

MAINE STATE LEGISLATURE

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*State Of Maine
121st Legislature*

First Regular Session

Bill Summaries

*Joint Standing Committee
on
Transportation*

July 2003

Members:

*Sen. Pamela Henderson Hatch, Chair
Sen. Dennis S. Damon
Sen. Christine R. Savage*

Rep. Ronld E. Usher, Chair

Rep. Boyd P. Marley

Rep. Rosaire "Ross" Paradis, Jr.

Rep. Lisa T. Marrache

Rep. Sonya G. Sampson

Rep. Terrence P. McKenney

Rep. Ronald F. Collins

Rep. Deborah K. McNeil

Rep. Arlan R. Jodrey

Rep. William P. Browne

Staff:

Nicole A. Dube, Legislative Analyst

Jill Ippoliti, Legislative Analyst

Lock Kiermaier, Legislative Analyst

Office of Policy and Legal Analysis

13 State House Station

Augusta, ME 04333

(207) 287-1670

Maine State Legislature



Office Of Policy And Legal Analysis Office Of Fiscal And Program Review

121st Maine Legislature First Regular Session

Summary Of Legislation Before The Joint Standing Committees

Enclosed please find a summary of all bills, resolves, joint study orders, joint resolutions and Constitutional resolutions that were considered by the joint standing and joint 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>CARRIED OVER PURSUANT TO HP 1212</i>	<i>Bills carried over to the 2nd Regular 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 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>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 that the effective date for all non-emergency legislation enacted in the First Regular Session (unless otherwise specified in a particular law) is September 13, 2003.

David C. Elliott, Director
Offices located in Room 215 of the Cross Office Building

Joint Standing Committee on Transportation

requirements to improvements to entrances and exits of a project. Current law provides this incentive only for conversion of existing buildings.

Development incentives do not apply to developments with an entrance or exit on a high-speed arterial highway and are provided only if a project includes traffic demand management strategies. It also prevents a licensing authority from issuing a permit for a building or use when a driveway, entrance or traffic movement permit is required until after such a permit has been obtained from the Department of Transportation

LD 1457

An Act To Make Technical Amendments to Truck Size and Weight Laws

PUBLIC 166

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
COLLINS SAVAGE	OTP-AM	H-177

LD 1457 proposed to amend the truck size and weight laws as follows:

1. Clarify that certain definitions apply to the entire Maine Revised Statutes, Title 29-A;
2. Restore the gross vehicle weight reduction provisions for shorter wheelbase 6-axle combination vehicles that were inadvertently repealed in 1999;
3. Provide that an overlimit permit will also cover the trailer or semitrailer used to haul the overlimit load, in the event that the trailer or semitrailer also exceeds normal width or length limits;
4. Clarify that the same length provisions apply on the network designated by the Commissioner of Transportation for double 28 1/2 trailer-semitrailer vehicles as would apply on the national highway network;
5. Repeal the lift axle prohibition for vehicles hauling semitrailers between 48 feet and 53 feet in length; and
6. Restore the 80,000-pound gross vehicle weight maximum for vehicles with semitrailers between 48 feet and 53 feet in length if they are traveling on the Maine Turnpike or on Interstate 95 from the southern terminus of the Maine turnpike to the New Hampshire state line.

Committee Amendment "A" (H-177) proposed to repeal current statutory truck weight definitions in the Maine Revised Statutes, Title 29-A that would be replaced by the bill. The amendment also proposed to strike language regarding maximum gross weight standards for vehicles with semitrailers between 48 feet and 53 feet in length, which are already addressed in state and federal laws.

Enacted Law Summary

Public Law 2003, chapter 166 amends the truck size and weight laws as follows:

1. It clarifies that certain definitions apply to the entire Maine Revised Statutes, Title 29-A;
2. It restores the gross vehicle weight reduction provisions for shorter wheelbase 6-axle combination vehicles that were inadvertently repealed in 1999;

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3. It provides that an overlimit permit will also cover the trailer or semitrailer used to haul the overlimit load, in the event that the trailer or semitrailer also exceeds normal width or length limits;
4. It clarifies that the same length provisions apply on the network designated by the Commissioner of Transportation for double 28 1/2 trailer-semitrailer vehicles as would apply on the national highway network; and
5. It repeals the lift axle prohibition for vehicles hauling semitrailers between 48 feet and 53 feet in length.

LD 1467

An Act To Repeal the Provision of Law Requiring Permits for 53-foot Trailers

PUBLIC 253

<u>Sponsor(s)</u> USHER HATCH PH	<u>Committee Report</u> OTP-AM	<u>Amendments Adopted</u> H-245
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LD 1467 proposed to increase the annual registration fee for a camp trailer or semitrailer exceeding 2,000 pounds from \$18 to \$20. The bill proposed to increase the fee for a semipermanent registration plate from \$10 to \$12 for each semitrailer and increase the fee for a 20-year semipermanent semitrailer registration plate from \$10 to \$12 per year for each registration. It also proposed to repeal the requirement that a 53-foot semitrailer permit must be obtained from the Secretary of State in order for a single semitrailer whose total length exceeds 48 feet but does not exceed 53 feet to be operated in combination with a truck tractor on certain highways. It further proposed to provide that the maximum gross weight of such a vehicle may not exceed 80,000 pounds or the maximum gross vehicle weight permitted by law, whichever is less, whenever the vehicle is traveling on the Maine Turnpike or on Interstate 95 from the southern terminus of the Maine Turnpike to the New Hampshire state line.

Committee Amendment "A" (H-245) proposed to strike language regarding maximum gross weights for truck tractor and semitrailer combinations, which are already addressed in state and federal laws. The amendment also proposed to add an effective date of January 1, 2004 to the bill.

Enacted Law Summary

Public Law 2003, chapter 253 increases the annual registration fee for a camp trailer or semitrailer exceeding 2,000 pounds from \$18 to \$20. It increases the fee for a semipermanent registration plate from \$10 to \$12 for each semitrailer and increases the fee for a 20-year semipermanent semitrailer registration plate from \$10 to \$12 per year for each registration. It also repeals the requirement that a 53-foot semitrailer permit must be obtained from the Secretary of State in order for a single semitrailer whose total length exceeds 48 feet but does not exceed 53 feet to be operated in combination with a truck tractor on certain highways.

Public Law 2003, chapter 253 takes effect January 1, 2004.

LD 1475

An Act To Amend the Laws Governing School Bus Headlights

ONTP

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