

MAINE STATE LEGISLATURE

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STATE OF MAINE
124TH LEGISLATURE
FIRST REGULAR SESSION



Summaries of bills, adopted amendments and laws enacted or finally passed during the First Regular Session of the 124th Maine Legislature coming from the

JOINT STANDING COMMITTEE ON TRANSPORTATION

July 2009

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STATE OF MAINE

124TH LEGISLATURE
FIRST REGULAR SESSION



LEGISLATIVE DIGEST OF BILL SUMMARIES AND ENACTED LAWS

This *Legislative Digest of Bill Summaries and Enacted Laws* summarizes all bills and adopted amendments and all laws enacted or finally passed during the First Regular Session of the 124th Maine Legislature.

The *Digest* is arranged alphabetically by committee, and within each committee by LD number. The committee report(s), prime sponsor and lead co-sponsor(s), if designated, are listed below each bill title. All adopted amendments are summarized and listed by paper number. A subject index is included with each committee. The appendices include a summary of relevant session statistics, an index of all bills by LD number and an index of enacted laws by law type and chapter number.

Final action on each bill is noted to the right of the bill title. The abbreviations used for various categories of final action are as follows:

CARRIED OVER.....	Carried over to a subsequent session of the Legislature
CON RES XXX.....	Chapter # of Constitutional Resolution passed by both Houses
CONF CMTE UNABLE TO AGREE.....	Committee of Conference unable to agree; bill died
DIED BETWEEN BODIES.....	House & Senate disagree; bill died
DIED IN CONCURRENCE.....	One body accepts ONTP report; the other indefinitely postpones the bill
DIED ON ADJOURNMENT.....	Action incomplete when session ended; bill died
EMERGENCY.....	Enacted law takes effect sooner than 90 days
FAILED EMERGENCY ENACTMENT/FINAL PASSAGE.....	Emergency bill failed to get 2/3 vote
FAILED ENACTMENT/FINAL PASSAGE.....	Bill failed to get majority vote
FAILED MANDATE ENACTMENT.....	Bill imposing local mandate failed to get 2/3 vote
NOT PROPERLY BEFORE THE BODY.....	Ruled out of order by the presiding officers; bill died
INDEF PP.....	Bill Indefinitely Postponed; bill died
ONTP (or Accepted ONTP report).....	Ought Not To Pass report accepted; bill died
P&S XXX.....	Chapter # of enacted Private & Special Law
PUBLIC XXX.....	Chapter # of enacted Public Law
RESOLVE XXX.....	Chapter # of finally passed Resolve
UNSIGNED.....	Bill held by Governor
VETO SUSTAINED.....	Legislature failed to override Governor's Veto

The effective date for non-emergency legislation enacted in the First Regular Session of the 124th Legislature is September 12, 2009. The effective date for legislation enacted as an emergency measure is specified in the enacted law summary for those bills.

Joint Standing Committee on Transportation

Enacted Law Summary

Resolve 2009, chapter 17 directs the Department of Transportation to designate the Great South Bridge in the Town of Milbridge as the Harold West Bridge to honor a town citizen.

LD 846 Resolve, Directing the Department of Transportation To Study Ways To Reduce Energy Use and Promote Efficiency along Major Transportation Corridors RESOLVE 42

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

This resolve directs the Department of Transportation to study ways to reduce energy use and promote efficiency along major transportation corridors.

Enacted Law Summary

Resolve 2009, chapter 42 directs the Department of Transportation to study ways to reduce energy use and promote efficiency along major transportation corridors.

LD 862 An Act To Improve the Health of Maine Citizens and Safety of Pedestrians PUBLIC 91

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

This bill requires the operator of a motor vehicle, when passing a pedestrian on a public way, to provide that pedestrian with at least 3 feet of clearance and allows the operator to pass the pedestrian when it is safe to do so, even in a no-passing zone. This bill is based on the current law regarding the requirements for passing a bicycle on a public way.

Enacted Law Summary

Public Law 2009, chapter 91 requires the operator of a motor vehicle, when passing a pedestrian on a public way, to provide that pedestrian with at least 3 feet of clearance and allows the operator to pass the pedestrian when it is safe to do so, even in a no-passing zone. This law is based on the recently enacted law regarding the requirements for passing a bicycle on a public way.

LD 873 An Act To Improve Wheelchair-dependent Parking Access ONTP

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

Joint Standing Committee on Transportation

This bill prohibits a person who possesses a disability registration plate or removable windshield placard from parking in a van accessible disability parking space as described under 28 Code of Federal Regulations, Part 36, Appendix A, Standards for Accessible Design, Section 4.1.2(5). This provision does not apply if the parking lot has only one designated disability parking space.

LD 874 An Act To Amend the Laws Governing Axle Weights

PUBLIC 442

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
THOMAS JACKSON	OTP-AM	H-223

This bill provides that if a vehicle that exceeds the axle weight limits and axle weight tolerance restrictions imposed under state law is within the maximum gross vehicle weight, the applicable fine must be reduced by 50%. This bill also amends existing law regarding the reduction of fines following the successful redistribution of loads to bring vehicles into compliance with axle limits.

Committee Amendment "A" (H-223)

This amendment provides that if a vehicle that exceeds the axle weight limits and axle weight tolerance restrictions imposed under state law by less than 5,000 pounds is within the maximum gross vehicle weight, the applicable fine must be reduced by 50%. The amendment also clarifies that this provision does not apply to vehicles traveling on the Interstate Highway System except for that portion of Interstate 95 designated as the Maine Turnpike.

Enacted Law Summary

Public Law 2009, chapter 442 provides that if a vehicle that exceeds the axle weight limits and axle weight tolerance restrictions imposed under state law by less than 5,000 pounds is within the maximum gross vehicle weight, the applicable fine must be reduced by 50%. It also clarifies that this provision does not apply to vehicles traveling on the Interstate Highway System except for that portion of Interstate 95 designated as the Maine Turnpike.

**LD 875 An Act To Promote Fuel Conservation by Allowing the Use of
Mini-trucks on Public Ways**

**ACCEPTED ONTP
REPORT**

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

This bill permits mini-trucks to be operated on public ways, but only within 100 miles of the address at which the mini-truck is registered. The mini-truck, a 4-wheeled motor vehicle with a maximum speed of 60 miles per hour and a maximum weight of 2,000 pounds, must be registered and meet the same inspection standards as other motor vehicles in order to be operated on a public way.