

# MAINE STATE LEGISLATURE

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STATE OF MAINE  
115TH LEGISLATURE

SECOND REGULAR SESSION

BILL SUMMARIES  
JOINT STANDING COMMITTEE  
ON  
TRANSPORTATION

MAY 1992

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**ONE HUNDRED AND FIFTEENTH LEGISLATURE  
SECOND REGULAR SESSION**

**JOINT STANDING COMMITTEE  
BILL SUMMARIES**

**MAY 1992**

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 volume is organized alphabetically by committee; within each committee, the summaries are arranged by LD number. A subject index is provided at the beginning of each committee's summaries.

All adopted amendments are listed, by paper number (e.g., H-584 or S-222), together with the sponsor for floor amendments. Final action on each bill is listed to the far right of the title. Various types of final action are abbreviated as follows:

PUBLIC XXX	Chapter # of enacted Public Law
P&S XXX	Chapter # of enacted Private & Special Law
RESOLVE XXX	Chapter # of enacted Resolve
CON RES XXX	Chapter # of Constitutional Resolution passed by both Houses
EMERGENCY	Enacted law takes effect sooner than 90 days
CARRIED OVER	Bill carried over to Special Session
ONTP	Ought Not to Pass report accepted
LVWD	Leave to Withdraw report accepted
INDEF PP	Bill Indefinitely Postponed
FAILED EMERGENCY ENACTMENT	Emergency bill failed to get 2/3 vote
DIED BETWEEN BODIES	House and Senate disagree; bill died
CONF CMTE UNABLE TO AGREE	Committee of Conference formed but unable to agree
VETO SUSTAINED	Legislature filed to override Governor's Veto
UNSIGNED	Not signed by Governor within 10 days
DIED ON ADJOURNMENT	Action incomplete when session ended; bill died

These summaries were prepared by the analyst or analysts assigned to the committee. But, this document was produced by the efforts of all the office staff, including secretaries: Charlene Raymond and Valarie Parlin, especially Laurette Knox who coordinated preparation of the overall document.

If you have any suggestions or comments on these summaries, please let us know.

## Joint Standing Committee on Transportation

**LD 309**      **An Act Regarding Truck Weights for Sand and Gravel Hauling**      ONTP-MIN REP

<b>SPONSOR(S)</b>	<b>COMMITTEE REPORT</b>		<b>AMENDMENTS ADOPTED</b>
DUPLESSIS	OTP-AM	MAJ	
LOOK	ONTP	MIN	
NUTTING			

### **SUMMARY**

This bill allows haulers of sand, gravel or stone to haul up to 110% of the maximum gross weight otherwise permitted on their vehicle thus compensating for moisture and other factors in their loads.

Committee Amendment "A" (H-869) is the majority report of the committee and clarifies the intent of the original bill. The amendment allows haulers of sand, gravel or stone to apply for a special commodity permit to extend truck weight limits to 64,000 pounds for a tri-axle truck. That is the limit available to haulers of forest products. This amendment also adds a fiscal note to the bill. The minority ONTP Report was accepted in both houses.

**LD 498**      **An Act to Modify Weight Limits for Farm Trucks**      DIED BETWEEN BODIES

<b>SPONSOR(S)</b>	<b>COMMITTEE REPORT</b>		<b>AMENDMENTS ADOPTED</b>
THERIAULT	OTP-AM	MAJ	
MARTIN H	ONTP	MIN	
PINES			
COLLINS			

### **SUMMARY**

This bill extends to haulers of farm produce the present weight limit of 64,000 pounds for a tri-axle truck allowed to haulers of forest products with a special commodity permit.

Committee Amendment "A" (S-525), the majority report, adds a fiscal note to the bill. The houses failed to agree; the Senate accepted the majority report; and the House accepted the minority report. The bill died between houses.

**LD 702**      **An Act Regarding the Relocation of Utility Facilities as a Result of State Highway Construction**      PUBLIC 860

<b>SPONSOR(S)</b>	<b>COMMITTEE REPORT</b>		<b>AMENDMENTS ADOPTED</b>
MARTIN J	OTP-AM		H-871
THERIAULT			
GOULD R R			
HUSSEY			

### **SUMMARY**

Under current law public utilities are entitled to reimbursement from the Highway Fund for up to 90% of the costs of facility relocation when required in connection with construction of interstate highways. No similar provision applies when public utility facilities must be relocated in connection with state highway construction. This bill establishes a procedure of notice of need to relocate and payment of relocation costs if adequate notice is not provided by the DOT. The bill is an attempt to encourage the Department of Transportation and the utilities to work together to minimize the costs of relocation of utility facilities.