

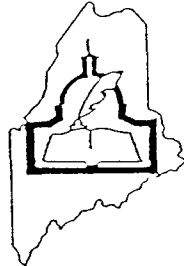
# MAINE STATE LEGISLATURE

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STATE OF MAINE  
114TH LEGISLATURE  
SECOND REGULAR SESSION



BILL SUMMARIES  
JOINT STANDING COMMITTEE  
ON  
TRANSPORTATION

JUNE 1990

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**One Hundred and Fourteenth Legislature  
Second Regular Session**

**Joint Standing Committee  
Bill Summaries**

**June 1990**

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. The summaries are arranged by LD number for each committee.

All Adopted Amendments are listed, by paper number (e.g., H-584 or S-222), together with the sponsor for floor amendments. Final action is listed to the right of the title. Committee Reports and Floor Action are abbreviated as follows:

OTP  
OTP-ND  
OTP-ND-NT  
OTP-A  
ONTP  
LVWD  
INDEF PP

Ought to Pass  
Ought to Pass in New Draft  
Ought to Pass in New Draft, New Title  
Ought to Pass as Amended  
Ought Not to Pass  
Leave to Withdraw  
Indefinitely Postponed

Each individual summary was prepared by the analyst or analysts assigned to the committee. But, this document was produced by the efforts of all the office staff, including secretaries: Charlene Raymond, and Valarie Parlin, and especially Laurette Knox who coordinated preparation of the overall document.

Please give us your suggestions and comments on these summaries and tell us of any inaccuracies.

This committee amendment (H-740) replaces the original bill and adds the Department of Conservation to the agencies that must be consulted by the Department of Transportation when determining whether to lease or purchase an abandoned railroad line.

**LD 1896**      **An Act to Require Certain Crew Standards for Railroad Safety**      **ONTP**

<b>SPONSOR(S)</b>	<b>COMMITTEE REPORT</b>	<b>AMENDMENTS ADOPTED</b>
MATTHEWS	ONTP	

**SUMMARY**

The bill would require a crew of 3 (locomotive operator, conductor and brakeman or flagman) for any rail service, and provide a civil penalty of \$1,000 for any corporation violating this requirement.

**LD 1904**      **An Act to Increase Fees for Defensive Driving Courses**      **PUBLIC 616**

<b>SPONSOR(S)</b>	<b>COMMITTEE REPORT</b>	<b>AMENDMENTS ADOPTED</b>
BAILEY PARADIS P COLLINS	OTP-AM	H-730

**SUMMARY**

The bill is submitted by the Department of Public Safety to increase the fee for a defensive driving course from \$15 to \$20.

The committee amendment (H-730) adds an allocation of \$24,000 to the Department of Public Safety and a fiscal note showing an equivalent increase in revenue.

**LD 1910**      **An Act to Adjust Commercial Motor Vehicle Fees**      **PUBLIC 896**

<b>SPONSOR(S)</b>	<b>COMMITTEE REPORT</b>	<b>AMENDMENTS ADOPTED</b>
MACOMBER TWITCHELL MCPHERSON STROUT D	OTP-AM	H-1036 MOHOLLAND H-948

**SUMMARY**

This bill would have reduced the fee for the commercial vehicle fuel use identification decal fee from \$15 to \$7.50.

The committee amendment (H-948) reduces the fee from \$15 to \$5 so it will simply cover the cost of administration of the fuel use decal program. The decal is generally required for motor vehicles registered for a gross weight exceeding 26,000 pounds or designed to carry 20 or more passengers and that use a fuel other than gasoline. This amendment implements the settlement of a civil suit that successfully challenged the higher fuel decal fee, American Trucking Associations, Inc., et al. v. G. William Diamond, Secretary of State, Kennebec County Superior Court Docket No. CV-89-410. The effective date of the fee reduction would be July 1, 1990, or the date of final approval by the court of the settlement agreement, whichever is later.

The House amendment (H-1036) changes the effective date to July 1, 1991, and removes the emergency clause and the contingency.