

MAINE STATE LEGISLATURE

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STATE OF MAINE
126TH LEGISLATURE
SECOND REGULAR SESSION



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

JOINT STANDING COMMITTEE ON TRANSPORTATION

May 2014

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STATE OF MAINE
126TH LEGISLATURE
SECOND REGULAR SESSION
LEGISLATIVE DIGEST OF BILL SUMMARIES AND
ENACTED LAWS

The *Digest* is arranged 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.

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 HOUSESHouse & 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
EMERGENCYenacted 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 Second Regular Session of the 126th Legislature is August 1, 2014. 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 1076

An Act To Provide a Mechanism To Allow Certain Commercial Motor Vehicle Weight Limits and Vehicle Dimension Standards To Be Exceeded in Order To Promote Economic Development while Ensuring Public Safety

PUBLIC 565

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
WILLETTE	OTP-AM	H-642 S-444 JACKSON T

This bill was carried over from the First Regular Session of the 126th Legislature.

This bill establishes new authorized routes from the United States-Canada border in Van Buren, Limestone and Fort Fairfield to a value-added wood processing facility in Limestone and from the United States-Canada border in Calais to the Port of Eastport for certain commercial vehicles at Canadian gross vehicle weight limits. The bill also increases the allowable gross vehicle weight for a three-axle truck tractor with a three-axle semitrailer by 100 pounds to 109,000 pounds.

Committee Amendment "A" (H-642)

This amendment replaces the bill, including the title.

This amendment authorizes the Department of Transportation to adopt major substantive rules, in consultation with the Department of the Secretary of State and the Department of Public Safety, that allow certain commercial motor vehicles that exceed gross vehicle weight limits and vehicle dimension standards established in statute to travel upon designated routes.

This amendment specifies that prior to allowing the route to be traversed by a commercial motor vehicle, safety and infrastructure must first be assessed, any improvement determined necessary to guarantee that safety has been ensured completed and any infrastructure improvements needed to support increased weights have also been completed. This amendment requires that 50% of any funds needed to finance an infrastructure assessment or to make improvements are provided by the entity proposing the route. This amendment requires that rules adopted allow for local input.

Lastly, this amendment directs the Department of Transportation to provide a report to the joint standing committee of the Legislature having jurisdiction over transportation matters, initially on progress made with respect to rulemaking and biennially on the implementation of rules adopted in accordance with this amendment.

Senate Amendment "B" To Committee Amendment "A" (S-444)

This amendment excludes from the commercial motor vehicle configurations that may be allowed to operate on specified routes of travel by the Commissioner of Transportation, in consultation with others, truck tractor-semitrailer-semi-trailer combination vehicles in which the two trailing units are connected with a B-train assembly.

Enacted Law Summary

Public Law 2013, chapter 565 authorizes the Department of Transportation to adopt major substantive rules, in consultation with the Department of the Secretary of State and the Department of Public Safety that allow certain commercial motor vehicles that exceed gross vehicle weight limits and vehicle dimension standards established in statute to travel upon designated routes. This law excludes from the commercial motor vehicle configurations that may be allowed to operate on specified routes of travel truck tractor-semitrailer-semi-trailer combination vehicles in which the two trailing units are connected with a B-train assembly.

Joint Standing Committee on Transportation

This law specifies that prior to allowing the route to be traversed by a commercial motor vehicle, safety and infrastructure must first be assessed, any improvement determined necessary to guarantee that safety has been ensured completed, and any infrastructure improvements needed to support increased weights have also been completed. This law requires that 50% of any funds needed to finance an infrastructure assessment or to make improvements are provided by the entity proposing the route. This law requires that rules adopted allow for local input.

Lastly, this law directs the Department of Transportation to provide reports to the joint standing committee of the Legislature having jurisdiction over transportation matters, initially on progress made with respect to rulemaking and biennially on the implementation of rules adopted in accordance with this law.

LD 1327 An Act To Provide Greater Options for Transportation of Public School Students for Cocurricular Activities

PUBLIC 484

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
MASTRACCIO LANGLEY	OTP-AM	H-625

This bill was carried over from the First Regular Session of the 126th Legislature.

This bill provides a mechanism to transport students to and from school activities by allowing the use of a motor vehicle with a carrying capacity of 10 to 15 passengers that is operated by a driver with an appropriate driver's license endorsement for a school bus that is designed to carry 15 passengers or less including the driver, as long as the vehicle is not used to transport students to and from home and school.

Committee Amendment "A" (H-625)

This amendment replaces the bill. It allows multifunction school activity buses to be used for the transportation of students for school activities other than conveying them to and from home and school, in order to provide a means of transporting students without the buses' having to adhere to certain requirements of school buses, such as a system of stop arms, the use of warning lamps and the use of national school bus yellow paint.

The amendment limits the carrying capacity of a multifunction school activity bus to 15 or fewer passengers, including the driver, requires the operator to have the appropriate school bus endorsement for the number of passengers and gross vehicle weight rating and defines the term "multifunction school activity bus."

The amendment requires a multifunction school activity bus to have markings indicating that students are aboard, the school district or administrative unit associated with the multifunction school activity bus and the location of emergency exits.

The amendment also provides that an operator of a multifunction school activity bus who is convicted of an OUI while operating a multifunction school activity bus will have that operator's school bus operator endorsement permanently revoked.

Lastly, the amendment requires that a multifunction school activity bus meet all Federal Motor Vehicle Safety Standards of 49 Code of Federal Regulations, Part 571 pertaining to this subcategory of buses.

Enacted Law Summary

Public Law 2013, chapter 484 creates a new category of school bus called a multifunction school activity bus. This law specifies that this type of noncommercial motor vehicle is to be used to transport students for school activities, other than conveying students to and from home and school. The law does not require a multifunction school activity bus to adhere to certain requirements of school buses, such as a system of stop arms, the use of warning