

# MAINE STATE LEGISLATURE

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



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

**JOINT STANDING COMMITTEE ON TRANSPORTATION**

August 2015

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## LEGISLATIVE DIGEST OF BILL SUMMARIES AND ENACTED LAWS

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

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

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

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

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

*Joint Standing Committee on Transportation*

**LD 527      An Act To Repeal Outdated Agricultural Aviation Laws**

**PUBLIC 33**

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

This bill removes the requirement for the Commissioner of Transportation to issue a permit for agricultural aviation.

**Enacted Law Summary**

Public Law 2015, chapter 33 removes the requirement for the Commissioner of Transportation to issue a permit for agricultural aviation.

**LD 528      An Act To Amend the Laws Regarding the Maine Organ and Tissue Donation Fund**

**Veto Sustained**

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

This bill clarifies that the Secretary of State and not the Treasurer of State manages the Maine Organ and Tissue Donation Fund and distributes revenue to the Organ Donation Advisory Council, that all interest accrued by the fund becomes part of the fund and that the fund is nonlapsing.

**LD 529      An Act To Amend the Law Concerning Motor Vehicles at Railroad Crossings**

**PUBLIC 89**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
DIAMOND	OTP-AM	S-46

Current law requires that when a railroad crossing is protected by gates that are lowered or being lowered or a flagger or automatic signal is indicating that a train is approaching, an operator of a motor vehicle must bring that vehicle to a full stop at a distance of not less than 10 feet from the nearest rail of the crossing.

This bill provides that an operator of a motor vehicle must approach a railroad crossing in a manner so that the operator will be able to stop if necessary. The operator must stop the vehicle not less than 15 feet and not more than 50 feet from the nearest rail of the railroad track and may not proceed until the operator may do so safely if a clearly visible electric or mechanical signal device warns of the approach of a train; a crossing gate is lowered or a flagger gives or continues to give a signal or warning of the approach or passage of a train; a train is visible and is in hazardous proximity to the crossing; or a sign, device or law requires the vehicle to stop.

**Committee Amendment "A" (S-46)**

This amendment clarifies that the operator of a motor vehicle approaching a railroad crossing must stop the vehicle not less than 15 feet and not more than 50 feet from the nearest rail of the railroad track and may not proceed if a clearly visible electric or mechanical signal device warns of the approach of a train; a crossing gate is lowered or a flagger gives or continues to give a signal or warning of the approach or passage of a train; a train is visible and is in hazardous proximity to the crossing; or a sign, device or law requires the vehicle to stop.

**Enacted Law Summary**