

# MAINE STATE LEGISLATURE

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RES.

L.D. 1694

DATE: 3.8.04

(Filing No. S- 419)

TRANSPORTATION

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STATE OF MAINE
SENATE
121ST LEGISLATURE
SECOND SPECIAL SESSION

COMMITTEE AMENDMENT 'A' to S.P. 626, L.D. 1694, Bill, "An Act To Amend the Motor Vehicle Laws"

Amend the bill by striking out all of sections 4 and 5 and inserting in their place the following:

'Sec. 4. 29-A MRSA §2054, sub-§2, ¶D, as repealed and replaced by PL 2003, c. 510, Pt. C, §8 and affected by §10, is amended to read:

D. Except as provided in this paragraph, a vehicle may not be equipped with or display a blue light.

(1) Emergency lights used on the following vehicles must emit a blue light or a combination of blue and white light: a police vehicle; a Department of Corrections vehicle as described in subsection 1, paragraph B, subparagraph (6); a vehicle operated by a chief of police, a sheriff or a deputy sheriff; and a vehicle operated by a qualified deputy sheriff or other qualified individual performing court security-related functions and services.

(2) Emergency lights used on an ambulance, an emergency medical service vehicle, a fire department vehicle, --a--fire--vehiele or a hazardous material response vehicle may include one blue light mounted at facing toward the rear of the vehicle so that the light is primarily visible to approaching traffic from the rear only.

COMMITTEE AMENDMENT

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2 (3) The taillight of a vehicle, or replica of a  
vehicle, manufactured prior to 1952 and registered  
4 under section 457, may contain a blue or purple insert  
of not more than one inch in diameter.

6 **Sec. 5. 29-A MRSA §2054, sub-§5**, as amended by PL 2001, c.  
360, §7, is further amended to read:

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10 **5. Exercise of privileges.** The operator of an authorized  
emergency vehicle when responding to, but not upon returning  
12 from, an emergency call or fire alarm or when in pursuit of an  
actual or suspected violator of the law may exercise the  
14 privileges set forth in this subsection. The operator of an  
authorized emergency vehicle may:

16 A. Park or stand, notwithstanding the provisions of this  
chapter;

18 B. Proceed past a red signal, stop signal or stop sign, but  
20 only after slowing down as necessary for safe operation;

22 C. Exceed the maximum speed limits as long as life or  
property is not endangered, except that capital security  
24 officers and employees of the Department of Corrections may  
not exercise this privilege;

26 D. Disregard regulations governing direction of movement or  
28 turning in specified directions; and

30 E. Proceed with caution past a stopped school bus that has  
red lights flashing only:

- 32 (1) After coming to a complete stop; and  
34 (2) When signaled by the school bus operator to  
36 proceed.

38 Nothing in this subsection prohibits the operator of an  
40 authorized emergency vehicle from activating emergency lights for  
the limited purpose of warning motorists when entering or exiting  
42 structures designed to house the emergency vehicles.

44 **Sec. 6. 29-A MRSA §2057-A** is enacted to read:

46 **§2057-A. Preemptive traffic light devices prohibited**

48 **1. Definitions.** As used in this section, unless the  
context otherwise indicates, the following terms have the  
50 following meanings.

A.C.S.

COMMITTEE AMENDMENT "A" to S.P. 626, L.D. 1694

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A. "Lighted traffic control device" means a traffic control device conforming to the requirements of section 2057, subsection 1.

B. "Preemptive traffic light device" means a device capable of altering or interrupting the normal cycle of a lighted traffic control device or equipment associated with the functionality of a lighted traffic control device.

2. Violation. A person commits a Class E crime if that person possesses a preemptive traffic light device or operates or allows the operation of a motor vehicle, vehicle, motorized wheelchair, electric personal mobility device, scooter or bicycle equipped with a preemptive traffic light device.

3. Exemptions. This section does not apply to:

A. An authorized emergency vehicle maintained by a municipality, county or state agency or an ambulance or emergency medical services vehicle as defined in section 2054, subsection 1;

B. Transit route buses engaged in the transportation of passengers and maintained by or contracted to a municipal, county or state agency; or

C. A vehicle used by the Department of Transportation for the purpose of installing, maintaining or testing a lighted traffic control device.'

Further amend the bill by relettering or renumbering any nonconsecutive Part letter or section number to read consecutively.

**SUMMARY**

This amendment clarifies that only fire department vehicles, and not personally owned vehicles, may be equipped with and display one blue light, that the light must face to the rear and that the light must be primarily visible to approaching traffic from the rear only.

The amendment also allows the operator of an authorized emergency vehicle to activate emergency lights for the limited purpose of warning motorists when entering or exiting structures designed to house the emergency vehicles.

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2 This amendment also prohibits the possession of devices  
designed to change traffic lights from red to green or green to  
4 red, except for those used in certain authorized emergency  
vehicles, transit buses and highway maintenance vehicles.

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**FISCAL NOTE REQUIRED**  
(See attached)

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**COMMITTEE AMENDMENT**



**121st Maine Legislature**  
**Office of Fiscal and Program Review**

**LD 1694**

**An Act to Amend the Motor Vehicle Laws**

**LR 2620(02)**

**Fiscal Note for Bill as Amended by Committee Amendment *A***

**Committee: Transportation**

**Fiscal Note Required: Yes**

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**Fiscal Note**

Minor cost increase - General Fund  
Minor revenue increase - General Fund  
Minor municipal savings

**Correctional and Judicial Impact Statements:**

Establishes a new Class E crime.

**Fiscal Detail and Notes**

Reducing the number of school bus inspections from 4 times per year to 3 times per year will result in savings to school administrative units. Although the exact savings to each local school unit can not be determined, it is estimated that the statewide impact would be less than \$8,000 in annual program cost reductions.