

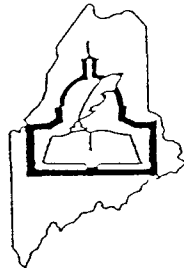
# MAINE STATE LEGISLATURE

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STATE OF MAINE  
114TH LEGISLATURE  
SECOND REGULAR SESSION



BILL SUMMARIES  
JOINT STANDING COMMITTEE  
ON  
TRANSPORTATION

JUNE 1990

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**One Hundred and Fourteenth Legislature  
Second Regular Session**

**Joint Standing Committee  
Bill Summaries**

**June 1990**

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. 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 or analysts assigned to the committee. But, this document was produced by the efforts of all the office staff, including secretaries: Charlene Raymond, 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.

## Joint Standing Committee on Transportation

**LD 1219**     **An Act to Provide Access to Camps**

**DIED BETWEEN  
BODIES**

<b>SPONSOR(S)</b>	<b>COMMITTEE REPORT</b>	<b>AMENDMENTS ADOPTED</b>
ROTONDI	OTP-AM     A	
HOGLUND	ONTP        B	
MARTIN J		
TWITCHELL		

### **SUMMARY**

This bill, carried over from the 1st Regular Session, requires the Department of Transportation to order a railroad company to establish and maintain an at-grade railroad crossing on petition of a landowner or lessee when the department finds such a crossing is reasonably necessary for access to land used for residential purposes by the petitioning landowner or lessee and the proposed crossing poses no unreasonable safety risks. The bill does not prohibit private crossing agreements between railroads and those desiring a rail crossing. The committee amendment (H-728) adds an appropriation of \$90,154 to the bill.

House accepted Majority OTPA, Senate accepted Minority ONTP, House voted to recommit, Senate adhered.

**LD 1778**     **An Act to Encourage Air Transportation to Designated  
Locations in Maine**

**INDEF PP**

<b>SPONSOR(S)</b>	<b>COMMITTEE REPORT</b>	<b>AMENDMENTS ADOPTED</b>
THERIAULT	OTP-AM	S-467
BUSTIN		
PARADIS J		
MARTIN H		

### **SUMMARY**

This bill, carried over from the 1st Regular Session, establishes a small community air service program, restricted to intrastate service to communities which have no other air service, to be administered by the Department of Transportation. \$500,000 per year is appropriated in FY 90 and FY 91.

The committee amendment (H-467) makes a technical correction to the appropriation.

The bill died on the Appropriations table.

**LD 1869**     **An Act to Require Consultation with the Department of  
Conservation on Abandoned Railroad Lines**

**PUBLIC 626**

<b>SPONSOR(S)</b>	<b>COMMITTEE REPORT</b>	<b>AMENDMENTS ADOPTED</b>
ANDERSON	OTP-AM	H-740
FARREN		
THERIAULT		

### **SUMMARY**

The State Railroad Preservation and Assistance Act, 23 MRSA chapter 615, authorizes the Department of Transportation to purchase or lease railroad lines or rights-of-way on which service has been abandoned. This bill gives the Department of Conservation an option to purchase or lease abandoned railroad lines if the Department of Transportation does not wish to exercise its option to do so.

This committee amendment (H-740) replaces the original bill and adds the Department of Conservation to the agencies that must be consulted by the Department of Transportation when determining whether to lease or purchase an abandoned railroad line.

**LD 1896      An Act to Require Certain Crew Standards for Railroad Safety      ONTP**

<b>SPONSOR(S)</b>	<b>COMMITTEE REPORT</b>	<b>AMENDMENTS ADOPTED</b>
MATTHEWS	ONTP	

**SUMMARY**

The bill would require a crew of 3 (locomotive operator, conductor and brakeman or flagman) for any rail service, and provide a civil penalty of \$1,000 for any corporation violating this requirement.

**LD 1904      An Act to Increase Fees for Defensive Driving Courses      PUBLIC 616**

<b>SPONSOR(S)</b>	<b>COMMITTEE REPORT</b>	<b>AMENDMENTS ADOPTED</b>
BAILEY PARADIS P COLLINS	OTP-AM	H-730

**SUMMARY**

The bill is submitted by the Department of Public Safety to increase the fee for a defensive driving course from \$15 to \$20.

The committee amendment (H-730) adds an allocation of \$24,000 to the Department of Public Safety and a fiscal note showing an equivalent increase in revenue.

**LD 1910      An Act to Adjust Commercial Motor Vehicle Fees      PUBLIC 896**

<b>SPONSOR(S)</b>	<b>COMMITTEE REPORT</b>	<b>AMENDMENTS ADOPTED</b>
MACOMBER TWITCHELL MCPHERSON STROUT D	OTP-AM	H-1036 MOHOLLAND H-948

**SUMMARY**

This bill would have reduced the fee for the commercial vehicle fuel use identification decal fee from \$15 to \$7.50.

The committee amendment (H-948) reduces the fee from \$15 to \$5 so it will simply cover the cost of administration of the fuel use decal program. The decal is generally required for motor vehicles registered for a gross weight exceeding 26,000 pounds or designed to carry 20 or more passengers and that use a fuel other than gasoline. This amendment implements the settlement of a civil suit that successfully challenged the higher fuel decal fee, American Trucking Associations, Inc., et al. v. G. William Diamond, Secretary of State, Kennebec County Superior Court Docket No. CV-89-410. The effective date of the fee reduction would be July 1, 1990, or the date of final approval by the court of the settlement agreement, whichever is later.

The House amendment (H-1036) changes the effective date to July 1, 1991, and removes the emergency clause and the contingency.