

# MAINE STATE LEGISLATURE

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



**BILL SUMMARY  
JOINT STANDING COMMITTEE  
ON  
TRANSPORTATION**

**MAY 1988**

**MEMBERS**

**Sen. Charles G. Dow \***  
**Sen. Raynold Theriault**  
**Sen. Pamela L. Cahill**

**Rep. Fred W. Moholland \***  
**Rep. Harold M. Macomber**  
**Rep. Roger M. Pouliot**  
**Rep. Frederick F. Soucy**  
**Rep. Jeffery N. Mills**  
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**Rep. Donald A. Strout**  
**Rep. Orland G. McPherson**  
**Rep. Daniel J. Callahan**  
**Rep. Roland S. Salsbury, Jr.**

**\* Denotes Chair**

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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::*

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

*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 Lorette 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.*

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 Commodities (Reported Pursuant to a Joint Order; HP 1909) PUBLIC 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 2630 An Act to Amend the Motor Vehicle Laws and to Allocate Funds to the Division of Motor Vehicles (Reported Pursuant to a Joint Order; HP1916) PUBLIC 789 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.

Sec. 14 requires that Former Prisoner of War plates be different in design from Disabled Veteran plates, while Sec. 15 creates a special Pearl Harbor survivor license plate.

Sec. 16 from the original bill applies Maine's financial responsibility law only to vehicles registered in this state. Sec. 17 exempts vehicles owned or controlled by a dealer and certain rental vehicles from evidence of insurance or financial responsibility because there are separate requirements for their insurance in Title 29, sections 832 and 831.

Sec. 19 prohibits abandoning vehicles on islands and authorizes the State or the political subdivision to require the owner remove an abandoned vehicle at the owner's expense. Continued violation, after 30 days' warning, would be a Class E crime.

Sections 22, 23 and 24, from the original bill, address the new requirement for common expiration of inspection and registration. Sec. 22 exempts fleets of 5 or more vehicles with a common registration expiration. Sec. 23 allows for a warning to be issued, giving 2 days to correct the infraction. Sec. 24 delays the effective date of the common expiration requirement from July 1, 1988 to April 1, 1989.

The House Amendment (H-769) deleted a provision from the original bill to establish a reserve within the Highway Fund for construction of a building for the main office of the Division of Motor Vehicles and the Augusta branch office, including the added space needed for consolidation of truck permitting in a single agency. It also deleted an allocation of \$1,700,000 for FY 1988-89 from the Highway Fund for land and architectural design.

LD	An Act to Require Application and Approval for Railroads to	PUBLIC
2634	Receive Financial Assistance from the State and to Require	792
	Notice of Major Modifications in Rail Service	

<u>SPONSOR(S)</u>	<u>COMMITTEE REPORT</u>	<u>AMENDMENTS ADOPTED</u>
CARTER	OTP-AM	H-735

SUMMARY

This bill replaces LD 2401. With the House Amendment (H-735) the Joint Select Committee on Transportation approved it.

The new bill deletes from the original bill any requirement for a state permit to operate a railroad, and it does not affect the jurisdiction of the Interstate Commerce Commission. The bill does establish a requirement that any railroad that wishes to receive financial assistance from the state, including tax exemptions, grants, subsidies, loans, cost reimbursement for maintenance of railroad crossings, or payments from other sources must annually submit an application and receive approval from the Department of Transportation. It also appropriates \$22,700 from the General Fund for rulemaking.

The bill also provides that the Maine Department of Transportation will be informed of proposed major modifications in rail service at the same time the