

# 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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Rep. Clyde A. Hichborn  
Rep. Ronald C. Bailey

\* 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.

SPONSOR(S)MICHAUD  
WEBSTER C  
DEXTER  
CAHILL TCOMMITTEE REPORT

LV/WD

AMENDMENTS ADOPTEDSUMMARY

Under present law, commercial vehicles generally may not carry a weight in excess of the road limit, which is set by law according to the number of axles. However, it is possible to purchase a general permit or a commodity permit which allows a vehicle to carry a greater weight. If a vehicle exceeds the weight allowed by its permit, the overweight fine is calculated based on the amount in excess of the lower road limit, rather than the amount in excess of the higher permit limit. This bill bases any overweight fine on the amount in excess of the permit limit, rather than the road limit.

Currently, a truck's weight must meet 2 standards, gross weight and axle weight. The bill eliminates the axle weight standard.

Provisions dealing with these issues were included in LD 36.

LD 471 An Act to Exempt Interstate 95 between Exits 19 and 21 from  
Truck Weight Restrictions

ONTP

SPONSOR(S)MITCHELL  
CLARK NCOMMITTEE REPORT

ONTP

AMENDMENTS ADOPTEDSUMMARY

The bill would abolish truck weight limits on Interstate 95 between exits 19 and 21 in Freeport.

The weight limits on the Interstate Highway System set by the Federal Aid Highway Act (23 USCA §127) are lower than the weight limits on other highways of the state. Federal highway funds would be withheld from any State which allows weights on the Interstate system in excess of the federal limits, except for higher state limits that were in place July 1, 1956.

## LD 488 An Act to Amend the Motor Vehicle Laws

PUBLIC 81

SPONSOR(S)THERIAULT  
TWITCHELL  
MACOMBER  
MCPHERSONCOMMITTEE REPORT

OTP-AM

AMENDMENTS ADOPTED

S-39

SUMMARY

The bill removes full-time salesmen from the list of those who can use dealer's plates. Dealer's plates still could be used by them (or anyone else) for purposes directly connected with buying, selling, demonstrating, etc.

Present law allows use of temporary plates for 14 days after the sale or exchange of a vehicle. The bill would also allow this in the case of lease of a vehicle. Vehicles registered for less than a month would continue to be registered in the name of the lessor, and if leased for longer they will continue to be registered in both the name of the lessor and that of the lessee.

CA (S-39) This amendment deletes the restriction on dealer plates from the bill and retains the provision allowing use of temporary 14-day plates for leased vehicles pending registration.

**LD 505      An Act Concerning the Maintenance of Cattle Fences on State Land      LV/WD**

<u>SPONSOR(S)</u>	<u>COMMITTEE REPORT</u>	<u>AMENDMENTS ADOPTED</u>
MAYO	LV/WD	

SUMMARY

In 1988, 23 MRSA chapter 615 was enacted, authorizing the State to acquire railroad lines in certain circumstances. This bill would require the State to build and maintain fences along those railroad lines, the same as any other railroad corporation. The bill would require a General Fund appropriation of \$1 million for fence installation.

**LD 512      An Act Requiring Protective Headgear for All Operators and Passengers on Motor cycles, Motor Driven Cycles and Mopeds      DIED BETWEEN HOUSES**

<u>SPONSOR(S)</u>	<u>COMMITTEE REPORT</u>	<u>AMENDMENTS ADOPTED</u>
STROUT		

SUMMARY

This bill would require mandatory use of helmets by all operators and passengers of motorcycles, motor driven cycles and mopeds.

The bill died without reference.

**LD 538      An Act Regarding Motor Vehicle Registration      LV/WD**

<u>SPONSOR(S)</u>	<u>COMMITTEE REPORT</u>	<u>AMENDMENTS ADOPTED</u>
WEYMOUTH	LV/WD	
MACOMBER		
MCPHERSON		
MOHOLLAND		

SUMMARY

This bill addresses reregistration of a motor vehicle, trailer or semitrailer for which the plates have been surrendered for an extended period by commencing the reregistration period when the reregistration takes place, rather than backdating it to the time when the plates were surrendered. Reregistration would be for a calendar year, but a portion of the previous registration fee, prorated for the unused months, would be credited against the fee for the reregistration. This would cause a loss of revenue of \$2,446,630 per year, and require 4 new positions and about \$970 million per year.