

MAINE STATE LEGISLATURE

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**STATE OF MAINE
117TH LEGISLATURE**

SECOND REGULAR SESSION

**BILL SUMMARIES
JOINT STANDING COMMITTEE
ON
TRANSPORTATION**

JUNE 1996

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Sen. Vinton E. Cassidy
Sen. Judy A. Paradis*

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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 & 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&S XXX</i>	<i>Chapter # of enacted Private & 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.

House Amendment "A" to Committee Amendment "A" (H-851) proposed changing the title of the bill and adds a section to the resolve to designate the route from the Town of Port Clyde to the Town of Montville as the "Georges River Scenic Byway."

Enacted law summary

Resolve 1995, chapter 73 designates a portion of Route 157 in Millinocket as a POW-MIA Highway and names a specified route from Montville to Port Clyde as the Georges River Scenic Byway.

Chapter 73 was enacted as an emergency measure effective April 3, 1996

LD 1830 An Act to Make Supplemental Allocations from the Highway Fund, Allocations from Other Funds and a General Fund Appropriation and to Amend Certain Transportation Laws P & S 83
EMERGENCY

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
STROUT	OTP-AM	H-848

LD 1830 proposed supplemental allocations from the Highway Fund and other special revenue funds and proposed authorizing the unencumbered balance in the Highway Fund salary plan account from fiscal year 1994-95 to lapse to the Highway Fund.

Committee Amendment "A" (H-848) proposed directing the Department of Transportation to develop a plan for the transition of responsibilities for operation of the Augusta State Airport to the City of Augusta. It also proposed a General Fund appropriation and a Highway Fund allocation to the State Police to fund the addition of a DNA wing to the state crime lab and proposed adding a fiscal note to the bill.

Enacted law summary

Private and Special Law 1995, chapter 83, Part A makes supplemental allocations from the Highway Fund, the Federal Expenditure Fund and the Other Special Revenue funds. Part B authorizes the unencumbered balance in the Highway Fund salary plan account from fiscal year 1994-95 to lapse to the Highway Fund. Part C directs the Department of Transportation to develop a plan for the transition of responsibilities for operation of the Augusta State Airport to the City of Augusta. Part D provides a General Fund appropriation and a Highway Fund allocation to the State Police to fund the addition of a DNA wing to the state crime lab.

Chapter 83 was enacted as an emergency measure effective April 11, 1996

LD 1836 An Act Requiring Qualified Investigation of Certain Truck-related and Bus-related Fatalities ONTP

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
LEMKE	ONTP	

LD 1836 proposed to require that investigators from the Maine State Police accident reconstruction program and the commercial vehicle enforcement unit investigate fatal accidents involving a truck that weighs 10,000 pounds or more or a bus. It proposed to require that a

prosecution arising out of such an investigation be conducted by the Office of the Attorney General. The bill also proposed to specify that investigators may travel out-of-state when necessary in the course of an investigation.

LD 1864 An Act to Facilitate the Implementation of a Logo Sign Program on the Interstate

PUBLIC 663

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
	OTP-AM MAJ	H-849
	OTP-AM MIN	

LD 1864 was reported out pursuant to a joint order. The bill proposed to amend the provisions for a logo signing program on the interstate to facilitate implementation of the program.

Committee Amendment "A" (H-849) proposed the majority report of the Joint Standing Committee on Transportation. It proposed additional provisions to clarify and facilitate the implementation of a logo sign program. It also proposed adding a fiscal note to the bill. This amendment was adopted.

Committee Amendment "B" (H-850) proposed the minority report of the Joint Standing Committee on Transportation. It would have repealed authorization for a logo sign program on the interstate. This amendment was not adopted.

Enacted law summary

Public Law 1995, chapter 663 restricts logo signs on the interstate highway to areas of the interstate that are rural in character. It allows logo signs only for businesses providing gas, food, lodging and camping. It requires a separate logo sign be installed for a particular type of service if 3 or more qualified businesses are located at an exit. It clarifies that logos for more than one type of service may be displayed on a logo sign. It specifies when more than one logo sign is allowed per exit and prohibits more than 4 signs per exit

LD 1871 An Act to Amend the Maine Turnpike Authority's Budget for Calendar Year 1996, to Clarify the Maine Turnpike Authority's Budget Process and to Facilitate the Evaluation of Automated Toll Collection

PUBLIC 613
EMERGENCY

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
STEVENS A	OTP-AM	S-519 S-523

LD 1871 proposed allocation of additional turnpike revenues to pay for unbudgeted expenses caused by the delayed completion of the Maine Turnpike Authority's toll conversion project and the associated delay in the authority's planned reductions in the work force.

Committee Amendment "A" (S-519) proposed to clarify that legislative approval is not required for capital expenditures by the Maine Turnpike Authority or for expenditures necessary to satisfy requirements of bond resolutions. This amendment also proposed to remove the requirement that the turnpike convert to an automated toll collection system prior to completing its alternatives evaluation.