**99-420**

**MAINE TURNPIKE AUTHORITY**

**2015-2016 Regulatory Agenda**

UMBRELLA UNIT NUMBER: **99-420**

AGENCY NAME**: Maine Turnpike Authority**

**CONTACT PERSON**:Jonathan Arey, Secretary, 2360 Congress Street, Portland, Maine 04102, Tel: (207) 871-7771, x136, E-Mail: [JArey@maineturnpike.com](mailto:JArey@maineturnpike.com)

**EMERGENCY RULES ADOPTED SINCE THE LAST REGULATORY AGENDA:** None

**EXPECTED 2015-2016 RULE MAKING ACTIVITY**:

**CHAPTER 1**: CMR 1.4 and 1.5: Rules Governing the Use of the Turnpike: Median Strip and No U-Turn (Amendment)

STATUTORY AUTHORITY: 23 MRSA §§ 1965(1)(C) and 1980

PURPOSE: To redraft and reconstruct these rules to more effectively allow restriction of travel through median openings and to more effectively discourage U-Turns at toll areas.

ANTICIPATED SCHEDULE: This rule may or may not be pursued in the coming twelve months.

AFFECTED PARTIES: The proposed rule change would improve existing enforcement mechanisms yet could also serve to limit median crossovers by contractors and other parties who are accustomed to such access.

**CHAPTER 1**:CMR Rules Governing the Use of the Turnpike: Towing

STATUTORY AUTHORITY: 23 MRSA §§ 1965(1)(C), 1973, 1980

PURPOSE: To allow the Maine Turnpike Authority to clarify and institute regulations for tow operations, tow trucks and others performing services on the Turnpike.

ANTICIPATED SCHEDULE: This rule may or may not be pursued in the coming twelve months.

AFFECTED PARTIES: This regulation would benefit travelers whose vehicles become disabled by improving services provided, and would affect tow operators.

**CHAPTER1**:CMR 1.3:Rules Governing the Use of the Turnpike: Commercial Vehicles Idling

STATUTORY AUTHORITY: 23 MRSA §§ 1965(1) and 1980

PURPOSE: To forbid the practice of commercial vehicles idling their engines for long periods at Turnpike concession areas during part of the year.

ANTICIPATED SCHEDULE: This rule may or may not be pursued in the next twelve months.

AFFECTED PARTIES: This regulation would benefit landowners adjacent to the Turnpike by lowering noise levels and would also decrease pollution. This regulation would affect commercial vehicle drivers.

**CHAPTER 3**:Rules Governing Supplemental Guide Signs on the Maine Turnpike

STATUTORY AUTHORITY: 23 MRSA §§ 1965(1) and 1980

PURPOSE: To update the MTA rules, if necessary, based upon rulemaking that the MaineDOT may pursue in the upcoming year on supplemental guide signs.

ANTICIPATED SCHEDULE: This rule may or may not be pursued in the next twelve months.

AFFECTED PARTIES: This regulation could affect business owners and other interested parties as well as the general travelling public. The intent of this rule would be to amend the existing MTA rule to be consistent with regulations that may be adopted by the MaineDOT for interstate signage, unless the MTA deems that such amendments would be detrimental to the operation of the Maine Turnpike or inconsistent with federally approved guidance on signs.

**OTHER PROPOSED RULE CHANGES:** The Maine Turnpike Authority may propose other changes throughout the year as they become necessary for reasons of improved safety, enforcement and administration, or as a result of studies that the Maine Turnpike Authority is currently undertaking, all within the restrictions and limitations of 5 M.R.S.A. §8060.