

# MAINE STATE LEGISLATURE

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STATE OF MAINE  
129<sup>TH</sup> LEGISLATURE  
FIRST REGULAR SESSION



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

**JOINT STANDING COMMITTEE ON TRANSPORTATION**

August 2019

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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 129<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. An appendix provides a summary of relevant session statistics.

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 129<sup>th</sup> Legislature is Thursday, September 19, 2019. 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 bill limits the placement of temporary signs related to an event in the public right-of-way by prohibiting their placement more than six weeks before the event.

This bill was carried over to any special or regular session, or both, of the 129th Legislature by joint order, H.P. 1322.

**LD 704      An Act To Clarify the Laws Regarding Driver's License Suspensions      ONTP**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
HAMPER J ARATA A	ONTP	

This bill applies to motor vehicle offenses the definition of "criminal negligence" and the use of causation as an element of an offense as used in the Maine Criminal Code. This bill also changes the standard for minimum suspension for negligent operation of a motor vehicle causing the death of another person from "negligently" to "with criminal negligence" and removes the provision requiring the Secretary of State to notify any family of the victim or to consider written or oral statements from the family prior to the determination and issuance of the suspension.

**LD 707      An Act To Require the Clearing of Vegetation along Roads      ONTP**

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

This bill is a concept draft pursuant to Joint Rule 208. This bill would require the Department of Transportation to clear from the sides of roads vegetation that poses a risk to drivers.

**LD 716      An Act To Increase Railroad Freight Safety      Accepted Majority (ONTP) Report**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
RYKERSON D	ONTP OTP	

This bill requires a railroad company to ensure that there are at least two employees on a freight train traveling on a railroad line within the State, except for a freight train traveling for hostler service. It provides that a railroad company that violates this provision is subject to a fine of not more than \$500 for each violation.

**LD 740      An Act To Include Bucksport and the Penobscot River Basin in the Department of Transportation's Cargo Port Strategy      ONTP**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
CAMPBELL D ROSEN K	ONTP	

**Joint Standing Committee on Transportation**

This bill directs the Department of Transportation to develop and implement a strategy for cargo port development that includes Bucksport and the Penobscot River Basin.

**LD 778      An Act To Create the Fund for Municipalities To Improve Pedestrian Safety      CARRIED OVER**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
LIBBY N BRYANT M		

This bill establishes the Fund for Municipalities To Improve Pedestrian Safety as a program account in the Highway Fund within the Department of Transportation. The bill provides that the fund must be used for pedestrian safety improvements, such as lights, paint, signs, speed bumps and reconstruction of intersections. The bill also provides that a municipality or a group of municipalities may apply for funding from the fund. Up to 80% of project costs for pedestrian safety improvements may be financed from the fund with the remainder of the costs provided by the municipality or group of municipalities, except that up to 100% of proposed project costs for pedestrian safety improvements may be financed from the fund if the project is located within an area identified by the Department of Transportation as a dangerous intersection based on pedestrian crash data. The bill also requires the department to notify municipalities of the required biennial report and pedestrian crash data. Finally, the bill provides that the Fund for Municipalities To Improve Pedestrian Safety receives revenue from uncommitted balances in the Multimodal Transportation Fund and other funds from any public or private source.

This bill was carried over to any special or regular session, or both, of the 129th Legislature by joint order, H.P. 1322.

**LD 783      Resolve, To Require an Independent Analysis of the Department of Transportation's I-395/Route 9 Connector Project      ONTP**

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

This resolve directs the Legislature, through the Joint Standing Committee on Transportation, to contract with a nongovernmental entity to perform an independent analysis of the Department of Transportation's I-395/Route 9 Connector Project and appropriates \$25,000 from the General Fund to fund the contract. The nongovernmental entity may not have a direct commercial interest in the I-395/Route 9 Connector Project and must provide a report of its analysis to the Joint Standing Committee on Transportation no later than April 19, 2019. This resolve also suspends the project until the independent analysis is complete and provides the Joint Standing Committee on Transportation with the authority to make a determination about whether the project may continue.

**LD 823      An Act To Exempt Vehicles That Are 20 Years Old or Older from Titling Requirements When the Vehicles Are Recycled, Salvaged or Scrapped      PUBLIC 141**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
BRYANT M JACKSON T	OTP-AM	H-191

This bill amends the law exempting motor vehicles from certificate of title or certificate of salvage requirements to exempt automobiles and all over-the-road commercial vehicles that are more than 15 years old, unless the Secretary of State determines it is in the best interest of the State and an applicant for certificate of title to issue a title to a