

MAINE STATE LEGISLATURE

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**STATE OF MAINE
113TH LEGISLATURE
SECOND REGULAR SESSION**



**BILL SUMMARY
JOINT STANDING COMMITTEE
ON
TRANSPORTATION**

MAY 1988

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Sen. Raynold Theriault
Sen. Pamela L. Cahill

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Rep. Roland S. Salsbury, Jr.

*** Denotes Chair**

Staff: Haven Whiteside, Legislative Analyst

**Office of Policy & Legal Analysis
Room 101, State House Sta. 13
Augusta, ME 04333
(207) 289-1670**

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STATE OF MAINE
OFFICE OF POLICY AND LEGAL ANALYSIS

ROOM 101/107/135
STATE HOUSE STATION 13
AUGUSTA, MAINE 04333
TEL.: (207) 289-1670

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**ONE HUNDRED AND THIRTEENTH LEGISLATURE
FIRST & SECOND SPECIAL SESSIONS
SECOND REGULAR SESSION**

**JOINT STANDING COMMITTEE
BILL SUMMARIES
MAY 1988**

This document is a compilation of the bill summaries prepared by this office for the Joint Standing Committees and Joint Select Committees of the Maine Legislature. The summaries are arranged by LD number under each committee.

All Adopted Amendments are listed, by paper number (e.g., H-584 or S-222), together with the sponsor for floor amendments. Final action is listed to the right of the title. If final House and Senate action differ, both are listed. Committee Reports and Floor Action are indicated as follows::

OTP	Ought to Pass
OTP-ND	Ought to Pass in New Draft
OTP-ND-NT	Ought to Pass in New Draft, New Title
OTP-A	Ought to Pass as Amended
ONTP	Ought Not to Pass
LVWD	Leave to Withdraw
INDEF PP	Indefinitely Postponed

Each individual summary was prepared by the analyst assigned, as noted for each committee. But, this document was produced by the efforts of all the office staff, including Secretaries: Charlene Brann, Janet Jean, Earl Knox, Valarie Parlin; Research Assistant Hartley Palleschi. Finally, Secretary Laurette Knox, Legal Assistant Carolyn Chick, and Research Assistant Robert Dunn had special responsibilities in the preparation of the overall document.

Please give us your suggestions and comments on these summaries and tell us of any inaccuracies.

enforcement officer or by a highway maintenance crew. The 65 mph speed limit is authorized on the Maine Turnpike and the Interstate Highway by Title 29, section 1252. Authorized emergency vehicles are defined in Title 29, section 1-B.

LD An Act Relating to 6-Axle Vehicles Carrying General Commodities (Reported Pursuant to a Joint Order; HP 1909) PUBLIC 732

SPONSOR(S) COMMITTEE REPORT AMENDMENTS ADOPTED

SUMMARY

The bill replaces LD 2264, (which was introduced in the wrong House) as amended by the Committee Amendment. It permits 6-axle combination vehicles carrying general commodities to operate at 100,000 pounds, subject to length and axle weight limitations. Present law allows this weight for vehicles carrying special commodities such as pulpwood. It is estimated that approximately 500 additional vehicles would be operated at this weight. The fee would be \$360 per year, and there is provision for a short-term, 3 month permit. Vehicle components must be certified for safety.

Present law (29 §1652 (1)) establishes a gross weight limit of 80,000 pounds for commercial vehicles, generally. An exception is provided for 6-axle combination vehicles consisting of a 3-axle tractor and a tri-axle semi-trailer, which may obtain a permit for 90,000 pounds, except on the Interstate System.

The anticipated revenue of \$150,000 will be expended towards the enforcement of truck weight registrations by the Department of Public Safety. There would also be a minimal future cost to road and bridge consumption that cannot be estimated.

LD An Act to Amend the Motor Vehicle Laws and to Allocate Funds to the Division of Motor Vehicles (Reported Pursuant to a Joint Order; HP1916) PUBLIC 789 EMERGENCY

SPONSOR(S) COMMITTEE REPORT AMENDMENTS ADOPTED

H-772 DIAMOND

SUMMARY

This bill replaces LD 2491, which was introduced in the wrong House. It embodies the Committee Amendment to that bill. This bill makes clarifications and corrections to the motor vehicle laws, makes permanent the \$2 increase in the cost of registration established last year and provides funding for a new building for the Division of Motor Vehicles.

Secs. 5 through 13 , from the original bill, make several fee changes which will provide approximately \$1,700,000 annually. These provide a \$2 increase in motor vehicle registration fees (\$1 for trailers). This year, a plate fee of \$2 per plate was initiated in connection with the lobster plate. That would continue, but only for the issuance of new plates when needed.