

MAINE STATE LEGISLATURE

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SMG
2-10-10

L.D. 1736

Date: 2-10-10

(Filing No. S-366)

TRANSPORTATION

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

STATE OF MAINE

SENATE

124TH LEGISLATURE

SECOND REGULAR SESSION

COMMITTEE AMENDMENT "A" to S.P. 663, L.D. 1736, Bill, "An Act To Improve Safety on Maine's Primary and Secondary Roads, Reduce Road Maintenance Costs and Improve the Environment and the Economy by Allowing Certain Heavy Commercial Vehicles on the Interstate Highway System in Maine"

Amend the bill in section 1 in §2355-A in the first paragraph in the next to the last line (page 1, line 27 in L.D.) by striking out the following: "if otherwise in compliance with the requirements of this Title," and in the last line (page 1, line 28 in L.D.) by striking out the following: "subject to the provisions of section 2354" and inserting in its place the following: 'consistent with this subchapter as it applies to the Maine Turnpike'

Amend the bill in section 1 in §2355-A by striking out all of the 2nd paragraph (page 1, lines 29 to 33 in L.D.)

SUMMARY

This amendment clarifies that the 6-axle truck weight pilot project applies to all portions of the interstate system including the Maine Turnpike. The amendment further provides that currently authorized exemptions and exceptions apply to vehicles under this pilot project.

FISCAL NOTE REQUIRED
(See attached)

COMMITTEE AMENDMENT



124th MAINE LEGISLATURE

LD 1736

LR 2538(02)

An Act To Improve Safety on Maine's Primary and Secondary Roads, Reduce Road Maintenance Costs and Improve the Environment and the Economy by Allowing Certain Heavy Commercial Vehicles on the Interstate Highway System in Maine

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

Committee: Transportation

Fiscal Note Required: Yes

Fiscal Note

Current biennium savings - Highway Fund

Current biennium savings - Federal Expenditures Funds

Minor cost increase - General Fund

Minor revenue increase - General Fund

Correctional and Judicial Impact Statements

Increase in the number of traffic infractions.

The collection of additional fines may also increase General Fund revenue by minor amounts.

Fiscal Detail and Notes

This legislation allows 6-axle combination vehicles consisting of 3-axle truck tractors with tri-axle semitrailers up to 100,000 pounds gross vehicle weight to operate on Maine's Interstate Highway System for as long as the federal exemption to the 80,000 pound limit is in effect. This exemption would allow these trucks to travel on the interstate as opposed to secondary roads. It is expected that this exemption would result in Highway Fund and Federal Expenditures Funds savings as a result of lower bridge maintenance and rehabilitation and pavement costs. A 2004 study of the effect of this exemption performed by the Maine Department of Transportation indicated total annual savings of \$1,300,000 to \$2,000,000. It would be expected that the total annual savings would be significantly higher in 2010 dollars. However, no updated analysis on cost savings is available. Any cost savings would be used to fund additional highway and bridge maintenance and construction projects.