

# MAINE STATE LEGISLATURE

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**STATE OF MAINE  
116TH LEGISLATURE**

**FIRST REGULAR SESSION**

**BILL SUMMARIES  
JOINT STANDING COMMITTEE  
ON  
TRANSPORTATION**

**JULY 1993**

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**ONE HUNDRED AND SIXTEENTH LEGISLATURE  
FIRST REGULAR SESSION**

**JOINT STANDING COMMITTEE  
BILL SUMMARIES**

**JULY 1993**

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.

The committee report or reports, the prime sponsor for each bill and the lead co-sponsor in each house if one has been designated are listed below each bill title. 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:

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

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

4693NRG

**LD 570      An Act to Increase Driver Safety in Inclement Weather      ONTP**

<b>SPONSOR(S)</b>	<b>COMMITTEE REPORT</b>	<b>AMENDMENTS ADOPTED</b>
TREAT BUTLAND LINDAHL	ONTP	

**SUMMARY**

This bill would have required that motor vehicle headlights be operated whenever extended use of windshield wipers is necessary.

**LD 571      An Act to Regulate the Safety of Off-system Railroads      PUBLIC 67**

<b>SPONSOR(S)</b>	<b>COMMITTEE REPORT</b>	<b>AMENDMENTS ADOPTED</b>
MELENDY	OTP-AM	H-74

**SUMMARY**

This bill defines "off-system railroads" and authorizes the Commissioner of Transportation to adopt rules for their safe operation. The amendment (H-74) adds a fiscal note.

**LD 598      An Act to Ensure That Towns Do Not Have to Pay for Ambulance or Emergency Vehicle Response on Controlled Access Highways within Their Boundaries      ONTP**

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

**SUMMARY**

This bill would have made the State, through the Maine Turnpike Authority, financially responsible for ambulance and authorized emergency response vehicle services provided on controlled access highways.

**LD 609      An Act to Establish the Maine Parks and Recreation Fund      ONTP**

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

**SUMMARY**

This bill would have established the Maine Parks and Recreation Fund as a nonlapsing dedicated account. The account would have been funded by a 10¢ surcharge levied on trips made on the Maine Turnpike from May 15th to November 15th of each year. The surcharge would not have been levied on those using commuter passes.

The fund would have been used for 3 purposes: One-third to the Department of Conservation, Bureau of Parks and Recreation to provide funding for capital expenditures; 1/3 to the Land for Maine's Future Board to acquire public lands; and 1/3 to establish a municipal grants program, administered by the Bureau of Parks and Recreation. This municipal grants program would have provided municipalities with funding to acquire municipal parks and open space.