

MAINE STATE LEGISLATURE

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**STATE OF MAINE
113TH LEGISLATURE
SECOND REGULAR SESSION**



**BILL SUMMARY
JOINT STANDING COMMITTEE
ON
TRANSPORTATION**

MAY 1988

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Sen. Pamela L. Cahill

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**ONE HUNDRED AND THIRTEENTH LEGISLATURE
FIRST & SECOND SPECIAL SESSIONS
SECOND REGULAR SESSION**

**JOINT STANDING COMMITTEE
BILL SUMMARIES
MAY 1988**

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 summaries are arranged by LD number under each committee.

All Adopted Amendments are listed, by paper number (e.g., H-584 or S-222), together with the sponsor for floor amendments. Final action is listed to the right of the title. If final House and Senate action differ, both are listed. Committee Reports and Floor Action are indicated as follows::

OTP	Ought to Pass
OTP-ND	Ought to Pass in New Draft
OTP-ND-NT	Ought to Pass in New Draft, New Title
OTP-A	Ought to Pass as Amended
ONTP	Ought Not to Pass
LVWD	Leave to Withdraw
INDEF PP	Indefinitely Postponed

Each individual summary was prepared by the analyst assigned, as noted for each committee. But, this document was produced by the efforts of all the office staff, including Secretaries: Charlene Brann, Janet Jean, Earl Knox, Valarie Parlin; Research Assistant Hartley Palleschi. Finally, Secretary Laurette Knox, Legal Assistant Carolyn Chick, and Research Assistant Robert Dunn had special responsibilities in the preparation of the overall document.

Please give us your suggestions and comments on these summaries and tell us of any inaccuracies.

LD 2149 An Act to Reallocate Funds from the Maine Turnpike Authority INDEF PP
for Construction and Maintenance of Secondary Roads

<u>SPONSOR(S)</u>	<u>COMMITTEE</u>	<u>REPORT</u>	<u>AMENDMENTS ADOPTED</u>
MILLS ERWIN E TWITCHELL	OTP-AM		

SUMMARY

Under present law, enacted in 1981, The Maine Turnpike Authority pays up to \$4.7 million annually from its operating revenues to the DOT for roads which provide direct or indirect access to the turnpike. (23 MRSA §§1961, 1965 and 1974)

The bill would require that at least 50% of this amount be used by DOT for secondary roads. (Under the federal classifications there are in Maine 2800 miles of secondary, 2100 miles of primary and 300 miles of interstate, plus some urban roads and highways).

The Committee Amendment (H-638) would have restricted the additional \$4 million to counties adjoining the Turnpike. This concept was included in LD2463.

LD 2216 An Act to Require Commercial Trucks to Stay in the Right Lane Except for Passing ND 2599

<u>SPONSOR(S)</u>	<u>COMMITTEE</u>	<u>REPORT</u>	<u>AMENDMENTS ADOPTED</u>
ERWIN E THERIAULT BALDACCI MILLS	ONTP OTP-ND-NT	MAJ MIN	

SUMMARY

Replaced By LD 2599

LD 2219 An Act to Permit the Department of Transportation to Exempt Certain Railroad Crossings from Requirements to Stop PUBLIC 675

<u>SPONSOR(S)</u>	<u>COMMITTEE</u>	<u>REPORT</u>	<u>AMENDMENTS ADOPTED</u>
MCPHERSON DOW MACOMBER SOUCY	OTP-AM		H-530

SUMMARY

Under present law certain vehicles, including buses with passengers and vehicles with hazardous cargo, must stop at all railroad at-grade crossings. There are exceptions for: streetcar or industrial switching tracks in a business district; situations when a police officer or a flagger waves traffic on; a grade crossing marked as "Abandoned", an industrial or spur line marked as "Exempt". (29 MRSA § 998-B).