

MAINE STATE LEGISLATURE

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*State Of Maine
120th Legislature*

Second Regular Session

Bill Summaries

*Joint Standing Committee
on
Transportation*

May 2002

Members:

*Sen. Christine R. Savage, Chair
Sen. William B. O'Gara
Sen. Kenneth T. Gagnon*

*Rep. Charles D. Fisher, Chair
Rep. Gerald N. Bouffard
Rep. Gary J. Wheeler
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Rep. Boyd P. Marley
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Rep. Terrence P. McKenney
Rep. Deborah K. McNeil*

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Maine State Legislature
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120th Legislature
Second Regular Session

Summary Of Legislation Before The Joint Standing Committees
May 2002

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 arranged alphabetically by committee name 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:

<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 IN CONCURRENCE</i>	<i>One body accepts ONTP report; the other indefinitely postpones the bill</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/FINAL PASSAGE</i>	<i>Emergency bill failed to get 2/3 vote</i>
<i>FAILED ENACTMENT/FINAL PASSAGE</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>NOT PROPERLY BEFORE THE BODY</i>	<i>Ruled out of order by the presiding officers; bill died</i>
<i>INDEF PP</i>	<i>Bill Indefinitely Postponed</i>
<i>ONTP</i>	<i>Ought Not To Pass report accepted</i>
<i>OTP ND</i>	<i>Committee report Ought To Pass In New Draft</i>
<i>OTP ND/NT</i>	<i>Committee report Ought To Pass In New Draft/New Title</i>
<i>P&S XXX</i>	<i>Chapter # of enacted Private & Special Law</i>
<i>PASSED</i>	<i>Joint Order passed in both bodies</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>Bill held by Governor</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 25, 2002.

Patrick T. Norton, Interim Director
Offices located in Room 215 of the Cross Office Building

Joint Standing Committee on Transportation

Resolve 2001, chapter 78 directs the Department of Transportation to submit proposed legislation to the Joint Standing Committee on Transportation in the next regular legislative session after the department has determined the location of a 3rd bridge in Washington County connecting Maine with New Brunswick, Canada. This legislation must include provisions to allow Canadian weight standards on Route 1 from the bridge to the junction of Route 1 and Route 9 in Baileyville.

LD 1832

An Act to Strengthen the Habitual Offender Law

PUBLIC 514

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
O'GARA GERZOFKY	OTP-AM	H-816 SAVAGE W S-409

LD 1832 proposed to increase the period of driver license revocation for habitual motor vehicle offenders from one year to 3 years and to provide that certain habitual offenders may petition for a work-restricted license following 2 years of license revocation.

Committee Amendment "A" (S-409) proposed to provide that certain habitual offenders may petition for a work-restricted license following 18 months of license revocation, instead of 2 years as proposed in the bill.

House Amendment "B" (H-816) proposed to exclude a conviction of operating after suspension when the suspension is based on nonpayment of child support in the number of convictions included in the definition of "habitual offender."

Enacted law summary

Public Law 2001, chapter 514 increases the period of driver license revocation for habitual motor vehicle offenders from one year to 3 years and provides that certain habitual offenders may petition for a work-restricted license following 18 months of license revocation. The law excludes a conviction of operating after suspension when the suspension is based on nonpayment of child support in the number of convictions included in the definition of "habitual offender."

LD 1836

An Act to Clarify Licensure for the Operation of Antique Trucks

PUBLIC 486

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
FISHER	OTP-AM	H-768

LD 1836 was a concept draft pursuant to Joint Rule 208. It proposed to allow a person without a driver's license to operate an antique truck as long as the truck is not being operated in commerce but for recreational, pleasure or show purposes.

Committee Amendment "A" (H-768) proposed to replace the original bill and allow a person with a Class C driver's license to operate an antique truck as long as the truck is not being operated in commerce but for recreational, pleasure or show purposes.