

# MAINE STATE LEGISLATURE

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**STATE OF MAINE  
117TH LEGISLATURE**

**SECOND REGULAR SESSION**

**BILL SUMMARIES  
JOINT STANDING COMMITTEE  
ON  
TRANSPORTATION**

**JUNE 1996**

***MEMBERS:***

*Sen. Albert G. Stevens, Jr., Chair  
Sen. Vinton E. Cassidy  
Sen. Judy A. Paradis*

*Rep. Donald A. Strout, Chair  
Rep. William B. O'Gara  
Rep. George F. Ricker  
Rep. Joseph D. Driscoll  
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Rep. Harry W. Bailey  
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Rep. Charles H. Heino  
Rep. David A. Lindahl*

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**ONE HUNDRED SEVENTEENTH LEGISLATURE  
SECOND REGULAR SESSION**

***Summary Of Legislation Before The Joint Standing Committees  
June 1996***

We are pleased to provide this summary of bills that were considered by the 15 Joint Standing Committees of the Maine Legislature staffed by this office. The document is a compilation of bill summaries which describe each bill, committee amendments and other relevant amendments, as well as the final action taken on the bill. Also included are statistical summaries of bill activity this Session for the Legislature and each of its joint standing committees.

The document is organized for convenient reference to information on bills handled by the joint standing committees. It is organized alphabetically by committees and within committees by bill (LD) number. The committee report(s), prime sponsor for each bill and the lead co-sponsor(s), if designated, are listed below each bill title. All adopted amendments are listed by paper number. Two indices, a subject index and a numerical index by LD number are provided for easy reference to bills. They are located at the back of the document. A separate publication, History and Final Disposition of Legislative Documents, may also be helpful in providing information on the disposition of bills.

Final action on each bill is noted to the right of the bill title. The abbreviations used for various categories of final action are as follows:

<i>CARRIED OVER</i> .....	<i>Bill carried over to Second Session</i>
<i>CON RES XXX</i> .....	<i>Chapter # of Constitutional Resolution passed by both Houses</i>
<i>CONF CMTE UNABLE TO AGREE</i> .....	<i>Committee of Conference unable to agree; bill died</i>
<i>DIED BETWEEN BODIES</i> .....	<i>House &amp; Senate disagree; bill died</i>
<i>DIED ON ADJOURNMENT</i> .....	<i>Action incomplete when session ended; bill died</i>
<i>EMERGENCY</i> .....	<i>Enacted law takes effect sooner than 90 days</i>
<i>FAILED EMERGENCY ENACTMENT</i> .....	<i>Emergency bill failed to get 2/3 vote</i>
<i>FAILED ENACTMENT</i> .....	<i>Bill failed to get majority vote</i>
<i>FAILED MANDATE ENACTMENT</i> .....	<i>Bill imposing local mandate failed to get 2/3 vote</i>
<i>INDEF PP</i> .....	<i>Bill Indefinitely Postponed</i>
<i>ONTP</i> .....	<i>Ought Not To Pass report accepted</i>
<i>P&amp;S XXX</i> .....	<i>Chapter # of enacted Private &amp; Special Law</i>
<i>PUBLIC XXX</i> .....	<i>Chapter # of enacted Public Law</i>
<i>RESOLVE XXX</i> .....	<i>Chapter # of finally passed Resolve</i>
<i>UNSIGNED</i> .....	<i>Not signed by Governor within 10 days</i>
<i>VETO SUSTAINED</i> .....	<i>Legislature failed to override Governor's Veto</i>

Please note the effective date for all non-emergency legislation enacted in the Second Regular Session (unless otherwise specified in a particular law) is July 4, 1996.

**LD 1690**      **An Act Relating to the Potential Improvement of the Maine Turnpike Authority**      ONTP

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
BUTLAND	ONTP      MAJ OTP-AM      MIN	

LD 1690 proposed to increase the amount of bonds the Maine Turnpike Authority may issue in connection with a widening of the turnpike from Exit 1 to Exit 6-A, if all or a portion of a project is approved. The bill also proposed to clarify the Maine Turnpike Authority's obligations for transportation planning that pertain to such a project.

**Committee Amendment "A" (S-443)** proposed a minority report. It proposed to direct the Maine Turnpike Authority to proceed with all actions necessary to widen the turnpike from Exit 1 to Exit 6-A upon meeting the requirements of the Sensible Transportation Policy Act as defined in the Maine Revised Statutes, Title 23, section 1965-A and upon approval of the widening by the voters in a statewide referendum. The minority report was not accepted.

**LD 1734**      **An Act to Amend the Commercial Vehicle Weight Laws**      PUBLIC 546

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
STEVENS A	OTP-AM	S-438

LD 1734 proposed amending the penalties for weight violations. When a vehicle is in violation of both gross and axle weight Interstate Highway limits, a minimum fine of \$20 each would be imposed for each violation of Interstate Highway weight limits, in addition to the fine for the highest applicable penalty. It proposed allowing the Secretary of State to suspend the registration or right to operate vehicles having 5 or more aggravated gross weight violations within a 24-month period or 7 or more such violations within a 36-month period.

**Committee Amendment "A" (S-438)** proposed a technical correction and adding a fiscal note to the bill.

***Enacted law summary***

Public Law 1995, chapter 546 amends the penalties for weight violations on the interstate highway making the penalties consistent with federal regulations. It allows the Secretary of State to suspend the registration or right to operate vehicles having 5 or more aggravated gross weight violations within a 24-month period or 7 or more such violations within a 36-month period.

**LD 1740**      **An Act to Exempt Working Rural Mail Carriers from the Seat Belt Law**      PUBLIC 597

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
STEDMAN	OTP-AM	H-747 H-758

LD 1740 proposed to exempt rural mail carriers of the United States Postal Service from wearing safety seatbelts while engaged in the delivery of mail.

**Committee Amendment "A" (H-747)** proposed to exempt taxi drivers from the responsibility of having paying passengers use a seatbelt. It proposed amending the language in the original bill to clarify that the rural postal carrier is exempt from the seatbelt provision requiring the operator of a motor vehicle to be buckled.

**House Amendment "A" to Committee Amendment "A" (H-758)** proposed amending the seatbelt law to make it a primary violation if a person age 4 through 18 years of age is not secured in a seat belt.

***Enacted law summary***

Public Law 1995, chapter 597 exempts rural postal carriers from the seat belt provision requiring the operator of a motor vehicle to be buckled. It exempts taxi drivers from the responsibility of having paying passengers use a seat belt. It allows primary enforcement of the seatbelt law for persons age 4 through 18.

**LD 1782      An Act to Create the Motor Carrier Training Advisory Board      PUBLIC 605**

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
	OTP-AM	H-748 H-807

LD 1782 proposed creation of the Motor Carrier Training Advisory Board to advise the Secretary of State on matters relating to advanced commercial driver training and continuing education. The bill also proposed adding a member to the Secretary of State's driver education technical review panel to represent the motor carrier industry.

**Committee Amendment "A" (H-748)** proposed establishing the Motor Carrier Training Advisory Board within the Department of the Secretary of State rather than the Department of Transportation. It proposed altering the board's membership to include a commercial driver, an additional member of the public, and a member of the joint standing committee of the Legislature having jurisdiction over transportation matters. It proposed changing the term served from 2 years to 3 years for each member and staggering initial terms.

**House Amendment "A" to Committee Amendment "A" (H-807)** proposed that the member of the Motor Carrier Training Advisory Board who is a member of the joint standing committee of the Legislature having jurisdiction over transportation matters be appointed jointly by the President of the Senate and the Speaker of the House of Representatives rather than by the chairs of that committee.

***Enacted law summary***

Public Law 1995, chapter 605 creates the Motor Carrier Training Advisory Board within the Department of the Secretary of State and adds a member representing the motor carrier industry to the Secretary of State's driver education technical review panel.