

MAINE STATE LEGISLATURE

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543 AN ACT RELATING TO THE SURVIVAL OF Carroll,D. LV/WD
OF SMALL PRIVATE EXCURSION BOAT
SERVICES

SUMMARY: LD 543 proposed to limit the Casco Bay Islands Transit District to ferry service on a regularly scheduled basis to and from the islands. Tours and charters to the islands and other parts of Casco Bay or beyond would be prohibited. The purpose of the bill was to enable other excursion and tour and charter water transportation companies to obtain larger shares of the excursion and tour business in Casco Bay

In order to purchase the former Casco Bay Lines, the Casco Bay Islands Transit District issued bonds which pledged the revenues from tours and charters for repayment of the bonds. LD 593, therefore, would have violated the contract between the Transit District and the bondholders.

594 AN ACT TO REQUIRE A SINGLE LICENSE Baker
PLATE

SUMMARY: LD 594 proposed to establish a single license plate for all vehicles. The purpose of the bill is to create cost savings for the highway fund estimated to be \$105,000 per year. The savings would occur with issues of new and replacement plates and not with current registration plates. Of the roughly 161,000 new and replacement plates issued per year, 136,000 are issued to passenger vehicles.

The State Police argued that a single registration plate on the rear of the vehicle is not sufficient in many cases to apprehend violators of the law. A front registration plate is essential when the police and the violator are traveling upon the same road in opposite directions. In addition, there are several other cases where a front end license plate is necessary, according to the State Police.

595 AN ACT TO REQUIRE OPERATORS OF Ainsworth ONTP
MOTOR VEHICLES TO TURN ON
HEADLIGHTS AND TAILLIGHTS DURING
DAYLIGHT IN INCLEMENT WEATHER

596 AN ACT CONCERNING THE USE OF SAFETY Cahill LV/WD
BELTS IN SCHOOL BUSES

627 AN ACT TO TRANSFER RESPONSIBILITY Kany ONTP
FOR BRIDGE IMPROVEMENT AND
MAINTENANCE ON RECLASSIFIED ROADS
TO THE DEPARTMENT OF TRANSPORTATION

SUMMARY: Proposed that when road improvement responsibility shifts to the state, improvement of bridges along those state roads shall not remain with the responsibility of the towns, but shall shift to the state.