

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.

LD 1258 An Act to Provide for Equal Opportunity within the Maine Turnpike Authority

PUBLIC 435

SPONSOR(S)	COMMITTEE REPORT	AMENDMENTS ADOPTED
MITCHELL E MILLS HASTINGS	OTP-AM	H-459

SUMMARY

This bill would have required the Maine Turnpike Authority to adopt affirmative action guidelines for the employment of its staff, as well as the employment of contractors and subcontractors utilized on its construction projects.

Committee Amendment "A" (H-459) replaces the original bill. This amendment also requires that the Maine Turnpike Authority comply with fair practices and affirmative action laws. Additionally, certain contractors and subcontractors on authority construction and reconstruction projects are required to pursue affirmative action programs in their employment practices, consistent with equal protection considerations.

LD 1260 Resolve, to Establish the Commission to Study the Safe Operation of Truck Tractors

INDEF PP

SPONSOR(S)	COMMITTEE REPORT	AMENDMENTS ADOPTED
ERWIN MILLS STROUT	OTP-AM	

SUMMARY

This resolve would have created a Commission to Study the Safe Operation of Truck Tractors. Drivers of truck tractors are required by state and federal regulation to maintain a log or an automatic device to record their hours of service on the road. Fines are imposed for the falsifying of or failing to maintain a log or an automatic device. The commission would have studied ways to improve the enforcement of limitations on driver hours of service.

LD 1356 An Act to Clarify Certain Commercial Vehicle Size and Weight Provisions

PUBLIC 307

SPONSOR(S)	COMMITTEE REPORT	AMENDMENTS ADOPTED
BAILEY R TAMMARO GOULD R R THERIAULT	OTP	

SUMMARY

This bill makes several changes to the commercial vehicle size and weight restrictions laws. The bill defines saddlemount vehicle transporter combinations and establishes their maximum length when operating on the Interstate Highway System. It also clarifies that additional length restrictions on trailers and semitrailers exceeding 45 feet do not apply to operation on the Interstate Highway System. It clarifies the application of the federal bridge formula for determining gross weights. It also makes clear that the provisions that reduce gross vehicle weight limits for shorter wheel bases and those allowing operation of 6-axle general commodity vehicles at 90,000 and 100,000 pounds do not apply on the Interstate Highway System.