

MAINE STATE LEGISLATURE

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**STATE OF MAINE
118TH LEGISLATURE**

**FIRST REGULAR SESSION
AND
FIRST SPECIAL SESSION**

**BILL SUMMARIES
JOINT STANDING COMMITTEE
ON
TRANSPORTATION**

JULY 1997

MEMBERS:

Sen. William B. O'Gara, Chair

Sen. John T. Jenkins

Sen. Vinton E. Cassidy

Rep. Joseph D. Driscoll, Chair

Rep. Gerald N. Bouffard

Rep. Paul Chartrand

Rep. Charles D. Fisher

Rep. Gary J. Wheeler

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Rep. Steven M. Joyce

Rep. Christine R. Savage

Rep. Robert J. Winglass

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Maine State Legislature

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**ONE HUNDRED EIGHTEENTH LEGISLATURE
FIRST REGULAR AND FIRST SPECIAL SESSIONS**

**Summary Of Legislation Before The Joint Standing Committees
August 1997**

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. These bill summaries also are available at the Law and Legislative Reference Library and on the Internet (www.state.me.us/legis/opla).

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:

- CARRIED OVER*.....*Bill carried over to Second Regular Session*
- CON RES XXX*.....*Chapter # of Constitutional Resolution passed by both Houses*
- CONF CMTE UNABLE TO AGREE*.....*Committee of Conference unable to agree; bill died*
- DIED BETWEEN BODIES*.....*House & Senate disagree; bill died*
- DIED IN CONCURRENCE*.....*One body accepts ONTP report; the other indefinitely postpones the bill*
- DIED ON ADJOURNMENT*.....*Action incomplete when session ended; bill died*
- EMERGENCY*.....*Enacted law takes effect sooner than 90 days*
- FAILED EMERGENCY ENACTMENT/FINAL PASSAGE*.....*Emergency bill failed to get 2/3 vote*
- FAILED ENACTMENT/FINAL PASSAGE*.....*Bill failed to get majority vote*
- FAILED MANDATE ENACTMENT*.....*Bill imposing local mandate failed to get 2/3 vote*
- INDEF PP*.....*Bill Indefinitely Postponed*
- ONTP*.....*Ought Not To Pass report accepted*
- OTP ND*.....*Committee report Ought To Pass In New Draft*
- OTP ND/NT*.....*Committee report Ought To Pass In New Draft/New Title*
- P&S XXX*.....*Chapter # of enacted Private & Special Law*
- PUBLIC XXX*.....*Chapter # of enacted Public Law*
- RESOLVE XXX*.....*Chapter # of finally passed Resolve*
- UNSIGNED*.....*Bill held by Governor*
- VETO SUSTAINED*.....*Legislature failed to override Governor's Veto*

Please note the effective date for all non-emergency legislation enacted in the First Regular Session (unless otherwise specified in a particular law) is June 26, 1997 and September 19, 1997 for the First Special Session.

David E. Boulter, Director

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to a terminus at or near Farmington. The bill would have directed the department to install signs on existing state highways that connect Calais, Gilead and Coburn Gore. The names of these highways would have been chosen by the joint standing committee of the Legislature having jurisdiction over transportation matters during the Second Regular Session of the 118th Legislature.

LD 1883

An Act to Ask Voters in a Referendum Whether One Travel Lane in Each Direction Should be Added to the Maine Turnpike, Paid for by Turnpike Tolls, to Reduce Accidents and Congestion

PUBLIC 493

Sponsor(s)

Committee Report
OTP

Amendments Adopted

LD 1883 establishes a voter referendum regarding the widening of the Maine Turnpike. Approval of the referendum question results in the Maine Turnpike Authority being directed by law to proceed with adding one travel lane in each direction between Mile 12 and Mile 42 of the Maine Turnpike. Rejection of the referendum question results in a prohibition on widening or expanding the Maine Turnpike, unless the widening or expansion is approved by the Legislature.

House Amendment "A" (H-642) alters the referendum question to eliminate the phrase "to reduce accidents and congestion."

House Amendment "B" (H-674) establishes a voter referendum regarding the Maine Turnpike. Approval of the referendum question results in:

1. The Maine Turnpike Authority being directed by law to proceed with adding one travel lane in each direction between mile 12 and mile 42 of the Maine Turnpike;
2. A requirement that the Maine Turnpike Authority spend on alternative modes of transportation an amount equal to that spent on the widening;
3. The elimination of commuter discounts;
4. The Maine Turnpike Authority being authorized to offer discount tolls during nonpeak hours; and
5. The Maine Turnpike Authority being authorized to charge variable surcharges during any time period.

Rejection of the referendum question results in a prohibition on widening or expanding the Maine Turnpike unless the widening or expansion is approved by the Legislature.

Enacted law summary

Public Law 1997, chapter 493 establishes a voter referendum regarding the widening of the Maine Turnpike. Approval of the referendum question results in the Maine Turnpike Authority being directed by law to proceed with adding one travel lane in each direction between Mile 12 and Mile 42 of the Maine Turnpike. Rejection of the referendum question results in a prohibition on widening or expanding the Maine Turnpike, unless the widening or expansion is approved by the Legislature.