

MAINE STATE LEGISLATURE

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STATE OF MAINE
126TH LEGISLATURE
FIRST REGULAR SESSION



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

JOINT STANDING COMMITTEE ON TRANSPORTATION

July 2013

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STATE OF MAINE

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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 126th 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. 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 LD is noted to the right of the LD title. The following describes the various final actions.

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

The effective date for non-emergency legislation enacted in the First Regular Session of the 126th Legislature is October 9, 2013. 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 11

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

**PUBLIC 61
EMERGENCY**

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

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

Committee Amendment "A" (H-33)

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

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

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

Enacted Law Summary

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

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

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