

# MAINE STATE LEGISLATURE

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7  
R.O.S.

L.D. 1960

1

2 Date: 2-5-08

(Filing No. S- 409)

3

**TRANSPORTATION**

4

Reproduced and distributed under the direction of the Secretary of the Senate.

5

**STATE OF MAINE**

6

**SENATE**

7

**123RD LEGISLATURE**

8

**SECOND REGULAR SESSION**

9

COMMITTEE AMENDMENT "A" to S.P. 754, L.D. 1960, Bill, "An Act  
10 Regarding Axle Weight on Tri-axle Farm Trucks"

11

Amend the bill by striking out all of section 3 (page 1, lines 9 to 11 in L.D.) and  
12 inserting the following:

13

'Sec. 3. 29-A MRSA §2357, sub-§2, ¶E is enacted to read:

14

E. On the tri-axle unit of a 4-axle single-unit vehicle registered as a farm truck under  
15 section 505 and hauling potatoes, 64,000 pounds. This paragraph is repealed October  
16 1, 2013.

17

**Sec. 4. Report.** The Chief of the State Police and the Commissioner of  
18 Transportation shall report no later than January 15, 2013 to the joint standing committee  
19 of the Legislature having jurisdiction over transportation matters an evaluation of the  
20 impact on roads and bridges of axle weight tolerances for tri-axle units of 4-axle single-  
21 unit vehicles used to haul forest products and potatoes. The report must include accident  
22 report data and citations for violations of the Maine Revised Statutes, Title 29-A, section  
23 2357, subsection 2, paragraphs D and E and must also include recommendations for  
24 continuance, discontinuance or modification of tri-axle weight tolerances for 4-axle  
25 single-unit vehicles used to haul forest products and potatoes. The joint standing  
26 committee of the Legislature having jurisdiction over transportation matters may submit  
27 legislation related to the subject matter of the report under this section to the First Regular  
28 Session of the 126th Legislature.'

29

**SUMMARY**

30

The amendment clarifies that the expansion of axle tolerance limits to 64,000 pounds  
31 pertains to the tri-axle unit of a 4-axle single-unit vehicle registered as a farm truck under  
32 the Maine Revised Statutes, Title 29-A, section 505 and hauling potatoes. The  
33 amendment repeals this provision October 1, 2013.

**COMMITTEE AMENDMENT**

COMMITTEE AMENDMENT "A" to S.P. 754, L.D. 1960

1 The amendment also directs the Chief of the State Police and the Commissioner of  
2 Transportation to evaluate the impact of axle weight tolerances for tri-axle units of 4-axle  
3 vehicles used to haul forest products and potatoes on road and bridge conditions and to  
4 report to the joint standing committee of the Legislature having jurisdiction over  
5 transportation matters no later than January 15, 2013. The amendment gives the joint  
6 standing committee of the Legislature having jurisdiction over transportation matters  
7 authority to submit legislation related to the subject matter of the report to the First  
8 Regular Session of the 126th Legislature.

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10

**FISCAL NOTE REQUIRED**  
**(See attached)**



# 123rd MAINE LEGISLATURE

LD 1960

LR 2888(02)

## An Act Regarding Axle Weight on Tri-axle Farm Trucks

Fiscal Note for Bill as Amended by Committee Amendment "A"

Committee: Transportation

Fiscal Note Required: Yes

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### Fiscal Note

Potential current biennium cost increase - Highway Fund  
Minor revenue decrease - General Fund and Highway Fund  
Minor savings - General Fund

#### Correctional and Judicial Impact Statements

Eliminates civil violations. A reduction in fines will decrease General Fund and Highway Fund revenue by minor amounts.

#### Fiscal Detail and Notes

This legislation increases the maximum axle load on the tri-axle unit of a 4-axle vehicle registered as a farm truck hauling potatoes from 54,000 pounds to 64,000 pounds until October 1, 2013. The Department of Transportation indicates that this increase could result in a significant fiscal impact due to highway and road deterioration. Axle loads are the primary determinant of pavement deterioration, and the Department indicates that a 10% increase in axle weight results in a 46% increase in pavement damage. The Department is not able to reasonably estimate at this time how many trucks might use this added weight, whether additional trucks would be added or configured by farmers for potatoes, which roads they may use, or how many miles they may drive.