

MAINE STATE LEGISLATURE

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**STATE OF MAINE
118TH LEGISLATURE**

**FIRST REGULAR SESSION
AND
FIRST SPECIAL SESSION**

**BILL SUMMARIES
JOINT STANDING COMMITTEE
ON
TRANSPORTATION**

JULY 1997

MEMBERS:

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Sen. John T. Jenkins

Sen. Vinton E. Cassidy

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ONE HUNDRED EIGHTEENTH LEGISLATURE
FIRST REGULAR AND FIRST SPECIAL SESSIONS

Summary Of Legislation Before The Joint Standing Committees
August 1997

We are pleased to provide this summary of bills that were considered by the 15 Joint Standing Committees of the Maine Legislature staffed by this office. The document is a compilation of bill summaries which describe each bill, committee amendments and other relevant amendments, as well as the final action taken on the bill. Also included are statistical summaries of bill activity this Session for the Legislature and each of its joint standing committees.

The document is organized for convenient reference to information on bills handled by the joint standing committees. It is organized alphabetically by committees and within committees by bill (LD) number. The committee report(s), prime sponsor for each bill and the lead co-sponsor(s), if designated, are listed below each bill title. All adopted amendments are listed by paper number. Two indices, a subject index and a numerical index by LD number are provided for easy reference to bills. They are located at the back of the document. A separate publication, History and Final Disposition of Legislative Documents, may also be helpful in providing information on the disposition of bills. These bill summaries also are available at the Law and Legislative Reference Library and on the Internet (www.state.me.us/legis/opla).

Final action on each bill is noted to the right of the bill title. The abbreviations used for various categories of final action are as follows:

<i>CARRIED OVER</i>	<i>Bill carried over to Second Regular Session</i>
<i>CON RES XXX</i>	<i>Chapter # of Constitutional Resolution passed by both Houses</i>
<i>CONF CMTE UNABLE TO AGREE</i>	<i>Committee of Conference unable to agree; bill died</i>
<i>DIED BETWEEN BODIES</i>	<i>House & Senate disagree; bill died</i>
<i>DIED IN CONCURRENCE</i>	<i>One body accepts ONTP report; the other indefinitely postpones the bill</i>
<i>DIED ON ADJOURNMENT</i>	<i>Action incomplete when session ended; bill died</i>
<i>EMERGENCY</i>	<i>Enacted law takes effect sooner than 90 days</i>
<i>FAILED EMERGENCY ENACTMENT/FINAL PASSAGE</i>	<i>Emergency bill failed to get 2/3 vote</i>
<i>FAILED ENACTMENT/FINAL PASSAGE</i>	<i>Bill failed to get majority vote</i>
<i>FAILED MANDATE ENACTMENT</i>	<i>Bill imposing local mandate failed to get 2/3 vote</i>
<i>INDEF PP</i>	<i>Bill Indefinitely Postponed</i>
<i>ONTP</i>	<i>Ought Not To Pass report accepted</i>
<i>OTP ND</i>	<i>Committee report Ought To Pass In New Draft</i>
<i>OTP ND/NT</i>	<i>Committee report Ought To Pass In New Draft/New Title</i>
<i>P&S XXX</i>	<i>Chapter # of enacted Private & Special Law</i>
<i>PUBLIC XXX</i>	<i>Chapter # of enacted Public Law</i>
<i>RESOLVE XXX</i>	<i>Chapter # of finally passed Resolve</i>
<i>UNSIGNED</i>	<i>Bill held by Governor</i>
<i>VETO SUSTAINED</i>	<i>Legislature failed to override Governor's Veto</i>

Please note the effective date for all non-emergency legislation enacted in the First Regular Session (unless otherwise specified in a particular law) is June 26, 1997 and September 19, 1997 for the First Special Session.

David E. Boulter, Director
 Offices Located in the State House, Rooms 101/107/135

LD 1682

Resolve, Directing the Commissioner of Transportation to Propose an Adopt-A-Highway Program

RESOLVE 60

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
BENNETT DRISCOLL	OTP MAJ ONTP MIN	

LD 1682 proposed to direct the Commissioner of Transportation to review Adopt-A-Highway programs in other states and report to the Joint Standing Committee on Transportation to provide a plan for implementing an Adopt-A-Highway program in the State.

Enacted law summary

Resolve 1997, chapter 60 directs the Commissioner of Transportation to review Adopt-A-Highway programs in other states and report to the Joint Standing Committee on Transportation to provide a plan for implementing an Adopt-A-Highway program in the State.

LD 1687

An Act to Regulate the Use of Tow Trucks

ONTP

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
MACK KILKELLY	ONTP	

LD 1687 would have applied to a vehicle that is towed without the permission of the owner or operator of the vehicle. The bill proposed establishing maximum towing and storage charges and making the owner of the wrecker or tow truck liable for damages arising from the towing of a vehicle. The bill also proposed requiring that a vehicle may not be considered to be on a tow truck or wrecker and no charge may be assessed if all the vehicle's wheels are on the ground.

LD 1690

An Act to Allow Law Enforcement Agencies Access to Motor Vehicle Insurance Information

ONTP

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
LABRECQUE	ONTP	

LD 1690 proposed to require the Secretary of State to create the uninsured motorist identification database program to allow state and local law enforcement agencies to verify compliance with a motor vehicle owner's obligation to maintain liability insurance. The bill would have required each insurer that issues motor vehicle liability insurance to provide monthly reports to the Secretary of State identifying each motor vehicle policy in effect as of the previous month. The bill would have required the issuance of standardized temporary insurance cards and require an insurance company or insurance agent to notify the Secretary of State after cancellation of a policy maintained to meet the financial responsibility and insurance requirements of the Maine Revised Statutes, Title 29-A, chapter 13. The insurer could have been fined for failure to comply with these duties.

The Secretary of State would have been required to notify, in writing, a former insured that the person has one week to obtain motor vehicle liability insurance and to provide proof of such to the Secretary of State. If a former insured failed to comply, the Secretary of State would be required to suspend the registration of a motor vehicle for which insurance has been canceled.

The information provided to the Secretary of State under the uninsured motorist identification database program would be considered to be the property of the person providing the information and could only be disclosed in certain circumstances. An insurer would not be liable to any person for providing the required information nor would the State be liable for gathering, managing or using the information in the program.

LD 1749 **Resolve, Designating a World War II Monument in Bangor an Official State Memorial and Authorizing the Department of Transportation to Erect Signs Identifying That Memorial** **RESOLVE 37**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
SAXL J MURRAY	OTP-AM	H-363

LD 1749 proposed to permit the Department of Transportation to erect signs identifying the location of the World War II Memorial in Bangor.

Committee Amendment "A" (H-363) proposed to replace the resolve. It proposed to designate as an official state memorial the World War II monument to be erected in Bangor on the grounds of the Cole Land Transportation Museum. It also proposed to authorize the Department of Transportation to erect signs identifying the memorial's location.

Enacted law summary

Resolve 1997, chapter 37 designates as an official state memorial the World War II monument to be erected in Bangor on the grounds of the Cole Land Transportation Museum. It also authorizes the Department of Transportation to erect signs identifying the memorial's location.

LD 1767 **Resolve, Directing the Department of Transportation to Construct an Adequate Railing on the Donald V. Carter Bridge** **ONTP**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
VIGUE CAREY	ONTP	

LD 1767 proposed to direct the Department of Transportation to construct a railing on the Donald V. Carter Bridge that provides adequate protection for bicyclists and motorcyclists.