

# MAINE STATE LEGISLATURE

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**STATE OF MAINE**  
126<sup>TH</sup> 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**  
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**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 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 Second Regular Session of the 126<sup>th</sup> 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*

This amendment adds to the bill another allowance for a municipality to be included on an interchange guide sign when that municipality is within five miles of the exit, has a population of at least 2,000, has any portion of the interstate system pass through it and is accessible from the interstate via highways that are classified as arterials or major collectors. This amendment expands the distance a college or university with an enrollment of at least 300 students may be from the exit to qualify for a supplemental guide sign from five miles to 15 miles. This amendment combines the thresholds that must be met in order for a state park or federal park to qualify for a supplemental guide sign and increases the maximum distance a park may be from an exit from 100 miles to 120 miles when it has a minimum annual attendance of 75,000 recorded visitors. Additionally, this amendment allows a major municipality or destination that is already identified on an interchange guide sign to qualify for a supplemental guide sign under the standards for a major recreational area.

Lastly, this amendment expands the type of ski areas that may qualify for a supplemental guide sign by including a ski area that is within ten miles of an exit, with a minimum vertical drop of 200 feet with ten or more maintained trails and has an aerial lift servicing groomed trails.

### **Enacted Law Summary**

Public Law 2013, chapter 549 does the following.

1. It repeals the law mandating signs for specific destinations on the interstate system.
2. It enacts provisions governing the placement of interchange guide signs and supplemental guide signs directing travelers to destinations of local, regional or statewide interest.
3. It directs the Department of Transportation and the Maine Turnpike Authority to remove signs from the interstate system if existing signs do not comply with the new provisions.
4. It allows a third party to operate or sponsor a safety patrol service on the Maine Turnpike.
5. It specifies that, while the Maine Revised Statutes, Title 5, chapter 375, subchapter 2-A requires rules that establish a fee to be major substantive rules, rules adopted in accordance with the provisions of the bill are to be routine technical rules.
6. It specifies that all determinations regarding compliance as it relates to interchange and supplemental guide signs are to be made by either the Maine Turnpike Authority or the Department of Transportation.

**LD 1862**

### **An Act To Enhance the Availability of Special Restricted Licenses in Cases of Medical Need**

**PUBLIC 606  
EMERGENCY**

Sponsor(s)

FREDETTE

Committee Report

OTP-AM

Amendments Adopted

H-852

This bill expands the Secretary of State's current authority to issue a special restricted license to a person who is 15 years of age based on educational need or employment need to include circumstances of medical necessity that are experienced by the person or a member of the person's immediate family if the Secretary of State determines the circumstances to be exigent and not inconsistent with the interest of highway safety. This bill also requires that an application for a special restricted license based on medical need be accompanied by a notarized statement from the parent or guardian attesting that no readily available alternative means of transportation exists and that use of a motor vehicle is necessary under the circumstances.

### **Committee Amendment "A" (H-852)**

This amendment makes the following changes to the bill.

## *Joint Standing Committee on Transportation*

1. It clarifies that a special restricted license based on educational need, employment need or medical need may be issued only after an applicant passes an examination for operation of a motor vehicle as provided in the Maine Revised Statutes, Title 29-A, section 1301.
2. It requires that in order for a person who is 15 years of age to receive a special restricted license based on educational need or employment need the person must have completed a minimum of 70 hours of driving, including ten hours of night driving, while accompanied by a parent, guardian or licensed driver at least 20 years of age.
3. It requires that in order for a person who is 15 years of age to receive a special restricted license based on medical need the person must have completed a minimum of 35 hours of driving, including five hours of night driving, while accompanied by a parent, guardian or licensed driver at least 20 years of age.
4. It requires that a person issued a special restricted license based on medical need must complete a minimum of 35 additional hours of driving, including five hours of night driving, while accompanied by a parent, guardian or licensed driver at least 20 years of age before qualifying for a provisional license without restriction.
5. It requires that an application for a special restricted license based on medical need must include a signed, notarized statement from a physician attesting to the existence of circumstances of medical necessity.
6. It requires that, consistent with the restrictions placed on use of special restricted licenses based on educational need and employment need, a special restricted license based on medical need may be used only to operate a motor vehicle between the holder's residence and school and locations necessitated by the circumstances of medical necessity.

### **Enacted Law Summary**

Public Law 2013, chapter 606 expands the Secretary of State's current authority to issue a special restricted license to a person who is 15 years of age based on educational need or employment need to include circumstances of medical necessity that are experienced by the person or a member of the person's immediate family if the Secretary of State determines the circumstances to be exigent and not inconsistent with the interest of highway safety. This law also requires that an application for a special restricted license based on medical need be accompanied by a notarized statement from the parent or guardian attesting that no readily available alternative means of transportation exists and that use of a motor vehicle is necessary under the circumstances, and a signed, notarized statement from a physician attesting to the existence of circumstances of medical necessity.

This law clarifies that a special restricted license based on educational need, employment need or medical need may only be issued after an applicant passes an examination for operation of a motor vehicle as provided in the Maine Revised Statutes, Title 29-A, section 1301.

This law requires that in order for a person who is 15 years of age to receive a special restricted license based on educational need or employment need the person must have completed a minimum of 70 hours of driving, including ten hours of night driving, while accompanied by a parent, guardian or licensed driver at least 20 years of age. For a person who is 15 years of age to receive a special restricted license based on medical need, this law requires the person to complete a minimum of 35 hours of driving, including five hours of night driving, while accompanied by a parent, guardian or licensed driver at least 20 years of age. However, before a person issued a special restricted license based on medical need can qualify for a provisional license without restriction, this law also requires a person to complete a minimum of 35 additional hours of driving, including five hours of night driving, while accompanied by a parent, guardian or licensed driver at least 20 years of age.

Lastly, this law requires that, consistent with the restrictions placed on use of special restricted licenses based on educational need and employment need, a special restricted license based on medical need may be used only to operate a motor vehicle between the holder's residence and school and locations necessitated by the circumstances

*Joint Standing Committee on Transportation*

of medical necessity.

Public Law 2013, chapter 606 was enacted as an emergency measure effective May 12, 2014.