

MAINE STATE LEGISLATURE

The following document is provided by the
LAW AND LEGISLATIVE DIGITAL LIBRARY
at the Maine State Law and Legislative Reference Library
<http://legislature.maine.gov/lawlib>



Reproduced from scanned originals with text recognition applied
(searchable text may contain some errors and/or omissions)

STATE LAW LIBRARY
AUGUSTA, MAINEOFFICE OF
THE GOVERNORNO. 2FY 85/86
DATE August 9, 1985

TRUCK SIZE, WEIGHT, AND FINE STUDY

WHEREAS, that segment of the economy, the trucking industry, is vital to the economic welfare of the State; and

WHEREAS, a rational and equitable system of truck axle and gross weight, and size limits are necessary both to protect the State's highways and bridges and to allow economic use of the highway system; and

WHEREAS, the technology relating to the trucking industry is evolving resulting in new vehicle configurations which may offer an opportunity for increased productivity while lessening highway and bridge damage; and

WHEREAS, the State could play an important role in evaluating new vehicle configurations, and in providing incentives to encourage superior vehicle configurations; and

WHEREAS, the current laws relating to truck size and weights, vehicle configurations, and overweight fines are contradictory and confusing; and

WHEREAS, there needs to be better understanding of the issues relating to truck size and weight, and an active communication of those issues;

NOW, THEREFORE, I, JOSEPH E. BRENNAN, Governor of the State of Maine, do hereby establish a Study on Truck Size, Weight, and Fines.

A. Study Conducted

That the Department of Transportation shall conduct a study of the current laws relating to truck size and weights, vehicle configurations, and overweight fine schedules. The study shall also include an analysis of the effect of heavy axle and gross weights on highway and bridge damage. In addition, the Department shall investigate vehicle configurations that provide for high productivity and less highway and bridge damage. The Department shall consider the economic impacts of any recommendations. Further, the Department is specifically charged with the investigation of economic incentives to encourage a shift toward more productive and less damaging vehicles.

B. Advisory Committee Established


An Advisory Committee shall be named to provide information to the Department relevant to the Study. Individuals to serve on the Advisory Committee shall be designated by the Governor and shall include four members of the Joint Standing Committee on Transportation, one representing the Senate, and three representing the House of Representatives; six members representing the trucking industry; one member representing the non-trucking highway user; one member from the University of Maine at Orono representing the Department of Civil Engineering; and one member each representing the Bureau of Public Safety and the Division of Motor Vehicles.

C. Report Required

The Department of Transportation shall submit a report by January, 1986. The report shall detail current truck weight laws, and shall make appropriate recommendations to encourage economic use of the highway system while providing adequate safeguards to protect that system. The report will reflect all relevant opinions and positions presented by Advisory Committee members.

D. Staffing Required

The Department of Transportation shall provide adequate staff to carry out the intent of this Executive Order.



JOSEPH E. BRENNAN
Governor