

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. Raynold Theriault
Sen. Pamela L. Cahill

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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::

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 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.

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

petition or proposal to make this modification is filed with the Interstate Commerce Commission. The Department will review the proposal and will report on it to the Governor and the Legislature, if it has a major effect on rail service in the State.

The House Amendment (H-735) deletes certain criteria from consideration in review by the Department of Transportation of an application for financial assistance, but requires those criteria to be addressed in the notice of a major modification in rail service. It also makes an entity which fails to file notice of a major modification in rail service, ineligible for State financial assistance for one year.