

MAINE STATE LEGISLATURE

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STATE OF MAINE
115TH LEGISLATURE

FIRST REGULAR SESSION
AND
FIRST SPECIAL SESSION

BILL SUMMARIES
JOINT STANDING COMMITTEE
ON
TRANSPORTATION

AUGUST 1991

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**ONE HUNDRED AND FIFTEENTH LEGISLATURE
FIRST REGULAR SESSION
AND
FIRST SPECIAL SESSION
JOINT STANDING COMMITTEE
BILL SUMMARIES
AUGUST 1991**

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 volume is organized alphabetically by committee; within each committee, the summaries are arranged by LD number. A subject index is provided at the beginning of each committee's summaries.

All adopted amendments are listed, by paper number (e.g., H - 584 or S - 222), together with the sponsor for floor amendments. Final action on each bill is listed to the right of the title. Various types of final action are abbreviated as follows:

PUBLIC XXX	<i>Chapter # of enacted Public Law</i>
P&S XXX	<i>Chapter # of enacted Private & Special Law</i>
RESOLVE XXX	<i>Chapter # of enacted Resolve</i>
CON RES XXX	<i>Chapter # of Constitutional Resolution passed by both Houses</i>
EMERGENCY	<i>Enacted law takes effect sooner than 90 days</i>
CARRIED OVER	<i>Bill carried over to 2nd Session</i>
FAILED EMERGENCY ENACTMENT	<i>Bill failed to get 2/3 vote</i>
ONTP	<i>Ought Not to Pass report accepted</i>
LVWD	<i>Leave to Withdraw report accepted</i>
INDEF PP	<i>Bill Indefinitely Postponed</i>
DIED BETWEEN BODIES	<i>House & Senate disagree; bill died</i>
VETO SUSTAINED	<i>Legislature failed to override Governor's Veto</i>
UNSIGNED	<i>Not signed by Governor within 10 days</i>
DIED ON ADJOURNMENT	<i>Action incomplete when 1st session ended</i>

These summaries were 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.

If you have any suggestions or comments on these summaries, please let us know.

**An Act Relating to Violations Involving the Disregard of Red
Flashing Lights on School Buses**

SPONSOR(S)
MACOMBER
CLARK N
CAHILL P
BAILEY R

COMMITTEE REPORT
OTP-AM

AMENDMENTS ADOPTED
H-106
H-371 MACOMBER

SUMMARY

This bill would have provided that the owner of the vehicle which passes a stopped school bus with red flashing lights is guilty of a violation, unless the owner identifies another person who was the operator and the operator admits the violation, the vehicle had been reported stolen or the owner is a lessor or dealer.

Committee Amendment "A" (H-106) replaces the original bill. This amendment clarifies the language regarding defenses to the violation and makes the offense a civil violation. The amendment also clarifies that the holder of a dealer or transporter registration plate will be considered to be the owner. The holder of such a plate is still exempt from the violation if the holder identifies the person who was operating the vehicle at the time of the violation. The amendment also includes a fiscal note.

House Amendment "A" (H-371) to Committee Amendment "A" clarifies language in the amendment and provides that when an operator is convicted, the registered owner of the vehicle may not be found in violation of the prohibition on passing a stopped school bus.

**An Act to Exempt Municipal Vehicles from Overweight
Penalties**

SPONSOR(S)
STROUT
MACOMBER
THERIAULT
HUSSEY

COMMITTEE REPORT
OTP-AM

AMENDMENTS ADOPTED
H-92

SUMMARY

Several municipal dump trucks performing work for municipalities have been stopped for violations of State road weight laws, due in part to the presence of a snow plow frame on the truck. This bill provides an exemption for the frame or for the frame and plow. It also provides an exemption for fire fighting vehicles. Current law requires that only fire fighting vehicles that meet National Fire Protection Association standards be bought, but trucks that meet those standards exceed Maine's current axle weight limitation by about 2,500 pounds.

Committee Amendment "A" (H-92) adds an exclusion from weight limits for any vehicles engaged in emergency maintenance of a public way, and clarifies that fire-fighting vehicles with equipment that meet National Fire Protection Association standards are exempt from gross axle weight limits. The amendment repeals a section regarding a weight exemption for snowplows and consolidates it with the two new exemptions in one section. The amendment also adds a fiscal note.