

# MAINE STATE LEGISLATURE

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**STATE OF MAINE**  
126<sup>TH</sup> 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

126<sup>TH</sup> LEGISLATURE  
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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 126<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. 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 126<sup>th</sup> 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*

This amendment, which strikes and replaces the resolve, directs the Department of Transportation and the Maine Turnpike Authority to develop a proposed policy and specifications relating to guide signs on all roads open to public travel after an update to the national standards for guide signs during the summer of 2013. The department and the authority are directed to report to the Joint Standing Committee on Transportation no later than January 15, 2014. The amendment also gives the Joint Standing Committee on Transportation authority to submit a bill to the Second Regular Session of the 126th Legislature relating to the subject matter of the report.

### **Enacted Law Summary**

Resolve 2013, chapter 14 directs the Department of Transportation and the Maine Turnpike Authority to develop a proposed policy and specifications relating to guide signs on all roads open to public travel after an update to the national standards for guide signs during the summer of 2013. The department and the authority are directed to report to the Joint Standing Committee on Transportation no later than January 15, 2014. The law also gives the Joint Standing Committee on Transportation authority to submit a bill to the Second Regular Session of the 126th Legislature relating to the subject matter of the report.

**LD 429      An Act To Authorize a GARVEE Bond for the Repair of Deficient      ONTP**  
**Arterial State Highways and Bridges**

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

This bill authorizes the Maine Municipal Bond Bank to issue \$80,000,000 in federally authorized grant anticipation revenue vehicle debt financing instruments, GARVEE bonds, to be repaid with federal highway funds, the proceeds of which will be used by the Department of Transportation to address the worst deficiencies on Priority 1 and Priority 2 roads and bridges. This bill is consistent with the 2011 statutory goal to improve by 2022 all Priority 1 and Priority 2 corridors so that their safety, condition and serviceability customer service levels equal Fair or better.

**LD 438      An Act To Add Trailers to the Additional Versions or Classes of a      PUBLIC 66**  
**Specialty Plate**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
JACKSON T	OTP-AM	S-28

This bill expands the types of vehicles on which a special sportsman registration plate may be displayed to include motorcycles and trailers.

### **Committee Amendment "A" (S-28)**

This amendment, which replaces the bill, provides that the Secretary of State may issue a specialty plate in a trailer plate class if at least 10,000 sets of the specialty plate have been issued for automobiles and pickup trucks and the sponsor of the proposed new specialty plate class provides a list of 500 supporters and corresponding \$25 contribution for each set of plates, in the amount of \$12,500, to the Secretary of State. If these requirements are met, current law provides that the Secretary of State is required to prepare enabling legislation and a proposed plate design for submission to the Legislature and to deposit the \$12,500 in the Specialty Plate Fund.

### **Enacted Law Summary**

Public Law 2013, chapter 66 provides that the Secretary of State may issue a specialty plate in a trailer plate class if at least 10,000 sets of the specialty plate have been issued for automobiles and pickup trucks and the sponsor of the proposed new specialty plate class provides a list of 500 supporters and corresponding \$25 contribution for each set of plates, in the amount of \$12,500, to the Secretary of State.

**Joint Standing Committee on Transportation**

If these requirements are met, current law provides that the Secretary of State is required to prepare enabling legislation and a proposed plate design for submission to the Legislature and to deposit the \$12,500 in the Specialty Plate Fund.

**LD 446      Resolve, Directing the Department of Transportation To Develop a Less Corrosive Road Deicing Strategy      ONTP**

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

This resolve requires the Department of Transportation to develop a less corrosive road deicing strategy. The department is directed to report no later than April 7th annually on the department's progress toward developing a less corrosive strategy to the joint standing committee of the Legislature having jurisdiction over transportation matters beginning in 2014 and ending in 2018, and the joint standing committee is authorized to submit legislation as needed relating to the department's reports.

**LD 472      An Act To Allow Properly Lifted Vehicles To Operate      ONTP**

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

This bill allows a motor vehicle to have its suspension modified to be higher than the height at which the vehicle was originally manufactured if the modification is performed by a person authorized by the Chief of the State Police. An authorized person who modifies a suspension to be higher than the height at which the motor vehicle was originally manufactured is required to issue a suspension lift certificate to the owner or operator of the vehicle, who is required to present the certificate to a mechanic performing an annual inspection of the vehicle. If a person who owns or operates a motor vehicle that has a suspension at a height higher than the height at which the vehicle was originally manufactured fails to produce a suspension lift certificate on request of a law enforcement officer, it is presumed that the motor vehicle does not have a suspension lift certificate.

**LD 473      Resolve, To Widen the Shoulders of Highways      ONTP**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
THERIAULT JACKSON T	ONTP	

This resolve directs the Department of Transportation to review and evaluate the roadside brush-control program within the department. The resolve directs the department to increase the safety clear zone along highways under the jurisdiction of the department to at least 12 feet and to give priority to areas where accidents have occurred. The resolve also directs the department to submit a report on the roadside brush-control program to the Joint Standing Committee on Transportation no later than February 1, 2014. The resolve gives the Joint Standing Committee on Transportation authority to submit a bill during the Second Regular Session of the 126th Legislature relating to the subject matter of the report.