

MAINE STATE LEGISLATURE

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STATE OF MAINE
115TH LEGISLATURE

SECOND REGULAR SESSION

BILL SUMMARIES
JOINT STANDING COMMITTEE
ON
TRANSPORTATION

MAY 1992

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**ONE HUNDRED AND FIFTEENTH LEGISLATURE
SECOND REGULAR SESSION**

**JOINT STANDING COMMITTEE
BILL SUMMARIES**

MAY 1992

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 far right of the title. Various types of final action are abbreviated as follows:

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

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, 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 2156 An Act to Clarify Permit Provisions for General Commodity Vehicles with a Maximum Gross Weight of 100,000 Pounds

PUBLIC 691

SPONSOR(S)

BAILEY R
MACOMBER
THERIAULT

COMMITTEE REPORT

OTP-AM

AMENDMENTS ADOPTED

H-952

SUMMARY

This bill clarifies provisions of the 100,000-pound general commodity permit that describe the location of lift axle controls, minimum axle weight ratings, the carrying of special commodities and the applicable base for gross vehicle weight violations fines.

Committee Amendment "A" (H-952) deletes the requirement that the controls for raising or lowering liftable axles be inaccessible from the cab on a truck operating under a general commodity permit with a maximum gross weight of 100,000 pounds. The amendment authorizes the operation of a 4-axle single unit truck in combination with a 2-axle trailer with a gross vehicle weight limit of 94,000 pounds under a special commodity permit. Authorizing legislation for the 4-axle truck with 2-axle trailer results from the successful testing of such a truck in the Department of Transportation's Experimental Vehicle Program.

LD 2174 An Act to Protect School Students from Potential Harm

PUBLIC 751

SPONSOR(S)

REED G
TITCOMB
SMALL

COMMITTEE REPORT

OTP-AM

AMENDMENTS ADOPTED

H-1087 SMALL
H-968

SUMMARY

Under current law, a person with an operating-under-the-influence conviction can not obtain a license endorsement to operate a school bus. This bill is directed at school bus drivers who are convicted of operating under the influence after receiving their endorsement. It allows a school superintendent to take disciplinary action against a school bus driver who has been convicted of operating under the influence.

Committee Amendment "A" (H-968) requires the Secretary of State to revoke permanently the school bus operator endorsement of any person convicted for operating-under-the-influence while driving a school or private school activity bus.

The amendment also requires the Secretary of State to suspend a school bus operator endorsement of any person convicted of a first offense operating-under-the-influence for a period of 3 years. The Secretary of State may restore the endorsement of a first offender after one year. A petition for early restoration must be accompanied by a recommendation of the school superintendent.

The amendment further obligates the Secretary of State to suspend a school bus operator endorsement of any person convicted of a 2nd or subsequent operating-under-the-influence violation for a period of at least 6 years.

The House Amendment (H-1087) clarifies that the change in penalty only applies prospectively.