

MAINE STATE LEGISLATURE

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*State Of Maine
120th Legislature*

First Regular Session

Bill Summaries

*Joint Standing Committee
on
Transportation*

August 2001

Members:

Sen. Christine R. Savage, Chair

Sen. William B. O'Gara

Sen. Kenneth T. Gagnon

Rep. Charles D. Fisher

Rep. Gerald N. Bouffard

Rep. Gary J. Wheeler

Rep. George H. Bunker, Jr.

Rep. Boyd P. Marley

Rep. Rosaire Paradis, Jr.

Rep. Edgar Wheeler

Rep. Ronald F. Collins

Rep. Terrence P. McKenney

Rep. Deborah K. McNeil

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OFFICE OF POLICY AND LEGAL ANALYSIS**

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**120th Legislature
First Regular Session**

**Summary Of Legislation Before The Joint Standing Committees
August 2001**

Enclosed please find a summary of all bills, resolves, joint study orders, joint resolutions and Constitutional resolutions that were considered by the joint standing select committees of the Maine Legislature this past session. The document is a compilation of bill summaries which describe each bill and relevant amendments, as well as the final action taken. 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 considered by the committees. It is organized 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*
NOT PROPERLY BEFORE THE BODY..... *Ruled out of order by the presiding officers; bill died*
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 **September 21, 2001**.

David E. Boulter, Director
Offices Located in the State House, Rooms 101/107/135

Joint Standing Committee on Transportation

corresponded to the maximum weight limits of vehicles established in Quebec and New Brunswick. This resolve would have also required the department to establish a fee schedule that would take into consideration the additional wear and tear on those routes by the over-limit vehicles.

LD 843

An Act to Clarify when Reduced Speed Limits are in Effect in School Zones

**PUBLIC 145
EMERGENCY**

| <u>Sponsor(s)</u> | <u>Committee Report</u> | <u>Amendments Adopted</u> |
|-------------------|-------------------------|---------------------------|
| MICHAUD ME | OTP-AM | H-179 |

LD 843 proposed to require a maximum rate of 15 miles per hour in a school zone when there are signs present indicating that the 15 miles per hour speed limit is in effect or as designated by the Department of Transportation or municipal ordinance.

Committee Amendment "A" (H-179) replaced the bill and proposed to require a maximum rate of 15 miles per hour in a school zone during recess, when children are going to or leaving school during school opening or closing hours, when school speed limit signs are flashing during school opening or closing hours or at other times designated by a municipal traffic ordinance that regulates town ways classified as local by the Department of Transportation in accordance with the federal functional classification system.

Enacted law summary

Public Law 2001, chapter 145 requires a maximum rate of 15 miles per hour in a school zone during recess, when children are going to or leaving school during school opening or closing hours, when school speed limit signs are flashing during school opening or closing hours or at other times designated by a municipal traffic ordinance that regulates town ways classified as local by the Department of Transportation in accordance with the federal functional classification system.

Public Law 2001, chapter 145 was enacted as an emergency measure effective May 14, 2001.

LD 858

An Act to Revert the Seat Belt Law to the Form Approved by the Citizens

ONTP

| <u>Sponsor(s)</u> | <u>Committee Report</u> | <u>Amendments Adopted</u> |
|---------------------|-------------------------|---------------------------|
| PERKINS MCALEVEY | ONTP | |

LD 858 proposed to restore statutory language that was repealed in 1997. Prior to the repeal, a person not wearing a seat belt could be fined for not wearing a seat belt only if the person was fined for the primary violation, i.e., the reason the person was originally stopped other than failure to wear a seat belt. This bill would have restored that provision to the form passed at referendum in 1995.