

MAINE STATE LEGISLATURE

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Am
E.P.S.

Date: 5/4/9

(Filing No. H-223)

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TRANSPORTATION

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**STATE OF MAINE
HOUSE OF REPRESENTATIVES
124TH LEGISLATURE
FIRST REGULAR SESSION**

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COMMITTEE AMENDMENT "A" to H.P. 605, L.D. 874, Bill, "An Act To Amend the Laws Governing Axle Weights"

Amend the bill in section 1 in subsection 8 in the 3rd line (page 1, line 5 in L.D.) by inserting after the following: "subchapter" the following: 'by less than 5,000 pounds'

Amend the bill in section 1 in subsection 8 by inserting after the first paragraph the following:

'This subsection does not apply to vehicles traveling on the Interstate Highway System except that portion of Interstate 95 designated as the Maine Turnpike.'

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SUMMARY

This amendment provides that if a vehicle that exceeds the axle weight limits and axle weight tolerance restrictions imposed under state law by less than 5,000 pounds is within the maximum gross vehicle weight, the applicable fine must be reduced by 50%. The amendment also clarifies that this provision does not apply to vehicles traveling on the Interstate Highway System except for that portion of Interstate 95 designated as the Maine Turnpike.

FISCAL NOTE REQUIRED
(See attached)

COMMITTEE AMENDMENT



124th MAINE LEGISLATURE

LD 874

LR 469(02)

An Act To Amend the Laws Governing Axle Weights

Fiscal Note for Bill as Amended by Committee Amendment "A"
Committee: Transportation
Fiscal Note Required: Yes

Fiscal Note

Current biennium cost increase - Highway Fund
Minor revenue decrease - General Fund

Correctional and Judicial Impact Statements

A reduction in fines will decrease General Fund revenue by minor amounts.

Fiscal Detail and Notes

Reducing fines for certain vehicles that exceed the axle weight limits and axle weight tolerance restrictions could result in increased violations of the restrictions. The Department of Transportation indicates that exceeding the axle weight limits and axle weight tolerance restrictions could result in a fiscal impact due to additional highway and bridge deterioration. The department has estimated the cost at approximately \$100,000 annually. Since additional resources are not available, it is likely that this cost will either increase the Highway Fund structural gap, or that capital projects may be deferred to cover the additional cost.