

MAINE STATE LEGISLATURE

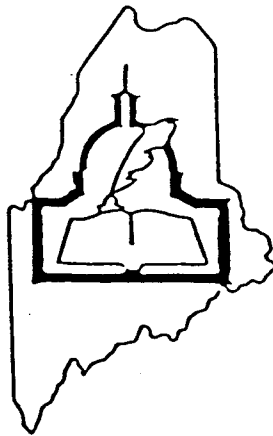
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STATE OF MAINE
ONE HUNDRED AND TWELFTH LEGISLATURE
SECOND REGULAR SESSION

JOINT STANDING COMMITTEE ON
TRANSPORTATION
BILL SUMMARY



MAY 1986

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ONE HUNDRED AND TWELFTH LEGISLATURE
SECOND REGULAR SESSION

JOINT STANDING COMMITTEE
BILL SUMMARIES
MAY 1986

This document is a compilation of the bill summaries prepared by this office for the Joint Standing Committees and Joint Select Committees of the Maine Legislature, covering the Second Regular Session of the 112th Legislature. The summaries are arranged by LD number under each committee.

All Amendments are listed, by paper number (e.g., H-584 or S-222), together with the sponsor if it is a floor amendment or the designation "CA" if it is a committee amendment. If the amendment was adopted in the House, the letter H appears after the sponsor. If it was adopted in the Senate, the letter S appears.

Final action for each bill is listed to the right of the title. If final House action and Senate action differ, both are listed.

Key to Committee Reports and Floor Action:

OTP	Ought to Pass
OTP-ND	Ought to Pass in New Draft
OTP-ND-NT	Ought to Pass in New Draft, New Title
OTP-AM	Ought to Pass as Amended
ONTF	Ought Not to Pass
LVWD	Leave to Withdraw
INDEF PP	Indefinitely Postponed

Section 7 of the Legislative Document amended the title law consistent with current practice to clarify uncertainty as to fleet registrations in Maine of vehicles not located in Maine. The choice of law rules contained in the Maine Revised Statutes, Title 11, section 9-103, the Uniform Commercial code, deal with the proper state in which to perfect a security interest when goods, including certificated motor vehicles, are moved from one jurisdiction to another. The Maine Motor Vehicle Certificate of Title and Anti-Theft Act also contains choice of law rules dealing with vehicles brought into this State when subject to a security interest perfected in another state. Neither the Uniform Commercial Code nor this title law has clear rules dealing with vehicles that are continually moving all over the country and have multiple registrations.

LD AN ACT RELATING TO COMMERCIAL VEHICLES
2282

HELD OVER TO
SPECIAL
SESSION 5/86

Sponsor: DOW, Pouliot, McPherson
Committee Report: OTP-AM, ONTP

H-724	THERIAULT		
H-733	THERIAULT	H	S
S-484	CA	H	S
S-495	SHUTE		

SUMMARY: The purpose of this law is to implement the major findings and recommendations of the Truck Issues Advisory Committee. This study group explored methods of reducing administrative burdens to truckers, ways to increase the productivity of trucks, measures to improve safety and provisions to protect the highway system as well.

LD RESOLVE, AUTHORIZING THE COMMISSIONER OF
2314 TRANSPORTATION TO ISSUE TEMPORARY EXPERIMENTAL
 VEHICLE PERMITS ON A LIMITED BASIS UNDER
 STRICTLY CONTROLLED CONDITIONS

PL 1985
c. 741

Sponsor: DOW, Pouliot
Committee Report: OTP

H-672	THERIAULT	H	S
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SUMMARY: This law authorizes the Commissioner of Transportation to issue temporary experimental vehicle permits on a limited basis under strictly controlled conditions. The purpose of this authority is to allow experimentation with trucks and motor vehicles of various lengths, sizes and weights.

LD AN ACT TO REQUIRE MOTORCYCLE DRIVER EDUCATION
2316 FOR FIRST-TIME OPERATORS OF MOTORCYCLES

PL 1985
c.694

Sponsor: RANDALL, Cahill, Mills, Theriault
Committee Report: New Draft of LD 1865

H-659 THERIAULT H S

SUMMARY: In an effort to rework LD 1865, the Joint Standing Committee on Transportation appointed a subcommittee on motorcycle driver education. The committee identified several features of a driver education program for motorcycles that it considered important.

It should be a statewide program.

The program should be easy to administer.

The program should make maximum use of existing educational resources, including driver education programs within the schools and private driving schools.

Incentives should be offered to encourage more first-time operators of motorcycles to complete a motorcycle driver education program.

Based upon these objectives, the committee concluded that a new and strengthened motorcycle driver education program incorporate the following changes which are reflected in this new draft.

1. That the motorcycle driver education course time be increased from 2 hours to 8 hours, with 4 hours of classroom instruction and 4 hours of range operation;
2. That for persons successfully completing the new driver education course, the requirement to take the permit test from the Secretary of State will be waived;
3. That first-term operators under the age of 21 years be required to successfully complete the new driver education course before obtaining a permit; and