

# 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. Raynold Theriault  
Sen. Robert R. Gould

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Rep. Donald A. Strout  
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.

FY 90 and 91, including approximately \$900,000 per year for 25 existing positions in Motor Carrier Safety and \$300,000 per year for 6 existing positions in Traffic Safety. It also includes a supplemental allocation of about \$400,000 per year for 12 additional troopers for commercial vehicle enforcement and a one-time capital expense of \$200,000 in FY 90 to equip them. (The Transportation Safety Fund is funded under 29 MRSA §2713 from fees and fines paid by motor vehicles-for-hire.)

CA (H-345) reduces the supplemental allocation to the Department of Public Safety by \$150,000 per year and cuts the number of additional troopers to 9.

**LD 968      An Act to Mandate the Use of Headlights during Inclement Weather      ONTP**

<u>SPONSOR(S)</u>	<u>COMMITTEE REPORT</u>	<u>AMENDMENTS ADOPTED</u>
LAPOINTE TWITCHELL COTE MILLS	ONTP	

SUMMARY

Under present law, vehicles must display lights visible from front and rear from 1/2 hour after sunset to 1/2 hour before sunrise and when visibility is less than 500 feet. There is an exception for vehicles parked by the curb if they are visible at 100 feet. The bill adds some details to the language.

**LD 999      An Act to Amend Department of Transportation Statutory Provisions Pursuant to the Surface Transportation and Uniform Relocation Assistance Act of 1987 Enacted by the Congress of the United States      PUBLIC 208 EMERGENCY**

<u>SPONSOR(S)</u>	<u>COMMITTEE REPORT</u>	<u>AMENDMENTS ADOPTED</u>
TWITCHELL MOHOLLAND GOULD R R HICHBORN	OTP-AM	S-117 S-125    BUSTIN

SUMMARY

Under the federal Uniform Relocation and Assistance Act of 1971, all State agencies which receive federal funds must provide relocation assistance when they dislocate persons by acquiring property or otherwise. Amendments to that law in 1987 required conforming changes in State law. This bill makes the necessary changes in the statutes applicable to the Maine Department of Transportation, including:

- Increased benefit ceiling for displaced residential owners from \$15,000 to \$22,500.
- Increased tenant benefit from \$4,000 over 48 months to \$5,250 over 42 months.
- Added "reestablishment" benefit up to \$10,000 for businesses.
- Changed limits on payment in lieu of moving costs for businesses from (\$2,500 to \$10,000) to (\$1,000 to \$20,000) and dropped apartment houses from that program.

- Deleted the fixed moving costs schedule in favor of actual costs or a schedule to be established by rule.

CA (S-117) adds a fiscal note.

SA (S-125) is technical.

**LD 1047 An Act to Allow Automatic Teller Machines on the Maine Turnpike**

**PUBLIC 145**

<u>SPONSOR(S)</u>	<u>COMMITTEE REPORT</u>	<u>AMENDMENTS ADOPTED</u>
THERIAULT TWITCHELL MOHOLLAND MARTIN H	OTP	

SUMMARY

Presently, the Maine Turnpike Authority may only allow the commercial use of property with access to the turnpike for a few listed purposes such as gas stations and restaurants. The bill adds automatic teller machines.

**LD 1058 An Act Concerning Trailer Dealer Licensing**

**PUBLIC 229**

<u>SPONSOR(S)</u>	<u>COMMITTEE REPORT</u>	<u>AMENDMENTS ADOPTED</u>
MAYO MACOMBER MCPHERSON MILLS	OTP-AM	H-218

SUMMARY

Under present law (29 MRSA §358) a manufacturer or dealer in boat or snowmobile trailers must pay a fee of \$50 per year plus \$5 for each dealer plate. The bill would authorize those same dealers to handle light camp trailers or utility trailers of 10,000 pounds or less without additional fee.

CA (H-218) This amendment differentiates between dealers who sell trailers and semitrailers with a gross weight of 3,000 pounds or less and dealers who sell mobile homes and trailers and semitrailers with a gross weight in excess of 3,000 pounds. Dealers in the lighter trailers will pay reduced dealer license and plate fees and will be able to handle all types of light trailers.