

# MAINE STATE LEGISLATURE

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**STATE OF MAINE**  
129<sup>TH</sup> LEGISLATURE  
FIRST SPECIAL AND SECOND REGULAR SESSIONS



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

**JOINT STANDING COMMITTEE ON TRANSPORTATION**

November 2020

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# STATE OF MAINE

129<sup>TH</sup> LEGISLATURE  
FIRST REGULAR SESSION



## 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 resolve directs the Department of Transportation to construct a recreational trail, to be known as the Merrymeeting Trail, along the existing railroad corridor owned by the department from the Town of Topsham to the City of Gardiner.

This resolve, which had been reported out of committee but not yet taken up by the House or the Senate, was carried over to any special session of the 129th Legislature by joint order, S.P. 788.

**LD 1258     An Act To Increase Access to Transportation for Workforce and Other     CARRIED OVER**  
**Essential Transportation Needs**

| <u>Sponsor(s)</u>     | <u>Committee Report</u> | <u>Amendments Adopted</u> |
|-----------------------|-------------------------|---------------------------|
| SHEATS B<br>CHIPMAN B | OTP-AM                  | H-453                     |

This bill was carried over on the Special Appropriations Table from the First Regular Session of the 129th Legislature by joint order, H.P. 1322.

This bill requires the quinquennial locally coordinated plan for regional transit submitted by each regional public transportation agency to focus on meeting workforce needs. This bill also provides funding to the Department of Transportation to support and expand local volunteer driver networks; to create a pilot purchase of service program in a selected region of the State to provide senior citizens and persons with disabilities vouchers to purchase their own transportation services; and for regional transportation providers throughout the State, split evenly between rural and urban areas, to expand their services, including addressing regional workforce needs.

**Committee Amendment "A" (H-453)**

This amendment provides funding to the Department of Transportation from the General Fund instead of the Highway Fund to support and expand local volunteer driver networks and for regional transportation providers through the State to expand their services. Resources must be distributed evenly between urban and rural areas.

This bill provides funding to the Department of Transportation from the General Fund instead of the Highway Fund to support and expand local volunteer driver networks and for regional transportation providers through the State to expand their services. Resources must be distributed evenly between urban and rural areas.

This bill was again carried over, still on the Special Appropriations Table, to any special session of the 129th Legislature by joint order, S.P. 788.

**LD 1310     An Act To Address the Shortage of Department of Transportation     ONTP**  
**Snowplow Drivers and Other Transportation Workers**

| <u>Sponsor(s)</u>      | <u>Committee Report</u> | <u>Amendments Adopted</u> |
|------------------------|-------------------------|---------------------------|
| MIRAMANT D<br>BRYANT M | ONTP                    |                           |

This bill was carried over in committee from the First Regular Session of the 129th Legislature by joint order, H.P. 1322.

This bill addresses the shortage of snowplow drivers and other transportation workers in the Department of Transportation by:

1. Establishing five new Transportation Crew Supervisor positions; and

*Joint Standing Committee on Transportation*

2. Increasing the rate of pay for certain positions in the Department of Transportation by \$2 per hour.

**LD 1390 An Act To Fund Saco Area Traffic Improvements**

**ONTP**

| <u>Sponsor(s)</u>      | <u>Committee Report</u> | <u>Amendments Adopted</u> |
|------------------------|-------------------------|---------------------------|
| CHENETTE J<br>O'NEIL M | ONTP                    |                           |

This bill was carried over in committee from the First Regular Session of the 129th Legislature by joint order, H.P. 1322.

This bill, based on the recommendations of the study conducted jointly by the Department of Transportation, the Maine Turnpike Authority and the City of Saco, provides 40% of the estimated cost of the construction of a new exit and spur from the Maine Turnpike to serve communities near Exit 36 of the Maine Turnpike, such as Saco, Old Orchard Beach and Hollis. The recommendation of the study was for the cost to be split as follows: 40% to be provided by the Department of Transportation; 40% to be provided by the Maine Turnpike Authority; and 20% to be provided by the City of Saco.

**LD 1498 An Act To Provide Equity for Commercial Vehicles on Roads and Bridges in Maine**

**PUBLIC 624**

| <u>Sponsor(s)</u>    | <u>Committee Report</u> | <u>Amendments Adopted</u> |
|----------------------|-------------------------|---------------------------|
| JACKSON T<br>MCLEANA | OTP-AM                  | S-428                     |

This bill was carried over in committee from the First Regular Session of the 129th Legislature by joint order, H.P. 1322.

Current law allows certain commercial vehicles at Canadian weight limits that are higher than those in this State to travel from the United States-Canada border to certain points in this State. This bill repeals that law and allows certain commercial vehicles to be operated in this State at those higher weight limits. A combination vehicle consisting of a three-axle truck tractor with a tri-axle semitrailer may be operated with a maximum gross vehicle weight of 108,900 pounds. A combination vehicle consisting of a three-axle truck tractor with a semitrailer-semitrailer combination configured as a B-train double with eight axles total may be operated with a gross vehicle weight of 137,700 pounds.

**Committee Amendment "A" (S-428)**

This amendment does the following.

1. It states that after December 31, 2025, the Department of Transportation may not authorize certain routes from the United States-Canada border to certain points in this State for commercial vehicles transporting wood at Canadian gross vehicle weight limits; and
2. It requires the department to submit a report to the joint standing committee of the Legislature having jurisdiction over transportation matters by January 1, 2024, regarding the effects on road conditions and recommendations for continuance, discontinuance or modification of allowing certain commercial vehicles to travel at Canadian gross vehicle weight limits. It allows the joint standing committee to submit legislation based on the findings and recommendations in the report to the Second Regular Session of the 131st Legislature.