the Canadian border.

LD 411

An Act to Enforce the Speed Limit at Toll Plaza Approaches on the Maine Turnpike

ONTP

<u>Sponsor(s)</u> TUTTLE		<u>Committee Report</u> ONTP		<u>Amendments Adopted</u>
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LD 411 proposed to require the Maine Turnpike Authority to establish a civil violation schedule for persons who exceed the speed limit at toll plazas or approaches to toll plazas.

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LD 443

**An Act to Increase the Penalty for Misuse of Placards or
Registration Plates for Handicapped Motor Vehicle Operators**

PUBLIC 77

<u>Sponsor(s)</u> CLOUGH SAVAGE C	<u>Committee Report</u> OTP-AM	<u>Amendments Adopted</u> H-84
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LD 443 proposed to require that a removable windshield placard belonging to a person with a disability contain the person's name.

Committee Amendment "A" (H-84) replaced the bill and proposed to raise the penalty for the unauthorized use of disability registration plates or a windshield placard from \$100 to not less than \$100 nor more than \$500.

Enacted law summary

Public Law 2001, chapter 77 raises the penalty for the unauthorized use of disability registration plates or a windshield placard from \$100 to not less than \$100 nor more than \$500.

LD 463

**An Act to Authorize the Department of Transportation to Locate
and Construct Railroad Lines**

PUBLIC 74

<u>Sponsor(s)</u> SAVAGE C FISHER	<u>Committee Report</u> OTP-AM	<u>Amendments Adopted</u> S-46
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LD 463 proposed to authorize the Department of Transportation to locate and construct railroad lines.

Committee Amendment "A" (S-46) added a fiscal note to the bill.

Enacted law summary

Public Law 2001, chapter 74 authorizes the Department of Transportation to locate and construct railroad lines.

LD 492

**An Act to Reimburse Communities that have Constructed Sand
and Salt Sheds and are Rated Priority 1 or 2**

INDEF PP

<u>Sponsor(s)</u> NUTTING J DUGAY	<u>Committee Report</u> OTP-AM	<u>Amendments Adopted</u> S-148
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LD 492 proposed to allocate \$1,100,000 from the Highway Fund for the purpose of providing funds to municipalities for the construction of Priority 1 or Priority 2 sand and salt storage buildings.

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Committee Amendment "A" (S-148) proposed to increase the funding for salt and sand storage buildings from \$1,100,000 to \$2,200,000. The additional \$1,100,000 was proposed to fund the Department of Transportation's Priority 1 salt and sand storage projects.

LD 493 **An Act to Require the Department of Transportation to Coordinate with Municipalities Regarding Landscaping and Planting** **PUBLIC 39**

<u>Sponsor(s)</u> GAGNON WHEELER G	<u>Committee Report</u> OTP-AM	<u>Amendments Adopted</u> S-16
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LD 493 proposed to require the Department of Transportation to consult with a municipality concerning planting done along state and state aid highways within that municipality.

Committee Amendment "A" (S-16) proposed to clarify that "recognized tree board" or "tree warden" means a person or persons designated as such by a municipality and listed with the Department of Conservation.

Enacted law summary

Public Law 2001, chapter 39 requires the Department of Transportation to consult with a recognized tree board or tree warden of a municipality concerning planting done along state and state aid highways within that municipality.

LD 497 **An Act to Reduce Noise Pollution** **PUBLIC 73**

<u>Sponsor(s)</u> LEMONT WHEELER G	<u>Committee Report</u> OTP-AM MAJ ONTP MIN	<u>Amendments Adopted</u> S-33
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LD 497 proposed to prohibit the operation of a sound system in a vehicle at a volume that is greater than is reasonable or proper with due regard to the location of the vehicle and the effect on persons in proximity to the vehicle. It proposed that it is a prima facie violation of this prohibition if the vehicle is located near buildings and the buildings or windows in the buildings are shaken or rattled by the sound of the sound system.

Committee Amendment "A" (S-33), the committee majority report, proposed to clarify the prohibition on operating a sound system in a vehicle by adding that the vehicle must be driven on a public way and that the volume of the sound system must be audible at a distance of greater than 25 feet and exceed 85 decibels.

Enacted law summary

Public Law 2001, chapter 73 prohibits the operation of a sound system in a vehicle on a public way at a volume that is audible at a distance of greater than 25 feet and that exceeds 85 decibels or that is greater than is reasonable or proper with due regard to the location of the vehicle and the effect on persons in proximity to the vehicle. It provides that it is a prima facie violation of this prohibition if the vehicle is located near buildings and the buildings or windows in the buildings are shaken or rattled by the sound of the sound system. A violation of this

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law is a traffic infraction. A fine of \$50 is assessed for the first offense, \$100 for the second offense and \$150 for the third or subsequent offense.

LD 507 **An Act to Provide Property Tax Relief from the Cost of Public Transportation** **CARRIED OVER**

<u>Sponsor(s)</u> MARLEY		<u>Committee Report</u>		<u>Amendments Adopted</u>
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LD 507 proposes to reduce the burden on property taxes in communities with public transportation by requiring the State to fund a higher portion of the operating costs of the nonprofit transportation providers. The bill sets the State's minimum contribution for fiscal year 2001-02 at 20% of the property taxes paid to a nonprofit provider in the prior fiscal year. The State's contribution increases by 5% of that amount in each of the next 2 fiscal years until it reaches 30%, where it remains for subsequent fiscal years.

LD 517 **An Act to Establish the Identification Card of a Maine Indian Tribe as an Acceptable Form of Identification** **PUBLIC 80**

<u>Sponsor(s)</u> SOCTOMAH SHOREY		<u>Committee Report</u> OTP-AM		<u>Amendments Adopted</u> H-85
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LD 517 proposed to require an official identification card issued by a federally recognized Indian tribe in the State to be considered an official state nondriver identification card.

Committee Amendment "A" (H-85) proposed to clarify the minimum required information that must be stated on the Maine Indian tribe identification card.

Enacted law summary

Public Law 2001, chapter 80 requires an official identification card issued by a federally recognized Indian tribe in the State to be considered an official state nondriver identification card. The identification card must state, at a minimum, the name, date of birth and address of the cardholder.

LD 521 **An Act to Adopt the Canadian Highway Weight Standards** **CARRIED OVER**

<u>Sponsor(s)</u> MORRISON SHOREY		<u>Committee Report</u>		<u>Amendments Adopted</u>
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LD 521 proposes to adopt Canadian highway weight standards on a limited portion of Route 1 from Calais to the junction of Route 1 and Route 9 in Baileyville. The bill allows a maximum gross vehicle weight of 137,700 pounds for a combination vehicle consisting of a 3-axle truck tractor with a tri-axle semitrailer.

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LD 523 **An Act to Create a Special Maine Indian Tribe License Plate** **ONTP**

<u>Sponsor(s)</u> SOCTOMAH SHOREY		<u>Committee Report</u> ONTP		<u>Amendments Adopted</u>
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LD 523 proposed to authorize the issuance of a special registration plate for members of the federally recognized Indian tribes in the State. As proposed, a portion of the one-time additional fee of \$15 would be credited to the Tribal Youth Recreation Fund that would have been created in this bill.

LD 545 **An Act to Remove the Requirement for Display of a Front License Plate on a Motor Vehicle** **ONTP**

<u>Sponsor(s)</u> PERRY		<u>Committee Report</u> ONTP		<u>Amendments Adopted</u>
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LD 545 proposed to amend the law concerning the display of registration plates on motor vehicles by making the display of a front plate optional while maintaining the requirement of the display of a rear plate.

LD 552 **An Act to Improve Police Officer Safety** **ONTP**

<u>Sponsor(s)</u> DAVIS G		<u>Committee Report</u> ONTP		<u>Amendments Adopted</u>
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LD 552 proposed to allow emergency lights on a police motorcycle to emit a combination of blue and red lights.

LD 557 **An Act to Amend the Laws Pertaining to Pedestrians on a Public Way** **ONTP**

<u>Sponsor(s)</u> BUCK		<u>Committee Report</u> ONTP		<u>Amendments Adopted</u>
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LD 557 proposed to clarify the law pertaining to pedestrian movement on public ways. The bill proposed to require persons using wheels of any kind, such as in-line skates or wheelchairs, to operate on the right side of the road and maintain 10 feet from the center line, giving the right-of-way to motor vehicles.

The bill also proposed to require that organized foot marathons be held on the right side of the public way provided that certain conditions were met: marathon organizers notified applicable law enforcement and government agencies; marathon organizers secured required permits; marathon organizers placed signs at a minimum of every 1/2 mile notifying vehicles of the event; signs included other information for the marathon participants or other vehicles; marathon organizers placed signs in advance of the event and removed signs within

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30 minutes after the end of the event; signs met all other state standards; and participants had the right-of-way over vehicles and other persons except for public safety vehicles in service or on call.

LD 566 **An Act to Allow Vehicles to Travel for Inspection and Repair** **PUBLIC 180**

<u>Sponsor(s)</u> POVICH YOUNGBLOOD		<u>Committee Report</u> OTP-AM		<u>Amendments Adopted</u> H-291
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LD 566 proposed that registration of a motor vehicle is not required for a motor vehicle purchased at auction by a dealer to be driven 25 miles or less from the dealership for inspection and repair.

Committee Amendment "A" (H-291) replaced the bill. The amendment proposed to allow a holder of a dealer license or a transporter registration certificate to operate a vehicle on a public way if the vehicle owner or the owner's employee operates the vehicle for the sole purpose of traveling to an inspection facility.

Enacted law summary

Public Law 2001, chapter 180 allows a holder of a dealer license or a transporter registration certificate to operate a vehicle on a public way if the vehicle owner or the owner's employee operates the vehicle for the sole purpose of traveling to an inspection facility.

LD 591 **An Act to Ensure the Safety of Railroad Bridges** **ONTP**

<u>Sponsor(s)</u> HALL MICHAUD MH		<u>Committee Report</u> ONTP		<u>Amendments Adopted</u>
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LD 591 proposed to authorize the Commissioner of Transportation to limit or prohibit the use of any railroad bridge that is found to be unsafe after an inspection.

LD 595 **Resolve, to Allocate Funds to the Department of Transportation for the Construction of a 2nd Bridge in Skowhegan** **ONTP**

<u>Sponsor(s)</u> HATCH GAGNON		<u>Committee Report</u> ONTP		<u>Amendments Adopted</u>
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LD 595 proposed to allocate \$3,200,000 from the Highway Fund to the Department of Transportation for an engineering study to build a new bridge in Skowhegan.

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LD 598

An Act to Require Investigating Officers to Make Reports to the Secretary of State

ONTP

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

LD 598 proposed to require the investigating officer to specifically check whether a motor vehicle operator involved in an accident has valid liability insurance at the time of the accident and to provide a copy of the report to the Secretary of State. As proposed, the Secretary of State would be authorized to investigate further whether the operator has valid liability insurance.

LD 618

An Act to Remove State Road Signs with Offensive Names from Interstate Route 95 and the Maine Turnpike

**PUBLIC 244
EMERGENCY**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
SOCTOMAH CATHCART	OTP-AM	H-122 H-306 FISHER

LD 618 proposed that a sign placed by the State on an interstate highway or the Maine Turnpike may not contain an offensive name, as defined in the Maine Revised Statutes, Title 1, section 1101. The bill directed the Commissioner of Transportation to replace a sign that violates this provision with a sign that contains proper place names no later than 30 days after the effective date of the bill.

Committee Amendment "A" (H-122) proposed to clarify that it is the responsibility of the Executive Director of the Maine Turnpike Authority, not the Commissioner of Transportation, to replace signs with offensive names that are located on the Maine Turnpike.

House Amendment "A" to Committee Amendment "A" (H-306) proposed to clarify that the Commissioner of Transportation is only responsible for removing signs with offensive names that are located on an interstate highway.

Enacted law summary

Public Law 2001, chapter 244 provides that a sign placed by the State on an interstate highway or the Maine Turnpike may not contain an offensive name, as defined in the Maine Revised Statutes, Title 1, section 1101. The law directs the Commissioner of Transportation to replace any sign on an interstate highway and the Executive Director of the Maine Turnpike Authority to replace any sign on the Maine Turnpike that violates this provision with a sign that contains proper place names no later than 30 days after the effective date of the bill.

Public Law 2001, chapter 244 was enacted as an emergency measure effective May 22, 2001.

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LD 634

An Act to Ensure Uniform Enforcement of Maine's Weight Laws

INDEF PP

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

LD 634 proposed to require the Commissioner of Transportation to regularly review Department of Transportation internal documents for any violation of the highway weight laws and to certify quarterly to the Joint Standing Committee on Transportation that all department vehicles comply with the law. This bill was not referred to committee and was indefinitely postponed on the floor.

LD 638

An Act Establishing Children's Identification Cards

ONTP

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

LD 638 proposed to establish a children's identification card program under the auspices of the Secretary of State. Under this bill, the parent or legal guardian of a child could obtain a child identification card with a digital image for a \$5 fee.

LD 643

An Act to Allow Municipalities to Lower Certain Speed Limits

PUBLIC 313

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
MARLEY O'GARA	OTP-AM	H-357 H-400 FISHER

LD 643 proposed to allow a municipality, after a public hearing and vote of the municipal officers, to decrease the speed limit in a 25-miles-per-hour zone to 15 miles per hour.

Committee Amendment "A" (H-357) proposed to authorize qualifying municipalities to increase or decrease speed limits on qualifying roads. The amendment proposed to clarify at what point and under what circumstances a municipality is responsible for setting speed limits.

House Amendment "A" to Committee Amendment "A" (H-400) proposed to strike the language that speed limits be validated pursuant to the speed limits published by the Federal Highway Administration.

Enacted law summary

Public Law 2001, chapter 313 authorizes qualifying municipalities to increase or decrease speed limits on qualifying roads. The law clarifies at what point and under what circumstances a municipality is responsible for setting speed limits.

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LD 645

An Act to Allow Motor Vehicle Safety Inspection Stations to Set Their Own Vehicle Inspection Fees

PUBLIC 234

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
MCKENNEY LEMONT	OTP-AM MAJ ONTP MIN	H-239

LD 645 proposed to require inspection stations, as part of the standard vehicle inspection, to inspect the brake friction material of a vehicle. The bill also proposed to repeal the statutorily set inspection fees, allowing inspection stations to set their own fees.

Committee Amendment "A" (H-239), the committee majority report, replaced the bill. The amendment proposed to repeal the statutorily set motor vehicle inspection fees and allow vehicle inspection stations to establish their own inspection fees, subject to a maximum fee level of \$12.50 for a standard inspection, \$15.50 for an enhanced inspection on pre-1996 model vehicles pursuant to the Maine Revised Statutes, Title 29-A, section 1751, subsection 2-A and \$18.50 for an enhanced inspection performed on 1996 and later model vehicles pursuant to Title 29-A, section 1751, subsection 2-A. The amendment proposed to increase the fee paid to the Chief of the State Police for vehicle inspection stickers from \$1.50 to \$2.50. It also proposed to remove the section of the bill that pertains to the inspection of brake friction material.

Enacted law summary

Public Law 2001, chapter 234 repeals the statutorily set motor vehicle inspection fees and allows vehicle inspection stations to establish their own inspection fees, subject to a maximum fee level of \$12.50 for a standard inspection, \$15.50 for an enhanced inspection on pre-1996 model vehicles pursuant to the Maine Revised Statutes, Title 29-A, section 1751, subsection 2-A and \$18.50 for an enhanced inspection performed on 1996 and later model vehicles pursuant to Title 29-A, section 1751, subsection 2-A. The law also increases the fee paid to the Chief of the State Police for vehicle inspection stickers from \$1.50 to \$2.50.

LD 652

An Act to Amend the Motor Vehicle Laws

**PUBLIC 361
EMERGENCY**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
WHEELER G O'GARA	OTP-AM	H-555

LD 652 proposed to make certain changes to the motor vehicle laws, including the following.

1. It amended the definition of "classic vehicle" to include vehicles that are between 16 years and 26 years old.
2. It expanded the enforcement authority of motor vehicle investigators.
3. It specified that operating a vehicle with an expired 14-day temporary registration plate is a traffic infraction.
4. It required that certain applicants for vehicle registration provide either a federal taxpayer identification number or an identification number issued by the Department of Transportation.

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5. It removed the fee for disability placards.
6. It authorized the Secretary of State to suspend fuel decals issued to a person who fails to file any fuel tax report or pay taxes.
7. It changed the dates by which the Secretary of State must make disbursements and transfers relating to the Municipal Excise Tax Reimbursement Fund.
8. It amended the definition of "component part" to include airbags, except for purposes of defining "rebuild" and "salvage vehicle."
9. It allowed certain semitrailers to be titled in this State even if they are registered in another jurisdiction.
10. It eliminated language that establishes as a Class E crime the failure to timely deliver a certificate to the Secretary of State.
11. It required insurance providers to notify the Secretary of State when insurance for a certain types of commercial vehicles is cancelled.

Committee Amendment "A" (H-555) proposed to make the following changes to the bill:

1. It added an emergency preamble and an emergency clause;
2. It created a cross-reference regarding sanctions for operators of all-terrain vehicles on ways;
3. It clarified the admissibility of electronic notification of suspension by a court to the Secretary of State;
4. It clarified that a person who is suspended for failure to comply with motor carrier fuel tax requirements may not operate trucks as a motor carrier. The suspension does not affect an individual's driver's license;
5. It staggered the terms of members of the Motor Carrier Review Board in order to provide continuity to the board's operation. The amendment clarified the board's powers with respect to the recommendations the board may make to the Secretary of State;
6. It clarified that the Secretary of State may waive the examination for a Maine license for a person recently issued a license from any other jurisdiction;
7. It clarified that a person whose license is suspended by this State commits the offense of operating after suspension if the person operates a motor vehicle in this State under a license issued by another jurisdiction;
8. It further clarified the admissibility of electronic notification of suspension by a court to the Secretary of State;
9. It allowed the Secretary of State to enter into a lease-purchase agreement for the new motor vehicle database and computer system;
10. It provided authorization to extend limited-period motor vehicle service representative positions for one month utilizing funds allocated for the current fiscal year;
11. It amended the law to provide staggered registration dates for boat and snowmobile trailers as well as other light trailers, effective January 1, 2002;

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Senate Amendment "A" (S-289) proposed to amend the definition of "authorized emergency vehicle" to include a vehicle operated by a municipal rescue chief or deputy chief.

Enacted law summary

Public Law 2001, chapter 361 makes certain changes to the motor vehicle laws, including the following.

1. It amends the definition of "classic vehicle" to include vehicles that are between 16 years and 26 years old;
2. It expands the enforcement authority of motor vehicle investigators;
3. It specifies that operating a vehicle with an expired 14-day temporary registration plate is a traffic infraction;
4. It requires that certain applicants for vehicle registration provide either a federal taxpayer identification number or an identification number issued by the Department of Transportation. This provision is effective October 1, 2001;
5. It removes the fee for disability placards;
6. It authorizes the Secretary of State to suspend fuel decals issued to a person who fails to file any fuel tax report or pay taxes;
7. It changes the dates by which the Secretary of State must make disbursements and transfers relating to the Municipal Excise Tax Reimbursement Fund. This provision is effective October 1, 2001;
8. It amends the definition of "component part" to include airbags, except for purposes of defining "rebuild" and "salvage vehicle." This provision is effective October 1, 2001;
9. It allows certain semitrailers to be titled in this State even if they are registered in another jurisdiction;
10. It eliminates language that establishes as a Class E crime the failure to timely deliver a certificate to the Secretary of State;
11. It requires insurance providers to notify the Secretary of State when insurance for certain types of commercial vehicles is cancelled;
12. It creates a cross-reference regarding sanctions for operators of all-terrain vehicles on ways;
13. It clarifies the admissibility of electronic notification of suspension by a court to the Secretary of State;
14. It clarifies that a person who is suspended for failure to comply with motor carrier fuel tax requirements may not operate trucks as a motor carrier. The suspension does not affect an individual's driver's license;
15. It staggers the terms of members of the Motor Carrier Review Board in order to provide continuity to the board's operation. Currently, the terms of all members expire simultaneously. The law also clarifies the board's powers with respect to the recommendations the board may make to the Secretary of State;
16. It clarifies that the Secretary of State may waive the examination for a Maine license for a person recently issued a license from any other jurisdiction;

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17. It clarifies that a person whose license is suspended by this State commits the offense of operating after suspension if the person operates a motor vehicle in this State under a license issued by another jurisdiction;
18. It allows the Secretary of State to enter into a lease-purchase agreement for the new motor vehicle database and computer system;
19. It provides authorization to extend limited-period motor vehicle service representative positions for one month utilizing funds allocated for the current fiscal year;
20. It amends the law to provide staggered registration dates for boat and snowmobile trailers as well as other light trailers. This provision is effective January 1, 2002; and
21. It amends the definition of "authorized emergency vehicle" to include a vehicle operated by a municipal rescue chief or deputy chief.

Unless otherwise noted above, most provisions of Public Law 2001, chapter 361 were enacted as an emergency measure on May 29, 2001.

LD 656 **An Act to Require a Continuing Review of Regional Transportation Problems in Northern York County and Southern Cumberland County** **ONTP**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
SAVAGE W GAGNON	ONTP	

LD 656 proposed to require the Commissioner of Transportation to review regional transportation issues in northern York County and southern Cumberland County.

LD 678 **An Act to Establish a Maine Lobster Specialty Plate** **ONTP**

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

LD 678 proposed to authorize the issuance of a special lobster motor vehicle registration plate. Funds from the purchase of these plates would be deposited into the Lobster Fund within the Department of Marine Resources.

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LD 685

An Act to Allow a Person with a Disability to Ride in Vehicles Being Towed

PUBLIC 132

<u>Sponsor(s)</u> CARR DAVIS P	<u>Committee Report</u> OTP	<u>Amendments Adopted</u>
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LD 685 proposed to create an exception to the prohibition of riding in a vehicle that is being towed. It proposed to allow a person with a disability, as defined in Maine Revised Statutes Title 29-A section 521, to ride in a vehicle that is being towed when it is not practical to transport the person with a disability by any other means.

Enacted law summary

Public Law 2001, chapter 132 creates an exception to the prohibition of riding in a vehicle that is being towed. It allows a person with a disability, as defined in Maine Revised Statutes Title 29-A section 521, to ride in a vehicle that is being towed when it is not practical to transport the person with a disability by any other means.

LD 699

An Act to Allow Access to Highways for Certain Purposes

PUBLIC 301

<u>Sponsor(s)</u> FISHER MARLEY	<u>Committee Report</u> OTP	<u>Amendments Adopted</u>
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LD 699 proposed to authorize the Commissioner of Transportation to allow access for the development of state and state aid highways.

Enacted law summary

Public Law 2001, chapter 301 authorizes the Commissioner of Transportation to allow access for the development of state and state aid highways.

LD 708

An Act Concerning Commercial Driver License Certification

PUBLIC 159

<u>Sponsor(s)</u> FULLER RAND	<u>Committee Report</u> OTP-AM	<u>Amendments Adopted</u> H-134
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LD 708 proposed that a physician, physician assistant or nurse practitioner may perform any physical examination required by the Secretary of State for issuance or renewal of a commercial driver's license.

Committee Amendment "A" (H-134) replaced the bill and proposed that physical examinations that may be required by the Secretary of State for the issuance or renewal of a license may be performed by competent treatment personnel as determined by the Medical Advisory Board.

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Enacted law summary

Public Law 2001, chapter 159 provides that physical examinations that may be required by the Secretary of State for the issuance or renewal of a license may be performed by competent treatment personnel as determined by the Medical Advisory Board.

LD 712 **An Act to Exempt Organized Veterans Groups from Motor Vehicle Registration of Ceremonial Vehicles** **PUBLIC 116**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
CARR KILKELLY	OTP-AM	H-178

LD 712 proposed that vehicles owned by organized veterans groups and used exclusively for ceremonial activities are exempt from registration requirements and fees.

Committee Amendment "A" (H-178) proposed to clarify that the inspection requirements in the Maine Revised Statutes, Title 29-A, chapter 15, subchapter I apply to vehicles owned by organized veterans groups and used exclusively for ceremonial activities.

Enacted law summary

Public Law 2001, chapter 116 provides that vehicles owned by organized veterans groups and used exclusively for ceremonial activities are exempt from registration requirements and fees. The inspection requirements in the Maine Revised Statutes, Title 29-A, chapter 15, subchapter I still apply to these vehicles.

LD 718 **An Act Concerning Disability Registration Plates and Placards** **PUBLIC 35**

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

LD 718 proposed to allow physician assistants and nurse practitioners to make the necessary certifications for issuance of special registration plates or placards to persons with disabilities.

Enacted law summary

Public Law 2001, chapter 35 allows physician assistants and nurse practitioners to make the necessary certifications for issuance of special registration plates or placards to persons with disabilities.

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LD 733 **An Act to Enhance the Revenue for Nongame Species from the Proceeds of Environmental Registration Plate Sales** **ONTP**

<u>Sponsor(s)</u> DUNLAP		<u>Committee Report</u> ONTP		<u>Amendments Adopted</u>
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LD 733 proposed to provide for multiple plate designs for the environmental registration plate.

LD 743 **An Act to Authorize Citizen-issued Citations for Violations of the Handicapped Parking Laws** **ONTP**

<u>Sponsor(s)</u> CLOUGH BROMLEY		<u>Committee Report</u> ONTP		<u>Amendments Adopted</u>
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LD 743 proposed to augment the county and municipal volunteer parking enforcement programs established under the Maine Revised Statutes, Title 30-A, sections 471 and 472 by amending the law concerning motor vehicle disability registration plates to authorize any person to issue a citation for a violation of the handicapped parking laws.

LD 759 **An Act to Create an Education License Plate** **ONTP**

<u>Sponsor(s)</u> THOMAS		<u>Committee Report</u> ONTP		<u>Amendments Adopted</u>
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LD 759 proposed to authorize the issuance of an education registration plate that would be used to fund general purpose aid for education within the Department of Education.

LD 767 **An Act to Facilitate Passenger Rail Transportation by Limiting Liability** **PUBLIC 54**

<u>Sponsor(s)</u> SAVAGE C O'GARA		<u>Committee Report</u> OTP-AM		<u>Amendments Adopted</u> S-23
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LD 767 proposed to limit the liability arising from the providing of passenger rail service to \$75,000,000 in the aggregate.

Committee Amendment "A" (S-23) proposed to clarify that the liability limitation does not apply to a passenger rail transportation service provider that fails to secure and maintain liability insurance having policy limits of not less than \$75,000,000 per occurrence in the aggregate. The amendment also proposed to clarify that this proposed law does not affect limitation on damages, limitation of actions, limitation of liability or other protections

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provided to the State, as defined by the Maine Revised Statutes, Title 14, section 8102, subsection 4, under the Maine Tort Claims Act.

Enacted law summary

Public Law 2001, chapter 54 limits the liability arising from the providing of passenger rail service to \$75,000,000 in the aggregate. The liability limitation of this law does not apply to a passenger rail transportation service provider that fails to secure and maintain liability insurance having policy limits of not less than \$75,000,000 per occurrence in the aggregate. This law does not affect limitation on damages, limitation of actions, limitation of liability or other protections provided to the State, as defined by the Maine Revised Statutes, Title 14, section 8102, subsection 4, under the Maine Tort Claims Act.

LD 771 **An Act to Increase Penalties for Those Violating Covered-load Laws** **ONTP**

<u>Sponsor(s)</u> LONGLEY		<u>Committee Report</u> ONTP		<u>Amendments Adopted</u>
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LD 771 proposed to increase the penalty for a person who violates the laws requiring that certain loads carried by a motor vehicle be secured or covered. The bill proposed that a person who violates these laws should pay a fine of not less than \$500 nor more than \$1,000, and that person's license could be suspended.

LD 773 **An Act to Promote Safety and to Help Elderly Drivers by Providing an Optional One-year License** **INDEF PP**

<u>Sponsor(s)</u> LONGLEY		<u>Committee Report</u> OTP-AM		<u>Amendments Adopted</u> S-47
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LD 773 proposed to add an optional one-year driver's license for persons 65 years of age and older.

Committee Amendment "A" (S-47) proposed to add an allocation and a fiscal note to the bill.

LD 776 **An Act to Authorize the Department of Transportation to Use the Design-Build Method of Project Delivery** **PUBLIC 140**

<u>Sponsor(s)</u> SAVAGE C FISHER		<u>Committee Report</u> OTP-AM		<u>Amendments Adopted</u> S-54
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LD 776 proposed to authorize the Department of Transportation to use the design-build method of project delivery for public infrastructure projects. Unlike the traditional design-bid-build method of project delivery, design-builders design and build projects under a single contract. In addition to low-bid awards, this bill proposed to authorize the Department of Transportation to award projects on a best-value basis after considering the quality of the design.

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Committee Amendment "A" (S-54) proposed to add the following provisions to the bill.

1. The Department of Transportation shall use the best-value basis of awarding a contract in the case that a scope of work requires substantial engineering judgment.
2. The department shall identify in its planning process those projects that are likely candidates for design-build contracting.
3. The department shall issue a draft request for proposals to prequalified firms for review and comment.
4. A majority of the team that reviews proposals for responsiveness may not be employed by the department.
5. The request for proposals must provide a process for resolution of procurement disputes.

Enacted law summary

Public Law 2001, chapter 140 authorizes the Department of Transportation to use the design-build method of project delivery for public infrastructure projects. Unlike the traditional design-bid-build method of project delivery, design-builders design and build projects under a single contract. In addition to low-bid awards, the law authorizes the Department of Transportation to award projects on a best-value basis after considering the quality of the design.

LD 777

An Act to Make Additional Allocations from the Highway Fund and Other Funds for the Expenditures of State Government and Change Certain Provisions of State Law Necessary to the Proper Operations of State Government for the Fiscal Year Ending June 30, 2001

**PUBLIC 83
EMERGENCY**

Sponsor(s)
SAVAGE C
FISHER

Committee Report
OTP-AM

Amendments Adopted
S-48

LD 777

Part A proposed to do the following:

1. Make allocations from the Highway Fund;
2. Make allocations from the Highway Garage Fund; and
3. Make allocations from the Island Ferry Service Fund.

Part B proposed to do the following:

1. Authorize funds in the Buildings Renovations program in the Department of Transportation to be carried forward each year; and
2. Authorize year-end balances in the Administration and Planning program in the Department of Transportation to be transferred to the Buildings Renovation program and allotted by financial order.

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Committee Amendment "A" (S-48) PART A proposed to do the following:

1. Make supplemental allocations from the Highway Fund;
2. Make supplemental allocations from the Highway Garage Fund;
3. Make supplemental allocations from the Island Ferry Service Fund;
4. Make supplemental allocations from the Federal Expenditures Fund;
5. Make supplemental allocations from Other Special Revenue funds; and
6. Make supplemental allocations from the Marine Ports Fund.

Part B:

1. Proposed to authorize year-end balances in the Administration and Planning program in the Department of Transportation to be transferred to the Building Renovations Account and allotted by financial order; and
2. Proposed to authorize the transfer of up to 100% of the unallocated balance in the Highway Fund in excess of \$17,715,924 but not exceeding \$3,000,000 at the end of fiscal year 2000-01 after the deduction of all allocations, financial commitments, other designated funds or any other transfers authorized by statute to the Highway Fund, Highway and Bridge Improvement program account within the Department of Transportation.

Part C:

Part C proposed to authorize the establishment of the Transportation Facilities Fund within the Department of Transportation. This internal service fund is proposed for the purpose of purchasing, operating, maintaining, improving, repairing, constructing and managing buildings and associated property owned by the department.

Part D:

Part D proposed to establish the Building Renovations Account for the building renovation project at the Department of Transportation main facility in Augusta.

Part E:

Part E proposed to establish a Capital Construction and Improvement Reserve Fund to be used in conjunction with the Building Renovations Account.

Enacted law summary

Public Law 2001, chapter 83 does the following:

PART A

1. Makes allocations from the Highway Fund;
2. Makes allocations from the Highway Garage Fund;

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3. Makes allocations from the Island Ferry Service Fund;
4. Makes supplemental allocations from the Highway Fund;
5. Makes supplemental allocations from the Highway Garage Fund;
6. Makes supplemental allocations from the Island Ferry Service Fund;
7. Makes supplemental allocations from the Federal Expenditures Fund;
8. Makes supplemental allocations from Other Special Revenue funds; and
9. Makes supplemental allocations from the Marine Ports Fund.

PART B

Part B does the following:

1. Authorizes funds in the Buildings Renovations program in the Department of Transportation to be carried forward each year;
2. Authorizes year-end balances in the Administration and Planning program in the Department of Transportation to be transferred to the Buildings Renovation program and allotted by financial order;
3. Authorizes year-end balances in the Administration and Planning program in the Department of Transportation to be transferred to the Building Renovations Account and allotted by financial order; and
4. Authorizes the transfer of up to 100% of the unallocated balance in the Highway Fund in excess of \$17,715,924 but not exceeding \$3,000,000 at the end of fiscal year 2000-01 after the deduction of all allocations, financial commitments, other designated funds or any other transfers authorized by statute to the Highway Fund, Highway and Bridge Improvement program account within the Department of Transportation.

PART C

Part C authorizes the establishment of the Transportation Facilities Fund within the Department of Transportation. This internal service fund is established for the purpose of purchasing, operating, maintaining, improving, repairing, constructing and managing buildings and associated property owned by the department.

PART D

Part D establishes the Building Renovations Account for the building renovation project at the Department of Transportation main facility in Augusta.

PART E

Part E establishes a Capital Construction and Improvement Reserve Fund to be used in conjunction with the Building Renovations Account.

Public Law 2001, chapter 83 was enacted as an emergency measure effective May 3, 2001.

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LD 809 **An Act to Create a Maine Black Bears License Plate** **ONTP**

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

LD 809 proposed to establish the Maine Black Bears Scholarship Fund and the Maine Black Bears special registration plate, under which \$14 of the registration fee would be dedicated to providing scholarships for students attending the University of Maine.

LD 814 **An Act to Promote Safety on the Highways** **ONTP**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
MITCHELL B GOODWIN	ONTP	

LD 814 proposed to require that a vehicle hauling a trailer or semitrailer that is wider than the vehicle must be equipped with mirrors that allow an unobstructed view of approaching traffic. The bill also proposed to make it unlawful for certain vehicles to operate in the passing lane when hazardous conditions exist.

LD 826 **Resolve, to Restore the Steel Bridge in New Sharon** **ONTP**

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

LD 826 proposed to direct the Department of Transportation to restore the New Sharon Bridge located on former Route 2 and spanning the Sandy River in New Sharon.

Committee Amendment "A" (H-289), the committee minority report, proposed to replace the resolve and would have recognized the steel bridge in New Sharon as a historically significant bridge.

LD 829 **Resolve, Authorizing the Department of Transportation to Designate Routes for Over-limit Vehicles** **ONTP**

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

LD 829 proposed to direct the Department of Transportation to designate routes that could be traveled by overweight vehicles from ports of entry from the provinces of Quebec and New Brunswick to no more than 10 miles into Maine. The bill proposed to require the department to establish weight limits for those routes that

Joint Standing Committee on Transportation

corresponded to the maximum weight limits of vehicles established in Quebec and New Brunswick. This resolve would have also required the department to establish a fee schedule that would take into consideration the additional wear and tear on those routes by the over-limit vehicles.

LD 843 **An Act to Clarify when Reduced Speed Limits are in Effect in School Zones** **PUBLIC 145
EMERGENCY**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
MICHAUD ME	OTP-AM	H-179

LD 843 proposed to require a maximum rate of 15 miles per hour in a school zone when there are signs present indicating that the 15 miles per hour speed limit is in effect or as designated by the Department of Transportation or municipal ordinance.

Committee Amendment "A" (H-179) replaced the bill and proposed to require a maximum rate of 15 miles per hour in a school zone during recess, when children are going to or leaving school during school opening or closing hours, when school speed limit signs are flashing during school opening or closing hours or at other times designated by a municipal traffic ordinance that regulates town ways classified as local by the Department of Transportation in accordance with the federal functional classification system.

Enacted law summary

Public Law 2001, chapter 145 requires a maximum rate of 15 miles per hour in a school zone during recess, when children are going to or leaving school during school opening or closing hours, when school speed limit signs are flashing during school opening or closing hours or at other times designated by a municipal traffic ordinance that regulates town ways classified as local by the Department of Transportation in accordance with the federal functional classification system.

Public Law 2001, chapter 145 was enacted as an emergency measure effective May 14, 2001.

LD 858 **An Act to Revert the Seat Belt Law to the Form Approved by the Citizens** **ONTP**

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

LD 858 proposed to restore statutory language that was repealed in 1997. Prior to the repeal, a person not wearing a seat belt could be fined for not wearing a seat belt only if the person was fined for the primary violation, i.e., the reason the person was originally stopped other than failure to wear a seat belt. This bill would have restored that provision to the form passed at referendum in 1995.

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LD 881 **Resolve, Requiring the Joint Standing Committee on Transportation to Study Passenger and Freight Rail Opportunities in the State** **DIED ON ADJOURNMENT**

<u>Sponsor(s)</u> JONES MICHAUD MH		<u>Committee Report</u> OTP-AM		<u>Amendments Adopted</u> H-375
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LD 881 proposed to establish a Blue Ribbon Commission on the East-West Rail Corridor to examine the benefits, feasibility and viability of an east-west rail corridor in the State.

Committee Amendment "A" (H-375) proposed to replace the resolve and direct the Joint Standing Committee on Transportation to study passenger and freight rail opportunities in the State. It directed the committee to examine the feasibility of maintaining and enhancing specific rail corridors such as the east-west and north-south corridors, and also to examine current and potential state policies to enhance the financial viability of rail service throughout the State.

LD 891 **Resolve, to Direct the Department of Transportation to Place a Traffic Light in Auburn** **ONTP**

<u>Sponsor(s)</u> MICHAEL		<u>Committee Report</u> ONTP		<u>Amendments Adopted</u>
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LD 891 proposed to direct the Department of Transportation to install a traffic light on Route 4 in Auburn, at the intersection of Center Street and Turner Street.

LD 895 **Resolve, Requiring the Department of Transportation to Construct 4-foot Paved Shoulders on Hazardous Segments of Route 15 in Hancock County** **ONTP**

<u>Sponsor(s)</u> VOLENIK		<u>Committee Report</u> ONTP		<u>Amendments Adopted</u>
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LD 895 proposed to require the Department of Transportation to construct 4-foot paved shoulders on 2 hazardous segments of Route 15 in Hancock County. This bill would have required the department to construct 4-foot paved shoulders at the Stonington and Deer Isle town line from the bottom of the hill to the top of the hill and on the causeway between Little Deer Isle and Deer Isle.

Joint Standing Committee on Transportation

LD 900

An Act to Create a Specialty License Plate for Native Mainers

ONTP

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

LD 900 proposed to authorize the issuance of a special native Mainer motor vehicle registration plate that would fund special programs within the Department of Inland Fisheries and Wildlife.

LD 927

An Act to Provide Transportation Vouchers to Persons with Disabilities to Improve their Independence and Opportunity to Work

**DIED ON
ADJOURNMENT**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
SCHNEIDER	OTP-AM	H-581

LD 927 proposed to establish a program providing for the issuance of annual transportation vouchers to persons with disabilities. The purpose of the transportation voucher program, as proposed, was to improve the independence and opportunity to work for persons with disabilities. The vouchers could have been used for fares for public transportation or to pay mileage expenses for private transportation. The bill proposed to appropriate \$500,000 for the biennium from the General Fund to fund the program. The bill directed the Commissioner of Transportation to adopt rules governing the implementation of the transportation voucher program.

Committee Amendment "A" (H-581) proposed to authorize the Department of Labor to establish and administer the transportation vouchers program.

LD 933

Resolve, to Create the Commission to Study Abolishing the Maine Turnpike Authority

ONTP

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

LD 933 proposed to create the Commission to Study Abolishing the Maine Turnpike Authority. Membership of the commission would have included the Joint Standing Committee on Transportation and the Commissioner of Transportation or the commissioner's designee. Commission duties would have included undertaking a comprehensive study to abolish the Maine Turnpike Authority. The study would have included the following: a proposal to develop toll equity; an analysis of the availability of federal highway funds if the Maine Turnpike Authority were to be abolished; an analysis of estimates in cost savings or losses if the Maine Turnpike Authority were to be abolished; an analysis of the implications of abolishing the Maine Turnpike Authority; and a list of options that would provide a course of action to reallocate the functions, duties and obligations of the Maine Turnpike Authority to another agency.

Joint Standing Committee on Transportation

LD 938

An Act to Amend the Laws Governing Outdoor Signs

ONTP

<u>Sponsor(s)</u> PENDLETON		<u>Committee Report</u> ONTP		<u>Amendments Adopted</u>
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LD 938 proposed to allow messages on changeable message board signs to change as frequently as needed to display information on a timely basis.

LD 948

An Act Creating a Pilot Project to Provide Video Camera Surveillance at Intersections in Ellsworth

DIED BETWEEN BODIES

<u>Sponsor(s)</u> POVICH GOLDTHWAIT		<u>Committee Report</u> OTP-AM MAJ ONTP MIN		<u>Amendments Adopted</u>
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LD 948 proposed to provide funding to the City of Ellsworth for a 2-year pilot project to enable its police department to enforce the laws governing traffic control devices using a video camera. The funding would have enabled the city to purchase a video camera and equip 5 intersections in the city to accommodate the camera. The bill also proposed that a person who is a registered owner of a vehicle at the time that vehicle is involved in a violation of the laws governing traffic control devices commits a traffic infraction unless a defense applies.

Committee Amendment "A" (H-554), the committee majority report, proposed that a person who is a registered owner of a vehicle at the time that vehicle is involved in a violation of the laws governing traffic control devices or work zone speed limits commits a traffic infraction unless a defense applies. It also proposed to provide authority to the Department of Transportation to conduct a pilot project to enforce the laws governing traffic-control devices and work zone speed limits using photographic methods.

House Amendment "A" to Committee Amendment "A" (H-585) proposed to clarify that the presumption that the owner was operating a vehicle at the time of a violation of the laws governing traffic-control devices or work zone speed limits, as specified in Committee Amendment "A," applies only to the registered owners of offending vehicles captured by photographic law enforcement. This amendment also proposed to change the penalty for a violation of the laws governing traffic-control devices or work zone speed limits captured by photographic law enforcement from an infraction to a warning. The amendment maintained the provision of the committee amendment regarding the establishment of a pilot program by the Department of Transportation.

LD 950

An Act to Eliminate the Fees Imposed on Purple Heart Recipients for Special Registration Plates

PUBLIC 155

<u>Sponsor(s)</u> BUMPS		<u>Committee Report</u> OTP-AM		<u>Amendments Adopted</u> H-180
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LD 950 proposed to eliminate the \$10 one-time fee charged to a Purple Heart medal recipient that is issued a set of Purple Heart registration plates.

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Committee Amendment "A" (H-180) proposed to also eliminate the one-time additional fee of \$5 for special motorcycle registration plates for Purple Heart medal recipients.

Enacted law summary

Public Law 2001, chapter 155 eliminates the \$10 one-time fee charged to a Purple Heart medal recipient that is issued a set of Purple Heart registration plates. It also eliminates the one-time additional fee of \$5 for special motorcycle registration plates for Purple Heart medal recipients.

LD 958 **An Act to Amend the Laws Governing the Registration of Farm Trucks and Require the Secretary of State to Respond to Inquiries from the Public** **ONTP**

<u>Sponsor(s)</u> SNOWE-MELLO		<u>Committee Report</u> ONTP		<u>Amendments Adopted</u>
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LD 958 proposed to allow farmers to use trucks registered as farm trucks to haul landscaping commodities, supplies and equipment to and from their farms. This bill also proposed to require the Secretary of State to reply responsively to inquiries from the public.

LD 972 **An Act Regarding Modified Show Vehicles** **PUBLIC 225**

<u>Sponsor(s)</u> TRAHAN		<u>Committee Report</u> OTP-AM		<u>Amendments Adopted</u> H-304
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LD 972 proposed to define "modified show vehicle" and "monster truck," and to allow the Secretary of State to provide a specialty plate for a modified show vehicle. The bill also proposed to specify that the inspection standards for a street rod apply to a modified show vehicle.

Committee Amendment "A" (H-304) replaced the bill and proposed to define "modified show vehicle" in the laws governing motor vehicles, establish the fee for registering a modified show vehicle and specify that the Chief of the State Police shall adopt rules that establish inspection standards for modified show vehicles.

Enacted law summary

Public Law 2001, chapter 225 defines "modified show vehicle" in the laws governing motor vehicles, establishes the fee for registering a modified show vehicle and specifies that the Chief of the State Police shall adopt rules that establish inspection standards for modified show vehicles.

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LD 983

An Act to Revise Driver Education Laws

ONTP

Sponsor(s)
BUCK

Committee Report
ONTP

Amendments Adopted

LD 983 proposed to amend the requirements of the standardized driver education curriculum to include an Internet-based course that could be substituted for the minimum number of hours required for classroom instruction.

As proposed, the Secretary of State would expand current record keeping requirements to allow electronic filing, reporting and authorization. The Internet-based course would be governed by certain provider and curriculum conditions.

LD 989

An Act to Strengthen Truck Weight Laws to Deter Gross Vehicle Weight Violations

ONTP

Sponsor(s)
SAVAGE C

Committee Report
ONTP

Amendments Adopted

LD 989 proposed to increase the axle weights allowed for single-axle, tandem-axle and tri-axle trucks. This bill also proposed to increase the fines for trucks found in excess of the axle weight limits.

LD 1004

An Act to Amend the Covered Load Laws

PUBLIC 144

Sponsor(s)
PENDLETON
COLWELL

Committee Report
OTP-AM

Amendments Adopted
S-83

LD 1004 proposed to require a state police officer to check the load on a vehicle to ensure that it is secure at the same time that the officer checks the weight of that motor vehicle. The bill also proposed to make a violation of the unsecured load law an infraction subject to a forfeiture of \$500 for the first offense and a forfeiture of \$1,000 for the 2nd or subsequent offense.

Committee Amendment "A" (S-83) proposed to change the fine for an unsecured load to not less than \$150 nor more than \$500.

Enacted law summary

Public Law 2001, chapter 144 requires a state police officer to check the load on a vehicle to ensure that it is secure at the same time that the officer checks the weight of that motor vehicle. The fine for an unsecured load is not less than \$150 nor more than \$500.

Joint Standing Committee on Transportation

LD 1026

**An Act to Provide George J. Mitchell and William S. Cohen
Lifetime License Plates**

P & S 10

<u>Sponsor(s)</u> QUINT MCALEVEY		<u>Committee Report</u> OTP		<u>Amendments Adopted</u>
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LD 1026 proposed to authorize the Secretary of State to issue lifetime license plates to William S. Cohen and George J. Mitchell.

Enacted law summary

Private and Special Law 2001, chapter 10 authorizes the Secretary of State to issue lifetime license plates to William S. Cohen and George J. Mitchell.

LD 1053

An Act to Clarify the Release of Driver's License Information

ONTP

<u>Sponsor(s)</u> MCALEVEY		<u>Committee Report</u> ONTP		<u>Amendments Adopted</u>
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LD 1053 proposed to prohibit the Secretary of State from conditioning the release of records relating to a person's motor vehicle registration and driver's license on the agreement of the person receiving the records to indemnify the Secretary of State for any damages incurred by the Secretary of State due to the release of the records.

LD 1095

An Act to Amend the Law on Local Bridge Reconstruction

ONTP

<u>Sponsor(s)</u> FERGUSON JODREY		<u>Committee Report</u> ONTP		<u>Amendments Adopted</u>
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LD 1095 proposed to authorize municipalities or unorganized townships who share a bridge or who have bridges wholly within one town or territory, but located within 250 feet of another town or territory, to petition the Department of Transportation to reconstruct the bridge on a town way. This bill proposed to require the Department of Transportation to bear 50% of the cost for the construction and to require the other 50% to be split between the 2 municipalities or unorganized townships.

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LD 1097 **An Act to Provide Nesting Areas for Ospreys Displaced by Department of Transportation Bridge Repair** **ONTP**

<u>Sponsor(s)</u> SMALL ETNIER		<u>Committee Report</u> ONTP		<u>Amendments Adopted</u>
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LD 1097 proposed to provide for the relocation of nesting areas for ospreys that are displaced by bridge repair or maintenance within the jurisdiction of the Department of Transportation.

LD 1120 **Resolve, to Direct the Secretary of State's Office to Institute an Organ and Tissue Donor Registry** **ONTP**

<u>Sponsor(s)</u> RICHARDSON		<u>Committee Report</u> ONTP		<u>Amendments Adopted</u>
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LD 1120 proposed to direct the Secretary of State to institute an organ and tissue donor registry system based on the donor registry system in the State of Michigan.

LD 1122 **An Act to Exempt Clergy from Using a Social Security Number on a Driver's License** **ONTP**

<u>Sponsor(s)</u> SHERMAN		<u>Committee Report</u> ONTP		<u>Amendments Adopted</u>
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LD 1122 proposed to exempt a minister, member of a religious order or Christian Science practitioner who has received an exemption from self-employment tax from the federal Internal Revenue Service from the requirement that a person's social security number be provided upon application or renewal for a license or nondriver identification card.

LD 1259 **An Act to Protect Maine Citizens from Uninsured Motorists** **ONTP**

<u>Sponsor(s)</u> MACDOUGALL CARPENTER		<u>Committee Report</u> ONTP		<u>Amendments Adopted</u>
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LD 1259 proposed to require a law enforcement officer to summons a motor vehicle operator who can not provide evidence of insurance and to send a copy of the summons to the Department of Secretary of State. As proposed, if the motor vehicle owner fails to provide proof of insurance to the Secretary of State, Bureau of Motor Vehicles by the end of the third business day after the summons, the Secretary of State could suspend the motor vehicle's registration. The bill also proposed to establish an additional penalty of \$500 if a person is stopped for a routine motor vehicle violation, \$1,000 if a person is arrested for OUI and \$1,000 plus restitution if a person is involved

Joint Standing Committee on Transportation

LD 1282

Resolve, to Change Route Designations of Certain Interstates and to Change the Interstate Exit Numbering System

RESOLVE 57

Sponsor(s)
SAVAGE C

Committee Report
OTP-AM

Amendments Adopted
S-183

LD 1282 proposed to require that the Department of Transportation work with the Maine Turnpike Authority, the Federal Highway Administration and the American Association of State Highway and Transportation Officials to redesignate all of the Maine Turnpike as I-95 and to redesignate current I-95 from Falmouth to West Gardiner as I-295. In addition, the resolve proposed to require that Maine's interstate exits be renumbered to reflect mileage.

Committee Amendment "A" (S-183) proposed to redesignate I-95 from Falmouth to West Gardiner as I-495.

Senate Amendment "A" (S-337) proposed to require that the Maine Turnpike Authority reimburse businesses for the cost of making changes to advertising and promotional materials necessitated by changes to exit numbers on the Maine Turnpike and other segments of the State's interstate highway system. Those costs must be reimbursed from existing budgeted resources upon receipt of an invoice or invoices from an affected business.

Senate Amendment "A" to Committee Amendment "A" (S-335), as amended by Committee Amendment "A," proposed to direct the Department of Transportation to work with the Federal Highway Administration, the American Association of State Highway and Transportation Officials and the Maine Turnpike Authority to improve the system of interstate and exit numbering in the State. This amendment proposed that no exit north of Augusta on I-95 may be affected.

Senate Amendment "B" (S-338) proposed to add a requirement to the original bill that the interstate highway system mile markers start at the easternmost point of the State's interstate highway system.

Senate Amendment "B" to Committee Amendment "A" (S-336), as amended by Committee Amendment "A," proposed to direct the Department of Transportation to work with the Federal Highway Administration, the American Association of State Highway and Transportation Officials and the Maine Turnpike Authority to improve the system of interstate and exit numbering in the State. This amendment proposed that the Legislature endorses changes to the interstate exit numbering system that lessens confusion caused by exits on different segments of highway bearing the same designation and that increases the gap between numerical designations of exits to facilitate the addition of new interchanges between existing ones.

Enacted law summary

Resolve 2001, chapter 57 requires that the Department of Transportation work with the Maine Turnpike Authority, the Federal Highway Administration and the American Association of State Highway and Transportation Officials to redesignate all of the Maine Turnpike as I-95 and to redesignate current I-95 from Falmouth to West Gardiner as I-495. In addition, the resolve requires that Maine's interstate exits be renumbered to reflect mileage.

Joint Standing Committee on Transportation

LD 1285

An Act to Make Supplemental Highway Allocations for the Expenditures of State Government and to Change Certain Provisions of the Law Necessary to the Proper Operations of State Government for the Fiscal Years Ending June 30, 2001, June 30, 2002 and June 30, 2003

**PUBLIC 440
EMERGENCY**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
SAVAGE C	OTP-AM MAJ	S-344
FISHER	OTP-AM MIN	

LD 1285 proposed to do the following:

Part A made supplemental allocations from the Highway Fund.

Part B did the following:

1. Made supplemental allocations from the Highway Fund for approved reclassifications and range changes; and
2. Made supplemental allocations from the Federal Expenditures Fund for approved reclassifications and range changes.

Part C amended the law to increase motor vehicle and trailer title fees by \$8.

Committee Amendment "A" (S-344), the committee majority report, proposed to do the following.

Part A made supplemental allocations from the Highway Fund.

Part B did the following:

1. It made supplemental allocations from the Highway Fund for approved reclassifications and range changes;
2. It made supplemental allocations from the Federal Expenditures Fund for approved reclassifications and range changes; and
3. It made supplemental allocations from the Island Ferry Services Fund for approved reclassifications and range changes.

Part C amended the law to increase motor vehicle and trailer title fees by \$8.

Part D made supplemental allocations from the Highway Fund, Highway Garage Fund and Federal Expenditures Fund to accomplish a reorganization of certain programs within the Department of Transportation.

Part E authorized financing for the renovation of the Department of Transportation headquarters building.

Part F made supplemental allocations from the Highway Fund to provide mobile data terminals for State Police patrol cars, to restore and add funding for highway and bridge improvement projects and to adjust funding for the Urban-Rural Initiative Program.

Part G lapsed funds from the Highway Fund Salary Plan to the Highway Fund.

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Part H made supplemental allocations from the Highway Fund to reimburse certain municipalities for sand and salt building projects and to provide funding for certain sand and salt building projects for the Department of Transportation.

Part I authorized the Maine Turnpike Authority to enter into contracts with other states and entities authorized by other states.

Part J allowed another person who has been issued a school bus instruction permit to be a passenger on a bus when it is being operated by a school bus permittee.

Part K required the Secretary of State to convene a task force to study the municipal excise tax and other motor vehicle registration fees.

Part L altered the requirements for reflective materials used by bicycles, motorized bicycles or tricycles during nighttime use.

Committee Amendment "B" (S-345), the committee minority report, proposed to do the following.

Part A made supplemental allocations from the Highway Fund.

Part B did the following:

1. It made supplemental allocations from the Highway Fund for approved reclassifications and range changes;
2. It made supplemental allocations from the Federal Expenditures Fund for approved reclassifications and range changes; and
3. It made supplemental allocations from the Island Ferry Services Fund for approved reclassifications and range changes.

Part C amended the law to increase motor vehicle and trailer title fees by \$6.

Part D made supplemental allocations from the Highway Fund, Highway Garage Fund and Federal Expenditures Fund to accomplish a reorganization of certain programs within the Department of Transportation.

Part E authorized financing for the renovation of the Department of Transportation headquarters building.

Part F made supplemental allocations from the Highway Fund to provide mobile data terminals for State Police patrol cars, to restore and add funding for highway and bridge improvement projects and to adjust funding for the Urban-Rural Initiative Program.

Part G lapsed funds from the Highway Fund Salary Plan to the Highway Fund.

Part H made a supplemental allocation from the Highway Fund to reimburse certain municipalities for sand and salt building projects.

Part I authorized the Maine Turnpike Authority to enter into contracts with other states and entities authorized by other states.

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Part J allowed another person who has been issued a school bus instruction permit to be a passenger on a bus when it is being operated by a school bus permittee.

Part K required the Secretary of State to convene a task force to study the municipal excise tax and other motor vehicle registration fees.

Part L altered the requirements for reflective materials used by bicycles, motorized bicycles or tricycles during nighttime use.

Part M authorized the transfer of funds, subject to available unallocated balances of the Highway Fund, for minimum shift coverage for State Police and for the construction of Priority 1 sand and salt building projects for the Department of Transportation.

Enacted law summary

Public Law 2001, chapter 440 does the following:

Part A makes supplemental allocations from the Highway Fund.

Part B does the following:

1. It makes supplemental allocations from the Highway Fund for approved reclassifications and range changes;
2. It makes supplemental allocations from the Federal Expenditures Fund for approved reclassifications and range changes; and
3. It makes supplemental allocations from the Island Ferry Services Fund for approved reclassifications and range changes.

Part C amends the law to increase motor vehicle and trailer title fees by \$8.

Part D makes supplemental allocations from the Highway Fund, Highway Garage Fund and Federal Expenditures Fund to accomplish a reorganization of certain programs within the Department of Transportation.

Part E authorizes financing for the renovation of the Department of Transportation headquarters building.

Part F makes supplemental allocations from the Highway Fund to provide mobile data terminals for State Police patrol cars, to restore and add funding for highway and bridge improvement projects and to adjust funding for the Urban-Rural Initiative Program.

Part G lapses funds from the Highway Fund Salary Plan to the Highway Fund.

Part H makes supplemental allocations from the Highway Fund to reimburse certain municipalities for sand and salt building projects and to provide funding for certain sand and salt building projects for the Department of Transportation.

Part I authorizes the Maine Turnpike Authority to enter into contracts with other states and entities authorized by other states.

Joint Standing Committee on Transportation

Part J allows another person who has been issued a school bus instruction permit to be a passenger on a bus when it is being operated by a school bus permittee.

Part K requires the Secretary of State to convene a task force to study the municipal excise tax and other motor vehicle registration fees.

Part L alters the requirements for reflective materials used by bicycles, motorized bicycles or tricycles during nighttime use.

Public Law 2001, chapter 440 was enacted as an emergency measure effective June 21, 2001.

LD 1342 **An Act to Enhance, Upgrade and Encourage Passenger Rail Service in Maine through the Creation of a Rail Trust Fund** **ONTP**

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

LD 1342 proposed to create the Passenger Rail Trust Fund to be used for maintenance and improvements to passenger rail infrastructure, the purchase or lease of real property to support passenger rail service, operating assistance to passenger rail service providers offering service in Maine, a tax-credit incentive for on-time service performance by passenger rail service providers offering service in Maine and passenger rail planning provided by the Department of Transportation.

Proposed sources of funds included all excise tax revenues collected from railroad companies, use tax revenues on special fuel tax refunds collected from railroad companies and a surtax collected from railroad companies that use infrastructure supported by the fund based on passenger use per track-mile.

This bill was jointly referred to the joint Standing Committee on Taxation and the Joint Standing Committee on Transportation.

LD 1353 **An Act to Increase the Maine Turnpike Authority Bond Limit** **PUBLIC 311**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
SAVAGE C MCNEIL	OTP	

LD 1353 proposed to increase the Maine Turnpike Authority bond limit to provide for the financing of ongoing capital improvements to the turnpike.

Enacted law summary

Public Law 2001, chapter 311 increases the Maine Turnpike Authority bond limit to provide for the financing of ongoing capital improvements to the turnpike.

Joint Standing Committee on Transportation

LD 1361

An Act to Allow the Maine Turnpike Authority to Levy an Administrative Fee against Toll Evaders

PUBLIC 154

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
SAVAGE C MCNEIL	OTP-AM	S-82

LD 1361 proposed to give the Maine Turnpike Authority the authority to levy and collect from the registered owner of a vehicle that fails to pay a toll an administrative fee of \$20 per toll not paid. This bill proposed to place the burden for proving that the toll and administrative fee have been paid upon the registered owner.

Committee Amendment "A" (S-82) proposed to exempt certain types of vehicles from the administrative fee authorized by the bill.

Enacted law summary

Public Law 2001, chapter 154 gives the Maine Turnpike Authority the authority to levy and collect from the registered owner of a vehicle that fails to pay a toll an administrative fee of \$20 per toll not paid. This law places the burden for proving that the toll and administrative fee have been paid upon the registered owner. Certain types of vehicles are exempt from the administrative fee.

LD 1380

An Act Regarding Uninsured Drivers

PUBLIC 463

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
CATHCART BROOKS	OTP-AM	S-144 S-334 CATHCART S-397 SAVAGE C

LD 1380 proposed to authorize the Secretary of State to suspend the license of an uninsured person that is involved in a motor vehicle accident and causes damage to another motor vehicle or a person until the operator has paid for all damages to the other motor vehicle or the person. The bill also proposed to require an insurance company to notify the Secretary of State if an insured person allows the insurance to lapse on a motor vehicle.

Committee Amendment "A" (S-144) replaced the bill and proposed to require that an insurer of a motor vehicle registered in Maine notify the Secretary of State when the insurance on that motor vehicle is cancelled, terminated or lapses. It proposed that the Secretary of State be required to suspend the motor vehicle owner's registration certificate and plates until the owner provides evidence of insurance to the Secretary of State.

The amendment proposed a fine of \$500 if a person is stopped for a routine motor vehicle violation, \$1,000 if a person is arrested for OUI and \$1,000 plus restitution if a person is involved in a vehicular accident and fails to produce evidence of liability insurance or financial responsibility.

The amendment also proposed to authorize the Secretary of State to suspend the license of an uninsured person who is determined to be at fault in a motor vehicle accident and causes damage to another vehicle or a person until the uninsured person has paid for the damage caused to the other motor vehicle or person.

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House Amendment “A” to Committee Amendment “A” (H-536) added an updated allocation section and fiscal note to Committee Amendment “A.”

Senate Amendment “A” to Committee Amendment “A” (S-334) proposed to do the following.

1. It eliminated the portion of the committee amendment that imposed additional fines on a person for failure to produce evidence of liability insurance or financial responsibility after being stopped for a motor vehicle violation, arrested for operating under the influence or involved in a vehicular accident.
2. It removed the requirement that the Secretary of State suspend the driver's license of an uninsured person involved in a motor vehicle accident if that person is at fault and causes damage to another person or vehicle until the uninsured person pays for the damage caused.
3. It required an insurer to notify the Secretary of State by electronic means of the cancellation, termination or lapse of a policy issued for a motor vehicle registered in the State. This requirement would take effect July 1, 2003.
4. It increases the driver's license reinstatement fee from \$30 to \$35, effective January 1, 2003.

Senate Amendment “B” to Committee Amendment “A” (S-397) This amendment proposed to add additional cross-references in the Maine Revised Statutes, Title 29-A to reflect the increase in the driver's license reinstatement fee proposed in Senate Amendment "A" to Committee Amendment "A."

Enacted law summary

Public Law 2001, chapter 463 requires that an insurer of a motor vehicle registered in Maine notify the Secretary of State by electronic means when the insurance on that motor vehicle is cancelled, terminated or lapses effective July 1, 2003. The law requires the Secretary of State to suspend the motor vehicle owner's registration certificate and plates until the owner provides evidence of insurance to the Secretary of State. The fee to reinstate the driver's license is \$35, effective January 1, 2003.

Public Law 2001, chapter 463 was enacted as an emergency measure effective January 1, 2003.

LD 1411

An Act to Protect Highway Travelers and Maine's Highway System by Increasing Fines on Excessively Loaded Trucks

PUBLIC 267

Sponsor(s)
O'GARA
FISHER

Committee Report
OTP-AM

Amendments Adopted
S-184

LD 1411 proposed to increase fines for the operation of a vehicle in excess of established weight limits. It proposed to make the vehicle registrant responsible for operation of a vehicle in excess of registered weight and to repeal the reduced penalty provision for such a violation. The bill also proposed to amend the minimum fine provision to reflect the amended fine schedule minimum amount. It would repeal the current vehicle-specific aggravated overweight and repeat offender provisions and enact penalty provisions based upon the vehicle registrant's record of prior offenses. Finally, the bill proposed to limit the maximum length of vehicles carrying tree-length logs to 74 feet without a special permit.

Joint Standing Committee on Transportation

Committee Amendment "A" (S-184) proposed to reduce certain fines for axle weight violations applicable to vehicles hauling special commodities. It also proposed to remove certain repeat violator provisions from the bill. The amendment would also repeal the 80,000 pound gross vehicle weight limit provision for vehicles hauling 53-foot semitrailers.

The amendment would require the Department of Transportation to report to the Legislature on recommended legislation to hold freight shippers and brokers responsible for overweight trucks. It proposed to establish an effective date of January 31, 2002 for the bill except that it provided that the section of the bill that directs the Commissioner of Transportation to report to the Joint Standing Committee on Transportation take effect 90 days after adjournment of the First Regular Session of the 120th Legislature.

House Amendment "A" (H-484) proposed that weight tolerances allowed for certain vehicles must be included in the allowed basic weights of those vehicles when calculating fines for overweight vehicles.

Enacted law summary

Public Law 2001, chapter 267 increases fines for the operation of a vehicle in excess of established weight limits. The law makes the vehicle registrant responsible for operation of a vehicle in excess of registered weight and repeals the reduced penalty provision for such a violation. It repeals the current vehicle-specific aggravated overweight and repeat offender provisions. It limits the maximum length of vehicles carrying tree-length logs to 74 feet without a special permit. The law reduces certain fines for axle weight violations applicable to vehicles hauling special commodities. Finally, it requires the Department of Transportation to report to the Legislature on recommended legislation to hold freight shippers and brokers responsible for overweight trucks.

Except for the provision that directs the Commissioner of Transportation to report to the Legislature, Public Law 2001, chapter 267 was enacted with an effective date of January 31, 2002.

LD 1414

An Act Making Unified Appropriations and Allocations for the Expenditures of State Government, Highway Fund and Changing Certain Provisions of the Law Necessary to the Proper Operations of State Government for the Fiscal Years Ending June 30, 2002 and June 30, 2003

**P & S 23
EMERGENCY**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
SAVAGE C FISHER	OTP-AM	S-51

LD 1414 proposed to do the following.

Part A would make allocations from the Highway Fund.

Part B would make allocations from the Highway Fund representing reduction proposals or adjustments.

Committee Amendment "A" (S-51) proposed to do the following.

Part A would make allocations from the Highway Fund.

Part B would make allocations from the Highway Fund representing reduction proposals or adjustments.

Joint Standing Committee on Transportation

Enacted law summary

Private and Special Law 2001, chapter 23 does the following.

Part A makes allocations from the Highway Fund.

Part B makes allocations from the Highway Fund representing reduction proposals or adjustments.

Private and Special Law 2001, chapter 23 was enacted as an emergency measure effective May 25, 2001.

LD 1416 **Resolve, to Authorize the Development of a New Railroad Bridge on the Union Branch Railroad Line over Back Cove in Portland** **RESOLVE 18**

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

LD 1416 proposed to authorize the Department of Transportation or the Northern New England Passenger Rail Authority to develop and build a railroad bridge across the tidewaters of Back Cove in Portland.

Enacted law summary

Resolve 2001, chapter 18 authorizes the Department of Transportation or the Northern New England Passenger Rail Authority to develop and build a railroad bridge across the tidewaters of Back Cove in Portland.

LD 1427 **An Act to Prohibit Roadblocks for the Purpose of Enforcing the Seat Belt Law for Adults** **ONTP**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
PERKINS	ONTP MAJ	
WOODCOCK	OTP MIN	

LD 1427 proposed to prohibit the use of roadblocks for the purpose of determining whether the operator or any passenger 18 years of age or older in a motor vehicle is wearing a seat belt.

LD 1456 **An Act Relating to Restricted Licenses for Certain Drivers** **DIED BETWEEN BODIES**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
SAVAGE W	OTP-AM MAJ	
	ONTP MIN	

LD 1456 proposed to give the Secretary of State discretion to issue a restricted license to a person whose license is suspended for a second or subsequent OUI offense. As proposed, the restricted license would not be available

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until the person completed at least 2/3 of the suspension period and an alcohol and drug program. The restrictions would include that the license could be used only to travel between home and employment or a treatment program for a minimum of 18 months, the period of time of the suspension period for second OUI offenses, from the original suspension date. This bill would have also allowed the Secretary of State to impose any other restrictions that would be advisable for the safety of the public or welfare of the operator.

Committee Amendment "A" (H-409), the committee majority report, replaced the bill and would have given the Secretary of State discretion to issue a restricted license to a multiple OUI offender. The restricted license would not be available until 2/3 of the suspension period has expired and the Secretary of State has received notice that the person has committed no motor vehicle offenses since the imposition of the suspension; has completed the alcohol and drug program as defined in the Maine Revised Statutes, Title 29-A, section 2401, subsection 1; has executed an affidavit attesting to at least 3 concurrent years of abstinence from intoxicants; and has completed at least 2 years of volunteer work in substance abuse at a county jail, a hospital or other institution.

The amendment would have also provided that restrictions on the license should include that the license could be used only to travel to and from a treatment program or to employment for the remaining term of the original suspension. The Secretary of State could also consider any other conditions or restrictions advisable for the safety of the public or welfare of the operator.

LD 1480 **An Act to Promote Driver Responsibility** **ONTP**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
MCLAUGHLIN	ONTP MAJ	
O'GARA	OTP-AM MIN	

LD 1480 proposed to clarify that endangerment of bicyclists and pedestrians is included in the definition of driving to endanger. In addition to other penalties, if the person endangered is a bicyclist or a pedestrian, then the court would suspend the driver's license for 60 days, none of which could be suspended, and impose a fine of not less than \$250, which fine could not be suspended. As proposed, the court would also require that the driver attend and successfully complete a defensive driving course.

Committee Amendment "A" (H-356), the committee minority report, proposed to widen the scope of driving to endanger to include riding a bicycle to endanger. It also proposed to require courts to consider the fact that a person endangered is a bicyclist or pedestrian as an aggravating factor in imposing a sentence.

LD 1485 **An Act to Amend the Laws Regarding Pupil Transportation** **ONTP**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
RICHARD	ONTP MAJ	
MITCHELL B	OTP-AM MIN	

LD 1485 proposed to amend the motor vehicle laws to clarify that any motor vehicle carrying more than 10 passengers is classified as a school bus and should meet all the federal and state safety, inspection, construction, lighting, marking and driver licensure requirements of a school bus. The bill also proposed to increase the fee to school bus inspection stations.

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Committee Amendment "A" (H-584), the committee minority report, proposed to change the definition of "private school activity bus" to clarify that these buses should be constructed to meet or exceed all relevant federal motor vehicle safety standards. The amendment also proposed to clarify that private school activity buses would be required to comply only with the school bus provisions regarding mirrors and fire extinguishers.

LD 1507 **Resolve, to Establish the Commission to Study Ways to Improve Transportation for Senior Citizens and the Disabled** **DIED ON ADJOURNMENT**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
MARTIN KANE	OTP-AM	S-220

LD 1507 proposed to create the 11-member Commission to Study Ways to Improve Transportation for Senior Citizens. It proposed to direct the commission to study the public and private transportation programs and services currently available to senior citizens in the State, to identify and prioritize needs in all areas of the State and to make recommendations on the funding and implementation of pilot programs in 2 rural areas of the State that use school buses to transport senior citizens when those school buses are not otherwise being used by the school that owns them.

Committee Amendment "A" (S-220) clarified that in making the legislative appointments to the study commission, the President of the Senate and the Speaker of the House shall give preference to members of the Joint Standing Committee on Transportation. The amendment reduced the number from 2 to one for representatives from local areas on aging, the Maine Council of Senior Citizens and school superintendents and adds a representative from the Maine Association of Pupil Transportation and the Maine Retirement Industry Advisory Council and a representative of a statewide organization that represents persons with disabilities. The amendment also broadened the scope of the pilot program to include other methods for providing transportation in addition to the use of school buses.

LD 1533 **Resolve, to Direct the Secretary of State to Establish a Task Force to Create a New Design for Veterans License Plates** **ONTP**

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

LD 1533 proposed to direct the Secretary of State to establish a task force to create a new design for veterans license plates.

Joint Standing Committee on Transportation

LD 1564

An Act to Amend the Laws Affecting Changeable Message Signs

PUBLIC 268

<u>Sponsor(s)</u> FISHER SAVAGE C	<u>Committee Report</u> OTP-AM	<u>Amendments Adopted</u> H-408
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LD 1564 proposed changes to the use of electronic, digital or mechanical changeable signs. The bill proposed to increase the frequency that messages change from every 4 hours to every 20 minutes and would prohibit flashing, rolling, scrolling or blending. It proposed that changes in sign text must be limited to alphabetic or numeric text and prohibited pictures. The bill also proposed color and sign dimension requirements.

Committee Amendment "A" (H-408) proposed to allow changeable message signs to display more colors than black, white and gray.

Enacted law summary

Public Law 2001, chapter 268 imposes changes to the use of electronic, digital or mechanical changeable signs. The law increases the frequency that messages change from every 4 hours to every 20 minutes and prohibits flashing, rolling, scrolling or blending. It requires that changes in sign text must be limited to alphabetic or numeric text and prohibits pictures.

LD 1614

An Act to Implement the Recommendations of the Secretary of State and the Maine State Police Regarding Low-speed Vehicles

PUBLIC 197

<u>Sponsor(s)</u>	<u>Committee Report</u> OTP-AM	<u>Amendments Adopted</u> H-220
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LD 1614 proposed to implement the recommendations of the Secretary of State and the Maine State Police regarding low-speed vehicles pursuant to Public Law 1999, chapter 660, section 4 and proposed to make certain changes to the motor vehicle laws regarding golf carts and motorized scooters.

Committee Amendment "A" (H-220) proposed to include a definition of scooter in the general definition section of the Maine Revised Statutes, Title 29-A.

Enacted law summary

Public Law 2001, chapter 197 implements the recommendations of the Secretary of State and the Maine State Police regarding low-speed vehicles pursuant to Public Law 1999, chapter 660, section 4 and makes certain changes to the motor vehicle laws regarding golf carts and motorized scooters.

Joint Standing Committee on Transportation

LD 1626

An Act to Make the Laws Affecting Certain Bridges Consistent with Federal Law

**PUBLIC 314
EMERGENCY**

<u>Sponsor(s)</u> FISHER FERGUSON	<u>Committee Report</u> OTP-AM	<u>Amendments Adopted</u> H-470
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LD 1626 proposed to repeal the current laws governing responsibility for local bridges.

The bill proposed the following:

It placed capital and maintenance responsibility for minor spans that are on state aid highways on the Department of Transportation.

It placed capital and maintenance responsibility for all minor spans that are on town ways on municipalities.

It placed capital responsibility for most bridges on state aid highways and town ways on the Department of Transportation, excepting low use and redundant bridges.

It required that capital responsibility for low use or redundant bridges on town ways be shared by the Department of Transportation and the municipality on a 50%-50% basis, with a 1% valuation cap for low valuation municipalities.

It eliminated county funding for local bridges, except when acting for unorganized townships.

Committee Amendment "A" (H-470) adds a mandate preamble to the bill.

Enacted law summary

Public Law 2001, chapter 314 repeals the current laws governing responsibility for local bridges. It also does the following:

It places capital and maintenance responsibility for minor spans that are on state aid highways on the Department of Transportation;

It places capital and maintenance responsibility for all minor spans that are on town ways on municipalities;

It places capital responsibility for most bridges on state aid highways and town ways on the Department of Transportation, excepting low use and redundant bridges;

It requires that capital responsibility for low use or redundant bridges on town ways be shared by the Department of Transportation and the municipality on a 50%-50% basis, with a 1% valuation cap for low valuation municipalities; and

It eliminates county funding for local bridges, except when acting for unorganized townships.

Public Law 2001, chapter 314 is a State mandate and was enacted as an emergency measure on May 30, 2001.

Joint Standing Committee on Transportation

LD 1664

An Act to Amend Certain Motor Vehicle Laws

PUBLIC 360

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
FISHER SAVAGE C	OTP-AM	H-355 H-574 FISHER

LD 1664 proposed certain changes in the motor vehicle statutes that include the following:

1. It defined scooter and imposed the same restrictions on this mode of transportation as on bicycles.
2. It authorized a law enforcement officer who has stopped a vehicle for another violation to demand and inspect the operator's record of duty status and medical examiner's certificate, if the operator is required to have this information.
3. It allowed a permit to be issued by a law enforcement agency to tow an unregistered vehicle using a tow dolly.
4. It allowed Department of Public Safety vehicles operated by motor carrier inspectors to be equipped with amber auxiliary lights.
5. It allowed vehicles designed to respond to a weapon of mass destruction to use a siren and to display and use a red light or combination red and white light.
6. It required an operator passing a stationary authorized emergency vehicle that is using an emergency light to pass that emergency vehicle in a nonadjacent lane, if possible, or at a careful and prudent speed.
7. It prohibited an operator from following within 150 feet of an authorized emergency vehicle, other than fire apparatus, that is using an emergency light.
8. It prohibited a vehicle from standing beside the left-hand side of a way at night in a manner so that its headlights project in the direction of oncoming traffic.
9. It created an exemption to the prohibition against riding in the back of a pickup truck for campers and hikers being transported in Baxter State Park.
10. It required the operator or the owner of a vehicle involved in a reportable accident to produce the vehicle and return the vehicle to the scene of an accident, if possible, at the request of the officer who is investigating the accident.
11. It resolved an inconsistency regarding confining a load of wood chips when the wood chips are transported.

Committee Amendment "A" (H-355) proposed to clarify that a state police officer who is trained pursuant to the motor carrier safety rules of the motor carrier safety regulations of the United States Department of Transportation may demand and inspect the driver's record of duty status and medical examiner's certificate, if applicable. The amendment also imposed additional restrictions on motorized scooters.

House Amendment "A" (H-574) proposed to change an incorrect reference from fire inspector to fire investigator. It clarified that vehicles driven by capital security officers are authorized emergency vehicles, but these vehicles are prohibited from exceeding maximum speed limits. The amendment also clarified that vehicles designed to respond to a weapon of mass destruction are authorized emergency response vehicles.

Joint Standing Committee on Transportation

Enacted law summary

Public Law 2001, chapter 360 affects the motor vehicle statutes as follows.

1. It defines scooter and imposes the same restrictions on this mode of transportation as on bicycles. It also imposes additional restrictions on motorized scooters;
2. It allows a permit to be issued by a law enforcement agency to tow an unregistered vehicle using a tow dolly. Currently, a permit may be issued to tow by use of a service wrecker or tow bar;
3. It allows Department of Public Safety vehicles operated by motor carrier inspectors to be equipped with amber auxiliary lights;
4. It allows vehicles designed to respond to a weapon of mass destruction to use a siren and to display and use a red light or combination red and white light. It clarifies that these vehicles are authorized emergency response vehicles;
5. It requires an operator passing a stationary authorized emergency vehicle that is using an emergency light to pass that emergency vehicle in a nonadjacent lane, if possible, or at a careful and prudent speed;
6. It prohibits an operator from following within 150 feet of an authorized emergency vehicle, other than fire apparatus, that is using an emergency light;
7. It prohibits a vehicle from standing beside the left-hand side of a way at night in a manner so that its headlights project in the direction of oncoming traffic;
8. It creates an exemption to the prohibition against riding in the back of a pickup truck for campers and hikers being transported in Baxter State Park;
9. It requires the operator or the owner of a vehicle involved in a reportable accident to produce the vehicle and return the vehicle to the scene of an accident, if possible, at the request of the officer who is investigating the accident;
10. It resolves an inconsistency regarding confining a load of wood chips when the wood chips are transported;
11. It clarifies that a state police officer who is trained pursuant to the motor carrier safety rules of the motor carrier safety regulations of the United States Department of Transportation may demand and inspect the driver's record of duty status and medical examiner's certificate, if applicable;
12. It changes an incorrect reference from fire inspector to fire investigator; and
13. It clarifies that vehicles driven by capital security officers are authorized emergency vehicles, but these vehicles are prohibited from exceeding maximum speed limits.

Joint Standing Committee on Transportation

LD 1671

Resolve, to Create the Commission to Study Combining the Resources of the Maine Turnpike Authority and the Department of Transportation

ONTP

<u>Sponsor(s)</u> SHOREY		<u>Committee Report</u> ONTP		<u>Amendments Adopted</u>
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LD 1671 proposed to create the Commission to Study Combining the Resources of the Maine Turnpike Authority and the Department of Transportation. As proposed, duties of the commission would have included the following: the identification of potential cost savings to turnpike users and taxpayers associated with combining the resources of the Maine Turnpike Authority and the Department of Transportation; the identification and resolution of conflicts or problems associated with combining the resources of the Maine Turnpike Authority and the Department of Transportation; the use of bond raising techniques and toll collection mechanisms used by the Maine Turnpike Authority to develop and implement other highway transportation projects; and the use of excess tolls collected on the existing turnpike system to assist in funding the Highway Fund or other special projects.

LD 1683

An Act to Implement the Recommendations of the Veterans Commemorative Decal Task Force

PUBLIC 453

<u>Sponsor(s)</u>		<u>Committee Report</u> OTP-AM		<u>Amendments Adopted</u> H-221
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LD 1683 proposed to allow 3 sets of special veterans registration plates to be issued to a qualified veteran. The bill proposed to establish a maximum registered gross vehicle weight of 9,000 pounds for a vehicle to qualify for special veterans plates. The bill repeals the Korean War special commemorative decal and allows the issuance of 22 veteran decals to be used in connection with the special veterans registration plate.

Committee Amendment “A” (H-221) proposed to add an allocation section and fiscal note to the bill.

Enacted law summary

Public Law 2001, chapter 453 allows 3 sets of special veterans registration plates to be issued to a qualified veteran. The bill establishes a maximum registered gross vehicle weight of 9,000 pounds for a vehicle to qualify for special veterans plates. The law repeals the Korean War special commemorative decal and allows the issuance of 22 veteran decals to be used in connection with the special veterans registration plate.

Public Law 2001, chapter 453 was enacted with an effective date of November 5, 2001 to commemorate Veterans Day.

Joint Standing Committee on Transportation

LD 1774

Resolve, Regarding Legislative Review of Chapter 299: Highway Driveway and Entrance Rules, Parts A and B, a Major Substantive Rule of the Department of Transportation

RESOLVE 46

Sponsor(s)

Committee Report
OTP-AM

Amendments Adopted
H-627

LD 1774 provided for legislative review of Chapter 299: Highway Driveway and Entrance Rules, Parts A and B, a major substantive rule of the Department of Transportation.

Committee Amendment "A" (H-627) proposed to direct the Department of Transportation to make the following revisions to the Highway Driveway and Entrance Rules, Parts A and B.

1. Limit the application of the noncompact arterial provisions to arterials classified as retrograde arterials or arterial corridors between urban compact areas or service centers that average 5,000 vehicles per day with a posted speed limit of 40 miles per hour or more.
2. Clarify that entrance mitigation provisions apply only when the department determines that the proposed entrance will significantly impact public safety or cause a reduction in the posted speed limit.
3. Revise forestry and farm permit-by-rule provisions to clarify that only the minimum safe-sight standards apply to forestry and farm access. Clarify that the status of a proposed driveway or entrance access as being for forestry and farm activities will be determined by the primary use of the proposed driveway or entrance.
4. Clarify that the limit on the number of entrances per lot on arterials is one 2-way or 2 one-way entrances unless the department determines that more entrances would be safer. Provide an exception to this provision for forestry and farming activities.
5. Reduce and simplify the corner clearance provisions applicable to arterials to a minimum of 125 feet, which can be waived for driveways. Clarify that the department may require greater corner clearance if the department determines it is necessary to prevent a significant impact on public safety or a reduction in the posted speed limit.
6. Simplify the shared-access provisions to clarify the conditions for landowner compliance.

Enacted law summary

Resolve 2001, chapter 46 authorizes final adoption of Chapter 299: Highway Driveway and Entrance Rules, Parts A and B, a major substantive rule of the Department of Transportation. The resolve directs the Department of Transportation to make the following revisions to the Highway Driveway and Entrance Rules, Parts A and B.

1. Limit the application of the noncompact arterial provisions to arterials classified as retrograde arterials or arterial corridors between urban compact areas or service centers that average 5,000 vehicles per day with a posted speed limit of 40 miles per hour or more;
2. Clarify that entrance mitigation provisions apply only when the department determines that the proposed entrance will significantly impact public safety or cause a reduction in the posted speed limit;

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3. Revise forestry and farm permit-by-rule provisions to clarify that only the minimum safe-sight standards apply to forestry and farm access. Clarify that the status of a proposed driveway or entrance access as being for forestry and farm activities will be determined by the primary use of the proposed driveway or entrance;
4. Clarify that the limit on the number of entrances per lot on arterials is one 2-way or 2 one-way entrances unless the department determines that more entrances would be safer. Provide an exception to this provision for forestry and farming activities;
5. Reduce and simplify the corner clearance provisions applicable to arterials to a minimum of 125 feet, which can be waived for driveways. Clarify that the department may require greater corner clearance if the department determines it is necessary to prevent a significant impact on public safety or a reduction in the posted speed limit; and
6. Simplify the shared-access provisions to clarify the conditions for landowner compliance.

LD 1777 **Resolve, Regarding Legislative Review of Portions of Chapter 1: Vehicle Inspection Manual, a Major Substantive Rule of the Department of Public Safety** **RESOLVE 43 EMERGENCY**

<u>Sponsor(s)</u>		<u>Committee Report</u> OTP		<u>Amendments Adopted</u>
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LD 1777 provided for legislative review of Portions of Chapter 1: Motor Vehicle Inspection Manual, a major substantive rule of the Department of Public Safety.

Enacted law summary

Resolve 2001, chapter 43 authorizes final adoption of Portions of Chapter 1: Motor Vehicle Inspection Manual, a major substantive rule of the Department of Public Safety.

Resolve 2001, chapter 43 was enacted as an emergency measure effective May 31, 2001.

LD 1831 **Resolve, to Name the Bridge Between Gardiner and Randolph the Pearl Harbor Remembrance Bridge** **RESOLVE 64**

<u>Sponsor(s)</u> FISHER TREAT		<u>Committee Report</u>		<u>Amendments Adopted</u>
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LD 1831 proposed to name the bridge between Gardiner and Randolph the Pearl Harbor Remembrance Bridge.

Enacted law summary

Resolve 2001, chapter 64 names the bridge between Gardiner and Randolph the Pearl Harbor Remembrance Bridge.

Joint Standing Committee on Transportation

SP 589

JOINT RESOLUTION – Memorializing Congress and the United States Department of Transportation to Study the Sufficiency of West-East Transportation Links

PASSED

Sponsor(s)
BENNETT
SAXL

Committee Report
OTP

Amendments Adopted

SP 589 proposed to memorialize Congress and the United States Department of Transportation to study the sufficiency of west-east transportation links in the northeastern portion of North America. This study would evaluate the economic potential of the northeast region with and without significant changes in its transportation infrastructure. It would further urge the Department of Transportation to conduct this study in cooperation with Canada.

Enacted law summary

SP 589 memorializes Congress and the United States Department of Transportation to study the sufficiency of west-east transportation links in the northeastern portion of North America. This study would evaluate the economic potential of the northeast region with and without significant changes in its transportation infrastructure. It would further urge the Department of Transportation to conduct this study in cooperation with Canada.

HP 720

JOINT ORDER - Relative to the Joint Select Commission to Examine the Laws Governing the Operation of Emergency Vehicles

ONTP

Sponsor(s)
BULL
MCALEVEY

Committee Report
ONTP

Amendments Adopted

HP 720 proposed to establish the Joint Select Commission to Examine the Laws Governing the Operation of Emergency Vehicles. It was proposed that the commission would review any necessary changes to laws governing the operation of emergency vehicles, including, but not limited to, the use of emergency lights, the general operation of emergency vehicles and the training of operators of emergency vehicles.

Joint Standing Committee on Transportation

HP 1327

**JOINT ORDER - Relative to the Committee to Study the
Authorization of Specialty License Plates**

**DIED ON
ADJOURNMENT**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
FISHER O’GARA	OTP	

HP 1327 proposed to establish the Committee to Study the Authorization of Specialty License Plates. It was proposed that the committee would study the issues regarding legislative authorization of specialty license plate requests. These issues include statutory requirements, impacts on State resources and public safety concerns. In addition, the committee would study the experiences of other states that authorize specialty license plates and would consider viable alternatives to the issuance of specialty license plates.

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