

MAINE STATE LEGISLATURE

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STATE OF MAINE
114TH LEGISLATURE
FIRST REGULAR SESSION



BILL SUMMARY
JOINT STANDING COMMITTEE
ON
TRANSPORTATION

JULY 1989

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Sen. Robert R. Gould

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* Denotes Chair

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ONE HUNDRED AND FOURTEENTH LEGISLATURE
FIRST REGULAR SESSION

JOINT STANDING COMMITTEE
BILL SUMMARIES
AUGUST 1989

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 for 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 abbreviated 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 Research Assistant Barbara McGinn, and secretaries: Charlene Brann, and Valarie Parlin, and especially Laurette Knox who coordinated preparation of the overall document.

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

LD 52 An Act to Require Transition Speed Zones Adjacent to School Zones

LV/WD

SPONSOR(S)
RICHARD

COMMITTEE REPORT
LV/WD

AMENDMENTS ADOPTED

SUMMARY

This bill establishes a 500-foot transition zone next to every school zone, and requires a transition speed limit of 30 miles per hour or less to facilitate better compliance with the 15 miles per hour limit within the school zone. It would require \$51,660 for FY 1990 for signs.

LD 64 An Act to Clarify the Law Authorizing the Use of Warning Devices on Department of Corrections' Vehicles

PUBLIC 32

SPONSOR(S)
GILL
BRANNIGAN
GREENLAW
CARROLL D

COMMITTEE REPORT
OTP-AM

AMENDMENTS ADOPTED
S-15
S-16 BUSTIN

SUMMARY

This bill clarifies that Department of Corrections' vehicles must use both blue lights and sirens in order to be given the right-of-way, just as other law enforcement and emergency vehicles must use their flashing lights and sirens. The bill also authorizes Department of Corrections' vehicles to use warning devices when responding to the escape of any committed offender, not just those from the prison.

CA (S-15) adds a fiscal note: The costs will be absorbed.

SA (S-16) is technical.

LD 65 An Act to Make Changes in the Motor Vehicle Laws

PUBLIC 71

SPONSOR(S)
GOULD R R
THERIAULT
MACOMBER
STROUT D

COMMITTEE REPORT
OTP-AM

AMENDMENTS ADOPTED
H-53 MOHOLLAND
S-23
S-29 BUSTIN

SUMMARY

The bill makes several miscellaneous changes in the motor vehicle laws.

CA (S-23) This amendment replaces the original bill and adds an emergency clause.

Section 1, from the original bill, would remove the exemption of camp trailers from the definition of semitrailer.

Section 2 modifies the original bill to make it a Class E crime to operate with a license that has been expired more than 30 days, compared to 180 days under present law. A shorter period is a traffic infraction.

Section 3 is added to the original bill to repeal the 45 mph speed limit for mobile homes.

Section 4, from the original bill, deletes a reference to advertising on transit district buses used as school buses since transit district buses are not used for the primary transportation of school children.

The amendment deletes section 4 of the original bill which would have prohibited use of school buses on public ways for passengers who do not include school age persons.

Section 5, from the original bill, deletes a paragraph referring to "school buses ... operated by a motor carrier holding a certificate from the PUC." The PUC no longer deals with motor carriers.

Sections 6, 7, and 8 are added to the original bill to provide a 3-month delay in the program for renewal of a motor vehicle registration and the inspection sticker at the same time. (repealed in LD1399).

The amendment deletes from the original bill a provision which would prohibit operation of vehicles on a public way with body lifts.(see LD 160).

SA (S-29) is technical.

HA (H-53) clarifies certain effective dates.

LD 70 An Act to Increase the Motor Vehicle Inspection Fees

DIED BETWEEN HOUSES

| <u>SPONSOR(S)</u> | <u>COMMITTEE REPORT</u> | | <u>AMENDMENTS ADOPTED</u> | |
|-------------------|-------------------------|-----|---------------------------|---------|
| MCPHERSON | OTP-AM | MAJ | H-470 | MAJ REP |
| TWITCHELL | ONTP | MIN | | |
| GOULD R R | | | | |
| POULIOT | | | | |

SUMMARY

The bill would raise the fee charged by inspection stations for motor vehicle inspection from \$5 to \$6, allowing the inspection stations to realize an additional 50¢ for each inspection. The other 50 cents would go going to the Highway Fund, resulting in increased revenue to the Highway Fund of \$397,500 for FY 1990 and \$530,000 for FY 1991. The sticker fee was raised from 25 cents to 50 cents and the inspection fee was raised from \$3 to \$5 in 1983.

CA (H-470) adds a fiscal note.

The bill was allowed to die and its substance included in LD160.