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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Office of Policy & Legal Analysis Room 101, State House Sta. 13 Augusta, ME 04333 (207) 289-1670 EN T. GINDER, DIRECTOR
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OFFICE OF POLICY AND LEGAL ANALYSIS

ROOM 101/107/135 STATE HOUSE STATION 13 AUGUSTA, MAINE 04333 TEL.: (207) 289-1670

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.

The resolve requires a \$6,550 General Fund Appropriation

LD An Act to Enhance Enforcement of the Handicapped Parking 2587 Laws

PUBLIC

828

SPONSOR(S)

COMMITTEE REPORT AMENDMENTS ADOPTED

BUSTIN

S-389

BUSTIN ANDREWS

DOW

MCPHERSON

SUMMARY

New Draft Of LD 2282

Under present law, municipalities may enact police power ordinances providing for the establishment and policing of parking spaces designated for handicapped persons.

The new draft allows but does not require the sheriff to deputize volunteer parking enforcement specialists to enforce handicapped parking laws and ordinances in localities without municipal police departments under agreements with the owners of private parking lots; the volunteers must receive training and pass an examination devised by the Department of Public Safety. There is an appropriation of \$10,000 for the training manual. The new draft, like the bill, requires owners of off street parking to provide for enforcement of handicapped parking laws and ordinances. Failure to provide for enforcement is a civil violation with a minimum penalty of \$50.

The Senate Amendment (S-389) allows but does not require municipal police departments with the approval of the municipal officers to set up a volunteer parking enforcement program, or to contract with the sheriff to carry out the program.

An Act to Require Motor Vehicles to Stay in the Right Lane 2599 Except for Passing

PUBLIC 683

SPONSOR(S)

COMMITTEE REPORT AMENDMENTS ADOPTED

ERWIN E THERIAULT BALDACCI MILLS

SUMMARY

ND Min Rpt of 2216

This new draft extends the concept of the original bill to all vehicles. Except for emergency vehicles, all vehicles on limited-access roadways and highways where the speed limit is 65 miles per hour must stay to the right except when passing or unless otherwise directed by signs, by a law

Office of Policy and Legal Analysis..............................page 18 Transportation

enforcement officer or by a highway maintenance crew. The 65 mph speed limit is authorized on the Maine Turnpike and the Interstate Highway by Title 29, section 1252. Authorized emergency vehicles are defined in Title 29, section 1-B.

LD An Act Relating to 6-Axle Vehicles Carrying General PUBLIC 2618 Commodities (Reported Pursuant to a Joint Order; HP 1909) 732

SPONSOR(S)

COMMITTEE REPORT

AMENDMENTS ADOPTED

SUMMARY

The bill replaces LD 2264, (which was introduced in the wrong House) as amended by the Committee Amendment. It permits 6-axle combination vehicles carrying general commodities to operate at 100,000 pounds, subject to length and axle weight limitations. Present law allows this weight for vehicles carrying special commodities such as pulpwood. It is estimated that approximately 500 additional vehicles would be operated at this weight. The fee would be \$360 per year, and there is provision for a short-term, 3 month permit. Vehicle components must be certified for safety.

Present law (29 \$1652 (1)) establishes a gross weight limit of 80,000 pounds for commercial vehicles, generally. An exception is provided for 6-axle combination vehicles consisting of a 3-axle tractor and a tri-axle semi-trailer, which may obtain a permit for 90,000 pounds, except on the Interstate System.

The anticipated revenue of \$150,000 will be expended towards the enforcement of truck weight registrations by the Department of Public Safety. There would also be a minimal future cost to road and bridge consumption that cannot be estimated.

LD An Act to Amend the Motor Vehicle Laws and to Allocate Funds PUBLIC

2630 to the Division of Motor Vehicles (Reported Pursuant to a

Joint Order; HP1916) EMERGENCY

SPONSOR(S)

COMMITTEE REPORT

AMENDMENTS ADOPTED
H-772 DIAMOND

SUMMARY

This bill replaces LD 2491, which was introduced in the wrong House. It embodies the Committee Amendment to that bill. This bill makes clarifications and corrections to the motor vehicle laws, makes permanent the \$2 increase in the cost of registration established last year and provides funding for a new building for the Division of Motor Vehicles.

Secs. 5 through 13 , from the original bill, make several fee changes which will provide approximately \$1,700,000 annually. These provide a \$2 increase in motor vehicle registration fees (\$1 for trailers). This year, a plate fee of \$2 per plate was initiated in connection with the lobster plate. That would continue, but only for the issuance of new plates when needed.

Office of Policy and Legal Analysis......page . 19 Transportation