

MAINE STATE LEGISLATURE

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STATE OF MAINE
123RD LEGISLATURE
SECOND REGULAR AND FIRST SPECIAL SESSIONS



Summaries of bills, adopted amendments and laws enacted or finally passed during the Second Regular or First Special Sessions of the 123rd Maine Legislature coming from the

JOINT STANDING COMMITTEE ON TRANSPORTATION

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STATE OF MAINE
123RD LEGISLATURE
SECOND REGULAR & FIRST SPECIAL SESSIONS



**LEGISLATIVE DIGEST OF BILL SUMMARIES AND
ENACTED LAWS**

This *Legislative Digest of Bill Summaries and Enacted Laws* summarizes all bills and adopted amendments and all laws enacted or finally passed during the Second Regular or First Special Sessions of the 123rd Maine Legislature.

The *Digest* is arranged alphabetically by committee, and within each committee by LD number. The committee report(s), prime sponsor and lead co-sponsor(s), if designated, are listed below each bill title. All adopted amendments are summarized and listed by paper number. A subject index is included with each committee. The appendices include a summary of relevant session statistics, an index of all bills by LD number and an index of enacted laws by law type and chapter number.

Final action on each bill is noted to the right of the bill title. The abbreviations used for various categories of final action are as follows:

<i>CON RES XXX</i>	<i>Chapter # of Constitutional Resolution passed by both Houses</i>
<i>CONF CMTE UNABLE TO AGREE</i>	<i>Committee of Conference unable to agree; bill died</i>
<i>DIED BETWEEN BODIES</i>	<i>House & Senate disagree; bill died</i>
<i>DIED IN CONCURRENCE</i>	<i>One body accepts ONTP report; the other indefinitely postpones the bill</i>
<i>DIED ON ADJOURNMENT</i>	<i>Action incomplete when session ended; bill died</i>
<i>EMERGENCY</i>	<i>Enacted law takes effect sooner than 90 days</i>
<i>FAILED EMERGENCY ENACTMENT/FINAL PASSAGE</i>	<i>Emergency bill failed to get 2/3 vote</i>
<i>FAILED ENACTMENT/FINAL PASSAGE</i>	<i>Bill failed to get majority vote</i>
<i>FAILED MANDATE ENACTMENT</i>	<i>Bill imposing local mandate failed to get 2/3 vote</i>
<i>NOT PROPERLY BEFORE THE BODY</i>	<i>Ruled out of order by the presiding officers; bill died</i>
<i>INDEF PP</i>	<i>Bill Indefinitely Postponed; bill died</i>
<i>ONTP (or Accepted ONTP report)</i>	<i>Ought Not To Pass report accepted; bill died</i>
<i>P&S XXX</i>	<i>Chapter # of enacted Private & Special Law</i>
<i>PUBLIC XXX</i>	<i>Chapter # of enacted Public Law</i>
<i>RESOLVE XXX</i>	<i>Chapter # of finally passed Resolve</i>
<i>UNSIGNED</i>	<i>Bill held by Governor</i>
<i>VETO SUSTAINED</i>	<i>Legislature failed to override Governor's Veto</i>

The effective date for non-emergency legislation enacted in the Second Regular Session (R2) is June 30, 2008. The effective date for non-emergency legislation enacted in the First Special Session (S1) is July 18, 2008.¹ The effective date for legislation enacted as an emergency measure is specified in the enacted law summary for those bills. Any bill summarized in this document having an LD number less than 1932 was a bill carried over from the First Regular Session of the 123rd Legislature.

¹ The session in which each law was enacted or finally passed (R2 or S1) is included in Appendix C.

Joint Standing Committee on Transportation

LD 1960 An Act Regarding Axle Weight on Tri-axle Farm Trucks

PUBLIC 652

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
DAMON	OTP-AM	S-409

This bill expands the axle tolerance limit for tri-axle farm trucks to 64,000 pounds. The bill makes no changes to the gross weight limit and is only for tri-axle trucks with farm registration.

Committee Amendment "A" (S-409)

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

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

Enacted Law Summary

Public Law 2007, chapter 652 expands the axle weight tolerance limit for tri-axle farm trucks to 64,000 pounds and clarifies that the expansion of axle tolerance limits pertains to the tri-axle unit of a 4-axle single-unit vehicle registered as a farm truck (under the Maine Revised Statutes, Title 29-A, section 505) used to haul potatoes. The enacted bill repeals this provision October 1, 2013.

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

LD 1978 An Act To Require the Department of Transportation To Recover for the Highway Fund Any Money Recovered from Those Responsible for Doing Damage to State Roads and Bridges

ONTP

<u>Sponsor(s)</u>	<u>Committee Report</u>	<u>Amendments Adopted</u>
MILLS P	ONTP	

This bill requires the Department of Transportation to pursue compensation for damage done to transportation infrastructure, which includes highways and bridges and related buildings. All funds for damages recovered by the department must be used for the benefit of transportation infrastructure.