

MAINE STATE LEGISLATURE

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STATE OF MAINE
130TH LEGISLATURE
FIRST REGULAR AND FIRST SPECIAL SESSIONS



Disposition of bills and summaries of all laws enacted or finally passed

JOINT STANDING COMMITTEE ON
TRANSPORTATION

December 2021

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LD 672 Resolve, To Direct the Department of Transportation To Use a Rail Corridor Use Advisory Council in Reviewing the Mountain Division Line for Potential Nonrail Uses

ENACTED LAW SUMMARY

Resolve 2021, chapter 52 directs the Department of Transportation to review the Mountain Division Line rail corridor for potential nonrail uses through a rail corridor use advisory council.

Resolve 2021, chapter 52 was enacted as an emergency measure effective June 14, 2021.

LD 821 An Act To Improve the Investigation and Prosecution of Cases That Involve Vulnerable Road Users

ENACTED LAW SUMMARY

Public Law 2021, chapter 379 requires a law enforcement officer who investigates a reportable accident involving a vulnerable user or an incident resulting in bodily injury or death to a vulnerable user and who has probable cause to believe that a traffic infraction, civil violation or criminal violation is connected to that accident or incident to inform a district attorney about the investigation within five days and submit a final accident report as soon as is practicable and no later than 60 days after the accident or incident. It also specifies that evidence submitted by a law enforcement officer later than 60 days after an accident or incident described in the law may be used in the prosecution of a criminal violation or civil violation. Under the traffic laws, a vulnerable user is a person on a public way who is more vulnerable to injury than a person in a motor vehicle.

LD 991 Resolve, Directing the Department of Transportation To Conduct an Economic Evaluation Study for Commuter and Passenger Train Service between Portland and the Lewiston and Auburn Area

ENACTED LAW SUMMARY

Resolve 2021, chapter 56 does the following.

1. It requires the Department of Transportation to conduct an economic evaluation study for commuter and passenger train service between Portland and the Lewiston and Auburn area.
2. It requires the study to include an economic evaluation of commuter and passenger rail service that builds upon data and potential next steps included in the Lewiston-Auburn Passenger Rail Service Plan published May 2019.
3. It requires the department to conduct a high-level alternatives analysis for two corridors to support selection of a preferred alignment and for comparison to other transportation connections between Portland and the Lewiston and Auburn area. This work will provide input

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into developing a purpose and need statement, which is required under federal funding programs.

4. It requires the department to submit a report of its findings and recommendations to the joint standing committee of the Legislature having jurisdiction over transportation matters by March 1, 2022.
5. It allocates \$180,000 from the Multimodal Transportation Fund to fund the cost of the study.
6. It provides that no funds may be collected by or transferred to the department for the study unless the department receives commitments for no less than 10% of the overall costs of the study by an agreed-upon date from municipalities that would benefit from the extension of passenger rail from Portland to the Lewiston and Auburn area.

LD 1027 An Act To Amend the Laws Governing Local Bridges

ENACTED LAW SUMMARY

Public Law 2021, chapter 201 requires the Department of Transportation to notify a municipality when a bridge for which a municipality has maintenance responsibility requires a posting or closure and requires the municipality to carry out the posting or closure; current law provides a municipality sole responsibility to determine whether such a bridge must be posted or closed. Public Law 2021, chapter 201 provides that in order for the department to accept certain responsibilities for an improved bridge or for a new bridge, the department must approve the design of the improvements or construction before the improvements are made or the bridge is constructed. The design of the improvements or construction must meet standards set by the department and be sealed by a professional engineer. The department must inspect the bridge after it is improved or constructed.

LD 1104 An Act To Increase the Time for Which a Temporary Motor Vehicle Registration Plate Is Valid

ENACTED LAW SUMMARY

Public Law 2021, chapter 126 increases from 14 days to 30 days the number of days a person may operate a motor vehicle or trailer with a temporary registration plate without payment of a regular registration plate fee.