

# Bill as Introduced

HB 1195 - AS INTRODUCED

2010 SESSION

10-2238  
06/05

HOUSE BILL            **1195**

AN ACT                relative to height, length, width, and weight limits for trucks.

SPONSORS:            Rep. Quandt, Rock 13; Rep. Bettencourt, Rock 4

COMMITTEE:          Transportation

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ANALYSIS

This bill exempts from height, length, width, and weight limits damaged, disabled, or abandoned vehicles while being towed by a tow truck.

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Explanation:          Matter added to current law appears in ***bold italics***.  
                         Matter removed from current law appears [~~in brackets and struck through.~~]  
                         Matter which is either (a) all new or (b) repealed and reenacted appears in regular type.

STATE OF NEW HAMPSHIRE

*In the Year of Our Lord Two Thousand Ten*

AN ACT relative to height, length, width, and weight limits for trucks.

*Be it Enacted by the Senate and House of Representatives in General Court convened:*

- 1           1 New Section; Exception for Vehicles Being Towed. Amend RSA 266 by inserting after section  
2 13-b the following new section:  
3           266:13-c Exception for Vehicles Being Towed. This subsection does not apply to damaged,  
4 disabled, or abandoned vehicles or combinations of vehicles while being towed by a tow truck.  
5           2 New Section; Exception for Vehicles Being Towed. Amend RSA 266 by inserting after section  
6 21 the following new section:  
7           266:21-a Exception for Vehicles Being Towed. The total weight of a tow truck and the towed  
8 vehicle is exempt from the maximum total gross weight loads allowed under this subdivision if a  
9 damaged, disabled, or abandoned vehicle is being towed.  
10          3 Effective Date. This act shall take effect 60 days after its passage.

HB 1195 - AS AMENDED BY THE HOUSE

03Feb2010... 0307h

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HOUSE BILL **1195**

AN ACT relative to height, length, width, and weight limits for trucks.

SPONSORS: Rep. Quandt, Rock 13; Rep. Bettencourt, Rock 4

COMMITTEE: Transportation

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AMENDED ANALYSIS

This bill:

I. Establishes size restrictions for tow trucks and towed vehicles.

II. Exempts from height, length, width, and weight limits damaged, disabled, or abandoned vehicles while being towed by a tow truck.

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Explanation: Matter added to current law appears in ***bold italics***.  
Matter removed from current law appears [~~in brackets and struck through~~].  
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HB 1195 - AS AMENDED BY THE HOUSE

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STATE OF NEW HAMPSHIRE

*In the Year of Our Lord Two Thousand Ten*

AN ACT relative to height, length, width, and weight limits for trucks.

*Be it Enacted by the Senate and House of Representatives in General Court convened:*

1 1 New Section; Exception for Vehicles Being Towed. Amend RSA 266 by inserting after section  
2 13-b the following new section:

3 266:13-c Exception for Vehicles Being Towed. Notwithstanding any other provision of this  
4 subdivision, the following size restrictions shall apply to tow trucks and towed vehicles:

5 I. When any portion of the weight of a disabled unit rests upon a tow truck, such weight  
6 shall not exceed 600 pounds per square inch of tire up to 25,000 pounds per single axle, or 50,000  
7 pounds per tandem axle set, or the weight allowed for axle groups under RSA 266:18 or  
8 RSA 266:18-a. The tow truck steering axle shall carry sufficient weight to maintain safe  
9 operation.

10 II. No disabled unit, including load, shall exceed 14 feet in height and 102 inches in width  
11 unless being towed under a special permit allowing a greater height or width or where an accident  
12 or collision has caused a disfigurement of the disabled unit resulting in a width greater than 102  
13 inches but not exceeding 120 inches. During daylight hours the disabled unit shall carry warning  
14 flags indicating its maximum width. During the hours of darkness the maximum width shall be  
15 indicated by lighted clearance lamps that comply with 49 C.F.R. section 393.17. Rear view mirrors  
16 may extend to a point not in excess of that which affords the driver of the tow truck a view of the  
17 rear along both sides of the vehicle in conformance with 49 C.F.R. section 571.111. The combined  
18 overall length of the tow truck and disabled, damaged, or abandoned vehicles in tow shall not  
19 exceed 120 feet.

20 III. No single unit tow truck shall exceed 43 feet in overall length. No disabled unit shall  
21 exceed the maximum length for such unit under this subdivision or by special permit.

22 IV. A tractor truck and semi-trailer or full trailer, or a straight truck and full trailer  
23 combination shall only be towed in an emergency situation when a law enforcement officer or the  
24 department of transportation directs the disabled combination to be moved to the nearest safe  
25 location off the highway.

26 V. Exceptions to the limits of this section shall be considered on an individual basis by  
27 special permit, after the disabled unit has been moved to the nearest safe location.

28 VI. When towing occurs during the hours of darkness the towing vehicle and towed  
29 vehicles shall be subject to the lighting and reflector requirements in this chapter.

30 2 New Section; Exception for Vehicles Being Towed. Amend RSA 266 by inserting after section

**HB 1195 - AS AMENDED BY THE HOUSE**

**- Page 2 -**

1 21 the following new section:

2 266:21-a Exception for Vehicles Being Towed. The total weight of a tow truck and the towed  
3 vehicle is exempt from the maximum total gross weight loads allowed under this subdivision if a  
4 damaged, disabled, or abandoned vehicle is being towed.

5 3 Effective Date. This act shall take effect 60 days after its passage.

CHAPTER 211  
HB 1195 – FINAL VERSION

03Feb2010... 0307h  
05/05/10 1754s

2010 SESSION

10-2238  
06/05

HOUSE BILL            **1195**

AN ACT                relative to height, length, width, and weight limits for trucks.

SPONSORS:            Rep. Quandt, Rock 13; Rep. Bettencourt, Rock 4

COMMITTEE:          Transportation

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AMENDED ANALYSIS

This bill:

- I. Establishes size restrictions for tow trucks and towed vehicles.
- II. Exempts from height, length, width, and weight limits damaged, disabled, or abandoned vehicles while being towed by a tow truck.

.....

Explanation:          Matter added to current law appears in ***bold italics***.  
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CHAPTER 211  
HB 1195 – FINAL VERSION

03Feb2010... 0307h  
05/05/10 1754s

10-2238  
06/05

STATE OF NEW HAMPSHIRE

*In the Year of Our Lord Two Thousand Ten*

AN ACT                   relative to height, length, width, and weight limits for trucks.

*Be it Enacted by the Senate and House of Representatives in General Court convened:*

1           211:1 New Section; Exception for Vehicles Being Towed. Amend RSA 266 by inserting after  
2 section 13-b the following new section:

3           266:13-c Exception for Vehicles Being Towed.

4           I. The provisions of this subdivision shall not apply to damaged, disabled, or abandoned  
5 vehicles or combinations of vehicles being towed by a tow truck for a reasonable distance to the  
6 nearest safe haven off the highway. These provisions may be further waived for towing longer  
7 distances on a case-by-case basis by special permit.

8           II. For towing beyond the nearest practicable safe haven as provided in paragraph I, a  
9 special overwidth permit shall not be required if the unit, including load, complies with the following  
10 conditions:

11           (a) The unit shall not exceed 13 feet 6 inches in height and 102 inches in width except  
12 that where an accident or collision has caused a disfigurement of the disabled unit the width may not  
13 exceed 120 inches. Rear view mirrors may extend to a point not in excess of that which affords the  
14 driver of the tow truck a view to the rear along both sides of the vehicle.

15           (b) During daylight hours the disabled unit shall carry warning flags indicating its  
16 maximum width. During the hours of darkness the maximum width shall be indicated by lighted  
17 clearance lamps.

18           (c) The combined overall length of the tow truck and disabled, damaged, or abandoned  
19 vehicles in tow shall not exceed 150 feet. No single unit tow truck shall exceed 45 feet in overall  
20 length. No disabled unit shall exceed the maximum legal or permitted length for each such unit  
21 under this subdivision.

22           211:2 New Section; Exception for Vehicle Being Towed. Amend RSA 266 by inserting after  
23 section 21 the following new section:

24           266:21-a Exception for Vehicles Being Towed. The provisions regarding maximum weight shall  
25 not apply to damaged, disabled, or abandoned vehicles being towed by a tow truck for a reasonable  
26 distance to the nearest safe haven off the highway, where the weight of each such individual unit  
27 does not exceed the maximum legal or permitted weight for the unit under this subdivision. The  
28 weight provisions of this subdivision may be further waived for vehicles being towed on a case-by-



**CHAPTER 211**  
**HB 1195 - FINAL VERSION**  
**- Page 2 -**

- 1 case basis by special overweight permit.
- 2 211:3 Effective Date. This act shall take effect 60 days after its passage.
- 3 Approved: June 28, 2010
- 4 Effective Date: August 27, 2010

# Amendments

Amendment to HB 1195

1 Amend the bill by replacing all after the enacting clause with the following:

2  
3 1 New Section; Exception for Vehicles Being Towed. Amend RSA 266 by inserting after section  
4 13-b the following new section:

5 266:13-c Exception for Vehicles Being Towed.

6 I. The provisions of this subdivision shall not apply to damaged, disabled, or abandoned  
7 vehicles or combinations of vehicles being towed by a tow truck for a reasonable distance to the  
8 nearest safe haven off the highway. These provisions may be further waived for towing longer  
9 distances on a case by case basis by special permit.

10 II. For towing beyond the nearest practicable safe haven as provided in paragraph I a  
11 special overwidth permit shall not be required if the unit, including load, complies with the following  
12 conditions:

13 (a) The unit shall not exceed 13 feet 6 inches in height and 102 inches in width except  
14 that where an accident or collision has caused a disfigurement of the disabled unit the width may not  
15 exceed 120 inches. Rear view mirrors may extend to a point not in excess of that which affords the  
16 driver of the tow truck a view to the rear along both sides of the vehicle.

17 (b) During daylight hours the disabled unit shall carry warning flags indicating its  
18 maximum width. During the hours of darkness the maximum width shall be indicated by lighted  
19 clearance lamps.

20 (c) The combined overall length of the tow truck and disabled, damaged, or abandoned  
21 vehicles in tow shall not exceed 150 feet. No single unit tow truck shall exceed 45 feet in overall  
22 length. No disabled unit shall exceed the maximum legal or permitted length for each such unit  
23 under this subdivision.

24 2 New Section; Exception for Vehicle Being Towed. Amend RSA 266 by inserting after section  
25 21 the following new section:

26 266:21-a Exception for Vehicles Being Towed. The provisions regarding maximum weight shall  
27 not apply to damaged, disabled, or abandoned vehicles being towed by a tow truck for a reasonable  
28 distance to the nearest safe haven off the highway, where the weight of each such individual unit  
29 does not exceed the maximum legal or permitted weight for the unit under this subdivision. The  
30 weight provisions of this subdivision may be further waived for vehicles being towed on a case by  
31 case basis by special overweight permit.

32 3 Effective Date. This act shall take effect 60 days after its passage.

# Committee Minutes

SENATE CALENDAR NOTICE

TRANSPORTATION AND INTERSTATE COOPERATION

- ✓ Senator Robert Letourneau Chairman
- ✓ Senator Peggy Gilmour V Chairman
- ✓ Senator Martha Fuller Clark
- ✓ Senator Molly Kelly
- ✓ Senator David Boutin

*Open 10:50  
Close 11:20*

For Use by Senate Clerk's Office ONLY

Bill Status

Docket

Calendar

Proof:  Calendar  Bill Status

Date: April 8, 2010

HEARINGS

Thursday

4/15/2010

TRANSPORTATION AND INTERSTATE COOPERATION

LOB 101

10:30 AM

(Name of Committee)

(Place)

(Time)

EXECUTIVE SESSION MAY FOLLOW

Comments: THE PURPOSE OF THIS AMENDED NOTICE IS TO ADD HB 1620-FN-A, WHICH WAS RECESSED ON 4/8/10.

- 10:30 AM HB1374 relative to the prohibition against participation in a national identification card system.
- 10:50 AM HB1195 relative to height, length, width, and weight limits for trucks.
- 11:10 AM HB1230 relative to commercial motor vehicles and heating oil deliveries.
- 11:30 AM HB1390 relative to the minimum age for the operation of commercial vessels.
- 11:50 AM HB1620-FN-A establishing state park number plates.

Sponsors:

**HB1374**

Rep. Joel Winters

Rep. Neal Kurk

**HB1195**

Rep. Matt Quandt

Rep. David Bettencourt

**HB1230**

Rep. Richard Stuart

Rep. Robert Williams

**HB1390**

Rep. Alida Millham

Rep. James Pilliod

Rep. David Russell

**HB1620-FN-A**

Rep. Andrew Peterson

Rep. David Campbell

Rep. Peter Bergin

Rep. David Nixon

Sen. Margaret Hassan

Sen. Bob Odell

Sen. Lou D'Allesandro

Rep. George Katsakiores

# Transportation & Interstate Cooperation Committee

## Hearing Report

**TO:** Members of the Senate  
**FROM:** Gene Martin, Legislative Aide

**RE:** Hearing report on **HB 1195** - *AN ACT relative to height, length, width, and weight limits for trucks.*

**HEARING DATE:** April 15, 2010

**MEMBERS OF THE COMMITTEE PRESENT:** Senators Letourneau, Gilmour, Fuller Clark, Kelly, Boutin

**MEMBERS OF THE COMMITTEE ABSENT:** No one.

**Sponsor(s):** Rep. Quandt, Rock 13; Rep. Bettencourt, Rock 4

**What the bill does:** I. Establishes size restrictions for tow trucks and towed vehicles. II. Exempts from height, length, width, and weight limits damaged, disabled, or abandoned vehicles while being towed by a tow truck.

**Who supports the bill:** Rep. Quandt; Earl Sweeny, DOS; Brendan Wood, Towmasters; Scott Reed

**Who opposes the bill:** No one

**Summary of testimony received:**

**Rep. Quandt** as the prime sponsor he testified in support of the bill. He stated that he put this in for a con that runs a towing company, informed him that towing rigs that have broken down or have gone off the road is illegal. Although, the companies do it because they have to be removed from the roads; however, they are worried if something goes wrong and if they would have problems with the insurance company. The original was simple in the sense it gives an exempt, some people have questions about the permit process.

**Brendan Wood** as an owner of towing company I support the idea of the bill, but the most recent version of it. Art. IV of bill raises questions of process and the amended version would add cost to towing process.

- Yes, the original language of the bill is fine it's the new one that causes problems.
- Yes, only a few shops in the state have the heavy duty equipment necessary to do this and I'm one of them.

**Earl Sweeny, Department of Safety** testified in support of the bill. He stated that when the original bill came in and spoke with DOT and they are in favor of getting them off the road; however, the first bill didn't have the requirements of height, length, width. He also said that they support the bill but they are not wedded to language, but they don't want to give a blank exemption out.

- I don't think many would exceed the limit, if you have a finite requirement maybe the solution is to exclude the length of wrecker.
- Most of the heavy duty towers have light that are comparable to police, so I think that plus I'm sure the cost of police to escort the wreckers would greatly add to the cost of the tow.
- Yes, the first priority is to get them off the road, and I'm willing to road with the towing companies to make sure we can ensure that is the priority.

**Scott Reed** testified in support of the bill as introduced in the House. Mr. Reed stated that the amended version just complicates the process and it's about getting the job done. He also noted that the companies are always responsible for their work.

- Yes, we often exceed the limit
- Yes, we have been able to do this unsuccessful without the restrictions.

**Fiscal Impact:** Not applicable

**Future Action:** The committee took the bill under advisement and awaits a compromise between DOS and Towing stakeholders.

e  
epm  
{file HB1195}  
Date: April 19, 2010

Date: April 15, 2010  
Time: 10:50 A.M.  
Room: LOB 101

The Senate Committee on Transportation and Interstate Cooperation held a hearing on the following:

HB 1195 relative to height, length, width, and weight limits for trucks.

Members of Committee present: Senator Letourneau  
Senator Gilmour  
Senator Fuller Clark  
Senator Kelly  
Senator Boutin

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The Chair, Senator Robert J. Letourneau, opened the hearing on HB 1195 and invited the prime sponsor, Representative Matt Quandt, to introduce the legislation.

Representative Matt Quandt: Thank you, Senators. I want to apologize for not shaving this morning, but my father's in barbering school and he's learning how to do straight razor shaving.

Senator Robert J. Letourneau, D. 19: You know, I approve.

Representative Matt Quandt: Yeah, so, I've got to go back after this. I'm heading down to Penacook to get a straight razor shave for the first time in my life. I'm absolutely terrified.

This bill is..., I sponsored on behalf of my neighbors that own Al's Automotive in Exeter on Franklin Street. And Mike Lambert, a friend of mine and my neighbor, was looking through laws and he found that, if a tow truck tows an at-weight tractor trailer, they're breaking the law in New Hampshire.

Every state has some form of an exemption so a tow truck can recover a trailer. And what he told me was that, basically we have the law, but we don't enforce it. If you have to tow a heavy truck, you have to tow a heavy truck. But, I guess there's situations..., where if, you get in an accident with an overweight vehicle, the insurance company can say, well you were



breaking the law so that's a condition in our insurance plan. So that's why I sponsored the bill.

The House Committee amended the bill to... I know very little about heights and weights, and rules of the road, so they amended it to fit with..., they worked with DOT and Commissioner Sweeney with Safety on this, so I can't speak too much to the amendment. But, my neighbor, yesterday, asked me about..., they mentioned permitting here, and you have to go to the DOT for a permit, and he asked me if you have to do a tow at 2:00 on a Saturday morning, is there going to be anybody to call for a permit to make that tow? So that was the only question I had about the amendment and I would have looked into it further, but they just asked me yesterday about that. And I'll be happy to answer any questions.

Senator Robert J. Letourneau, D. 19: Questions from the Committee? I have one. The amendment adds quite a bit to the bill. Is this something that you were involved in, that you...?

Representative Matt Quandt: Not..., this stuff was brought at the Committee when we had the public hearing and Representative Nadeau worked with DOT and Safety on it. I didn't really have the expertise to understand a lot of this new language.

Senator Robert J. Letourneau, D. 19: Okay. Any questions? Oh, Senator Gilmour has a question.

Senator Peggy Gilmour, D. 12: I only want to ask if you have a good relationship with your dad.

Representative Matt Quandt: Growing up my dad always told me, "I brought you into this world, I can take you out if it."

Senator Robert J. Letourneau, D. 19: And you had a question? Senator Boutin.

Senator David R. Boutin, D. 16: Thank you, Mr. Chairman. Thank you, Representative for your testimony. I just quickly scanned the bill, can you show me, I didn't see anything in here about permitting. Can you show me where that is?

Representative Matt Quandt: Yes. There's a part that... I lost it.

Senator David R. Boutin, D. 16: Oh, I see it. No unit should be... or by special permit.

Senator Peggy Gilmour, D. 12: I think it's line 11.

Representative Matt Quandt: Yes, it is.

Senator David R. Boutin, D. 16: Oh, I see. But it doesn't describe what the permit is. Have you talked to the Department of Safety about this?

Representative Matt Quandt: No, because it sounded fine with me when we had the discussions. But yesterday my neighbor asked me about this and said, well what if this happens. So I haven't had time to talk to him.

Senator Robert J. Letourneau, D. 19: Senator Clark has a question.

Senator Martha Fuller Clark, D. 24: I think probably we should follow up. But I just, I'm looking at line 26 that says, "exceptions to the limits of this section shall be considered on an individual basis by special permit after the disabled unit has been moved to the safest, nearest safe location". So, I think we'll just need some more explanation of how this works and I understand, Representative Quandt, your intention for bringing this forward and I hope that, you know, we'll get the information that you need and that we need to understand how that permit works.

Representative Matt Quandt: Thank you, Senator.

Senator Robert J. Letourneau, D. 19: Thank you. We've got a number of people signed up to speak on this bill. I'm going to call on the supporters of the bill from Towmasters. Mr. Wood?

Good morning, and welcome to Senate Transportation.

Brendan Wood: Good morning. Pleased to be here. I'd like to address a couple of issues that I have.

Senator Robert J. Letourneau, D. 19: Please, just identify yourself sir, for the record.

Mr. Wood: I'm sorry. My name is Brendan Wood. I own Woody's Auto Repair in Pelham, New Hampshire. I've been towing on the interstate for almost half a century.

Senator Robert J. Letourneau, D. 19: We need that for the record. Thank you.

BH

Mr. Wood: Okay, and that's fine. The couple of..., the issues that I have in talking to my fellow towers..., on article four, I'm gonna address that one, and we got it in front, I'll read it real quick, it's only a short paragraph:

"A tractor trailer and semi-trailer or full trailer, or a single straight trailer and full trailer combination shall only be towed in an emergency situation when a law enforcement officer or a department of transportation directs the disabled combination to be moved to the nearest safe location off the highway."

Now that all reads well and good, but it's really in fallacy land. And some of the reasons that I have here, I could go into many, many, but the most important ones, is, if I've got a tractor trailer out on 93 right now and I've got to send two heavy duty units out there to split it, you know, one heavy duty unit take the tractor, the other heavy duty unit take the trailer..., I have created a liability situation for myself, my employees and everybody else involved. And the reason being is because two heavy duty wreckers out there trying to swap a tractor out and a trailer creates havoc. We don't need it out there. So I'm very concerned about that.

And not only that, my second reason is, a lot of these tractor trailers that break down are on a time frame, meaning, UPS or FedEx. If that load gets split and they're waiting for another wrecker to come out for the trailer, that trailer don't hit the airport and all that packages are gone. Many times through my years, I've towed right out onto runways, Logan Airport and Manchester Airport, a FedEx or a tractor trailer to keep things moving. So that really scares me when we starting getting into that.

Another thing too, that we really ought to consider is the price of fuel. These truck owners are really choking. If I go out there and send two heavy duty units, he's gonna have a bill that's going to floor him.

So I think the present course that we're on has worked fine through all the years. I can't see how it could ever change and my recommendation would be to kill this thing and move on. Everything in my mind is fine. Questions?

Senator Robert J. Letourneau, D. 19: Yes, I have a couple of questions. Number one; as the bill was originally written..., was to be able to... let me just go back to the original version of the bill, which was originally why it was brought in and I thought that this was an exception so that you could move vehicles off the highway without breaking the law on the weight issue. That was what the whole intent of the bill was, as the prime sponsor had spoken to us and you wouldn't be opposed to the original language of the bill?

Mr. Wood: The original was fine. It's the..., the new version here that states that they were concerned about being over-length with the tractor trailer combination plus the weights, plus the length of the tow vehicle.

Senator Robert J. Letourneau, D. 19: The original version just provides an exemption...

Mr. Wood: That's for the first emergency tow ordered by a State Police.

Senator Robert J. Letourneau, D. 19: That's correct.

Mr. Wood: Okay. Middle of the night, 3:00 in the morning, my accounts at UPS and FedEx, they call me direct. No State Police involved. No municipal authority out there. I go out and I tow it.

Senator Robert J. Letourneau, D. 19: No, it doesn't say anything in here about the Department of Safety or State Police. The original bills says, exemption for vehicles being towed. This subsection does not apply to damaged, disabled or abandoned vehicles or combination of vehicles while being towed by a tow truck. The new section is, by inserting in, after section 21, says that the total weight of the tow truck and the towed vehicle is exempt from the maximum total gross weight of loads allowed under this subdivision if a damaged, disabled or abandoned vehicle is being towed. So basically, what it's saying is, if you're towing a vehicle off the highway and it exceeds the gross weight of what you're licensed to carry, you're exempt. So in other words, you're carrying, you have your vehicle that has a gross weight, then there's a gross weight of the vehicle that you're towing. Under current law, that would be illegal. This is exempting you. But, that's under the original version of the bill.

Mr. Wood: Okay, I've got a little bit of a misprint here going in I think

Senator Robert J. Letourneau, D. 19: That's the way I understand it. Now, under the amended version, it adds a whole lot of other things that you were opposed to. It brings in a whole host of things that, I'm not sure why they were put in there, but we'll get to the bottom of it. But, I just wanted to know if you understood when you said "kill the bill", you understand that the original version of the bill actually helps you.

Mr. Wood: Yeah, I've got a couple of misquotes here. Alright, fine, thank you.

Senator Robert J. Letourneau, D. 19: And I know that you are one of maybe two in the state, that have the heavy duty vehicles in order to move these extra large vehicles off the roads.

Mr. Wood: At this point, there's a few more than two.

Senator Robert J. Letourneau, D. 19: There's a few more?

Mr. Wood: Okay, thank you.

Senator Robert J. Letourneau, D. 19: Thank you, very much, Mr. Wood. Okay. Any other questions from the Committee for Mr. Wood? Did you want some?

Senator Peggy Gilmour, D. 12: No, you'll have to help me understand. When he was talking about two, does that mean because, with this 43 feet, would that be too short, so he'd have to separate?

Senator Robert J. Letourneau, D. 19: Exactly. That's what he was talking about. Okay. Mr. Belanger? You're not gonna speak, that's right, I'm sorry.

Mr. Belanger: I don't have to. If I need to I will, but...

Senator Robert J. Letourneau, D. 19: Okay. Thank you. Well, the only other person left to speak is Commissioner Sweeney. Commissioner, we would love to have you talk to us about this.

Assistant Commissioner Earl Sweeney: Thank you. For the record; Earl Sweeney, Assistant Commissioner of Safety.

When this bill, the original bill came in, we had talked with DOT and basically we favor being able, obviously, to move these large commercial vehicles that are disabled, damaged or abandoned, to get them off the highway as soon as possible, and, the problem that we had with the bill was it did away with any length requirement whatsoever for such a combination of wrecker and towed vehicle or vehicles, and we kind of wanted to see the bill amended to put in place a reasonable length limit. And out of all the discussions came some language that really came from the state of Oregon, where they enacted a law permitting exemptions for towed vehicles.

We also felt allowing vehicles of any width, could cause hazardous conditions for people meeting them on narrow roads; a total exemption from the height requirements could result in taking down telephone wires and damage to highway overpasses and so forth. So, to satisfy DOT's concerns about bridges

and so forth, the amendment increased the permissible axle weight to 25,000 pounds for a single axle or 50,000 pounds for a tandem; allowed a maximum height of 14 feet and a maximum width of 120 inches instead of 102 inches in cases where a collision had caused a disfigurement of the unit; and a maximum length of 120 feet with exceptions from that possible by special permit.

Since that time, a number of people in the towing industry indicated to me that they felt up to 150 feet and 16 feet in height might be possible, but it was too late to incorporate these into amendments. And the DOT, as an afterthought, had also wanted to add the language, "normal escort requirements may apply". But again, there was no time for House Transportation to make that change either.

So, we're in favor of the bill. We're not necessarily wedded to any type of language, we just don't think it should be a total exemption from any width, length or height requirements. But, something reasonable in there. We certainly think that the towers need to be able to get these vehicles off the road and they certainly shouldn't be, you know, subject to being sued or given a ticket for exceeding the length and width and height requirements by a reasonable amount to get them off the road quickly.

Senator Robert J. Letourneau, D. 19: Senator Clark.

Senator Martha Fuller Clark, D. 24: Yes, my concern is that, how many trucks might you have that would exceed the framework that you've created in the amendment with additional changes that you're recommending today? How many large vehicles could be larger than those limits? And what will you do then, if they need to be moved off the highway?

Assistant Commissioner Earl Sweeney: Well, I don't think there'd be many that would be beyond those requirements. See, the problem with... if you've got a finite length requirement for a combination of vehicles and then you add the tow truck on top of it, that's what makes it exceed those requirements. You know, I mean, it might even be simpler to just say that it should not include the length of the tow unit. That might be a simpler way to take care of it, just exempt the length of the wrecker from the length of the overall combination. Then you'd still, I think, would have to provide some exceptions to the width and height requirements because there are cases where these vehicles are in an accident and they're disfigured to the point where they bulge out further than the width requirement or possibly the height.

Senator Robert J. Letourneau, D. 19: Follow up.

Senator Martha Fuller Clark, D. 24: Follow-up question. My question is, if you were to require that the towing of any of these vehicles required the appropriate police escort, then wouldn't you be solving that problem because the police escort would, in a sense, be warning other vehicles that this was coming? Okay. Would be able to help direct the tow truck driver to where they would be able to move and pass with such a damaged vehicle. So, I'm just interested in that, if that is another way to get at that issue without putting any of these measurement limitations, because who's going to go out in the middle of the night and measure, you know, an accident, to determine if they could tow it or not tow it, when really the objective is to remove it so that it isn't a hazard.

Assistant Commissioner Earl Sweeney: Well, of course, most of your heavy duty tow trucks have emergency lighting equipment that's equal to or better than anything that the police have, and if you would require a police escort, it would certainly add a considerable amount of money to the tow bill. And you'd have to call out an officer who was off duty and get them there to escort it. And if you're unable to get somebody or if they had to come from a hundred miles away, it would certainly delay the towing. So I would be a little bit concerned about that, 'cause I think it's going to increase the cost greatly.

Senator Martha Fuller Clark, D. 24: Thank you.

Senator Robert J. Letourneau, D. 19: Senator Boutin.

Senator David R. Boutin, D. 16: Thank you, Mr. Chairman. Thank you, Commissioner for your testimony today. Is this bill about getting these broken down vehicles off the highway or is it also have to do with getting them off the highway and then to some destination point?

Assistant Commissioner Earl Sweeney: I think the first problem is to get them off the highway immediately and, so there won't be a hazard. Then beyond that, as Mr. Wood explained, in some cases where you have a perishable shipment or something, it might be advisable to be able to tow it, you know, to a final destination somewhere, rather than have a shipment spoil or UPS merchandise or packages not be delivered. This is not an FN bill and I don't know how much time the Committee has to...

Senator Robert J. Letourneau, D. 19: We have time.

BH

Assistant Commissioner Earl Sweeney: ...play with it. But I would be glad to work with some folks from the towing industry that are here today and see if we could improve it.

Senator Robert J. Letourneau, D. 19: And I guess the question... I'm sorry, Senator Kelly has a question.

Senator Molly Kelly, D. 10: Just a quick question. Thank you. One of my thoughts here was that the intent of the original bill, from what I understand, is that it was kind of... business was moving on and it was working. However, it wasn't..., it was not within the statute.

Assistant Commissioner Earl Sweeney: Technically wasn't legal.

Senator Molly Kelly, D. 10: But business was working. We weren't having a lot of problems with it, it was okay..., people seemed fine about it. It was just "Whoa", we're taking a risk because what we're doing may not be legal even though it's working. So this original bill said let's just change the language, so what we're doing and what's working, we're just gonna make that legal. And so then I was wondering why, I mean, I know we are talking about them here about some of these amendments, but I just wonder if we kind of..., are a lot of the things in the amendment necessary or are they concerns that may happen? Never happened, but could happen and then trying to protect it where, the way that business is okay. So I would really support, I think, your suggestion of working with some of the people here today who have that experience.

Assistant Commissioner Earl Sweeney: I think if we got together and also had Caleb Dobbins from DOT who was concerned about the roads and bridges involved to be sure that their concerns were met. I think we can probably come up with something a lot simpler and more workable.

**Please see Attachment #1 – NH Department of Safety Position Paper and Proposed Amendment**

Senator Molly Kelly, D. 10: Thank you.

Senator Robert J. Letourneau, D. 19: Earl, I think that was pretty much what I was gonna ask also, was you know; This seems to add a lot of bureaucracy to what seems to be an already simple solution that is working. And I really wonder why we need to have this special permit. That kinda..., I'm looking at that and saying... you know, we've already moved this thing off the road, why do we need a permit, you know? And the idea is to get it out of there. Thank you. You have another question?



Senator David R. Boutin, D. 16: That was exactly my question, Mr. Chairman, about the special permit and why that was necessary.

Senator Robert J. Letourneau, D. 19: Alright. Thank you very much, Earl. Appreciate it. I made a mistake and skipped over a person..., Mr. Reed. And I would like to hear from Mr. Reed. He would like to speak. You didn't indicate whether you supported it or you were opposed to it.

Scott Reed: Oh, I wasn't sure how to answer that question because I didn't know, you know.

Senator Robert J. Letourneau, D. 19: Well there's a bunch of them here like that, so I...

Mr. Reed: I could answer it in a few minutes probably. My name is Scott Reed, I'm the owner of S.G. Reed Trucking Services. We're a dealership as well as a tower in Claremont, New Hampshire. I think all the information that I've heard so far is very accurate. Senator Kelly just put everything into a nutshell - what the intent was and then what happened to it with no ill will, I don't think from any side, but...

We're asked to do these tows on a daily basis. It's been going on for fifty years. And as far as the permits and the current restrictions that are in place, we're not looking to do anything new. We're not looking to do anything that's, you know, outrageous or is going to overload a bridge or anything like that. Ultimately, we're still responsible for all our actions, through our insurance companies and so forth. So anything we would go out to tow is already going to meet those legal requirements of the highway, and if it's an over dimension load, it's already gonna have a permit. You know, if this gets any, you know, it's complicated if you don't do this every day, but I just brought a series of pictures if anybody's interested. You know, one of them is a tractor trailer that was overturned, it's been up-righted, it's still combined so your total length is probably a 120 feet or so now. Our tow truck is about 45 feet long, so you need to combine those together. There's a gap between them and you could easily be in that 150 bracket on a regular basis. Here's a picture of a bridge beam being escorted by the State Police. He's gone off the interstate, didn't make the corner. Inherently these over-dimension loads, over-length, over-width, are the prime ones to get into these problems 'cause they're already kind of in a gray area.

So we don't need to complicate the process of getting them outa there, moving them to a safer place. And as Mr. Wood mentioned, you know, the customer that did the UPS trailer that needs to get to the airport, a load of beef, you

know, a load of ice cream, yogurt... all that type of perishable foods, just need to keep expediting the process of getting that, everything is kind of last minute in the world today, and we're just trying to keep going with that.

We spoke with the New Hampshire Motor Transport, Bob Sculley, because this would impact his members as far as the trucking companies. If you need to send out two vehicles to split tractor trailers apart, which you're not even legally supposed to do on the side of the road, that's an RSA currently about separating vehicles. His suggestion was..., he supported it in the original intent because it gets his members' trucks off the road to their destinations, be it a repair shop or a warehouse, in a timely fashion. And we're not looking for anything, you know, further than we have already been doing, as you stated. We just would like it to be legal if there's any way possible.

And there's not going to be extra law enforcement in the middle of the night or any available permits. It's just, they're very taxed now. It's just hard enough to get them to stay there until the accident's cleaned up and... If it's anything that's under law enforcement direction, as it is, they're gonna have you move it anyways. It's the run-of-the-mill tow of a tractor trailer that you want to keep it as simple as possible. The intent was just to legalize what's taking place on a daily basis.

**Please see Attachment #2 - Series of Pictures.**

Senator Robert J. Letourneau, D. 19: And that was the original bill?

Mr. Reed: That was the original bill and I read that and I can understand where some people might say that seems a little simple, you know. But, it does hit the nail right on the head. It's what the police ask us to do every day right now. And we just want a little bit of protection from, you know, the next town down, the police officer stops you and says, why are you towing this whole thing down the road? And that literally can happen from time to time. So we were just looking to clarify that a little bit, so somebody didn't get into trouble. But there have not been any problems that I'm aware of.

Senator Robert J. Letourneau, D. 19: Questions from the Committee? So, just to clear things up a little bit. Sometimes you tow the whole entire rig together, tractor and trailer that's attached to it and it could exceed a 150 feet?

Mr. Reed: Correct. And that's fairly common, I mean..., that can be done quicker than we have tractor trailers at our facility, we have multiple tow trucks, but to bring two skilled operators out to the side of the highway, then separate those two, reconnect two different trucks to two..., it doubles

BH

everything, including the cost of the tow and the exposure, and the amount of time you're out on the highway creating, you know, secondary issues. That's really the concern.

Senator Robert J. Letourneau, D. 19: Senator Clark.

Senator Martha Fuller Clark, D. 24: Just to follow up on your testimony, it's my understanding that when you have been towing these large tractor trucks, that you've been able to do that without any dire consequences. Is that correct?

Mr. Reed: That's correct. And to go a little further with that, the trucks that we would normally be towing, a tractor trailer combined unit, isn't going to be over height typically, because they're already driving it down the road. They just broke down, you know, they've had an engine failure or something, and they just need to get it to the rest of the way to get it fixed. So it's not like we're going out to try to do something that is going to be too high or too long, you know. You need to be prepared to move anything and all these towing companies have a lot of equipment to do those things and those odd circumstances. This is pretty much run-of-the-mill stuff that we're talking about here.

Senator Robert J. Letourneau, D. 19: Thank you. Further questions? Seeing none, thank you very much.

Mr. Reed: Thank you.

Senator Robert J. Letourneau, D. 19: Now, nobody else has signed up to speak on the bill, but I have Donald, and I can't read the last name . . .

Donald Duval: Duval.

Senator Robert J. Letourneau, D. 19: And, you signed in, and not speaking, but you didn't indicate whether you were in support or opposed.

Mr. Duval: I think everything got pretty well clarified here this morning.

Mr. Reed: I guess we're not 100% sure... if we say that we oppose it, you know, we don't oppose the initial intent.

Senator Robert J. Letourneau, D. 19: You don't oppose the original bill, but you have concerns about the amendment.

BH

Mr. Reed: Yeah. And at our meeting the other night, just for an added piece, this is just a list of signatures of people that were concerned about it. And the I-95 Coalition has a little paragraph here, basically hoping to expedite things when they break down on the I-95 corridor, not to complicate things. So I will just leave those both here.

**Please see Attachment #3 – List of Signatures**  
**Please see Attachment #4 – Memo from Michael Lampert, I-95 Corridor Coalition**

Senator Robert J. Letourneau, D. 19: And Mr. Roland Blair? You're in the same...

Mr. Blair: Right.

Senator Robert J. Letourneau, D. 19: Thank you. And so...

Senator Peggy Gilmour, D. 12: So, process... You do have a group that can work with Mr. Sweeney to make something that's...

Mr. Reed: Yes.

Senator Robert J. Letourneau, D. 19: The Towmasters.

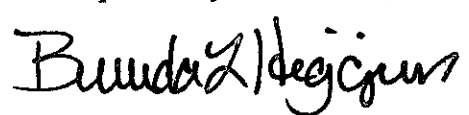
Mr. Reed: Yes. There's two groups in New Hampshire - The Towmasters, New Hampshire Towing. I'm a member of both groups, but yes, they would be well versed in those different issues.

Senator Robert J. Letourneau, D. 19: Thank you, very much.

Mr. Reed: You're welcome.

Senator Robert J. Letourneau, D. 19: With that, there's nobody else signed in to speak on this bill. I'm gonna close the hearing on House Bill 1195.

Hearing closed at 11:20 A.M.  
Respectfully submitted,



Brenda L. Higgins  
Senate Committee Secretary  
April 16, 2010  
4 Attachments

New Hampshire Department of Safety  
Legislative Position Paper  
Date: February 1, 2010  
SUPPLEMENTAL

Bill Title: WEIGHT AND SIZE LIMITATIONS ON TOWED VEHICLES

Testimony before:

LSR#: 10-2238

BILL#: HB 1195

AMENDMENTS:

SAFETY'S POSITON

SUPPORT as amended

OPPOSE as written

NO POSITION

SUGGEST AMENDMENT

REQUEST INFORMATION

Currently, the law as it is, does the following:

As proposed, the Bill is intended to do the following:

In collaboration with the Department of Transportation and a tow truck operator who attended the House Transportation Committee hearing on this bill, we prepared an amendment that would increase the permissible axle weight to 25,000 lbs. per single axle or 50,000 lbs. per tandem; allow a maximum height of 14 feet and a maximum width of 120 inches instead of 102 inches in cases where a collision had caused a disfigurement of the disabled unit, and a maximum length of 120 feet, with exceptions possible by special permit.

Subsequent conversations have indicated that up to 150 feet and 16 feet in height might be possible, but it was too late to incorporate these into the amendments. DOT as an afterthought also wanted to add, "normal escort requirements may apply", but there was not time to make this change either.

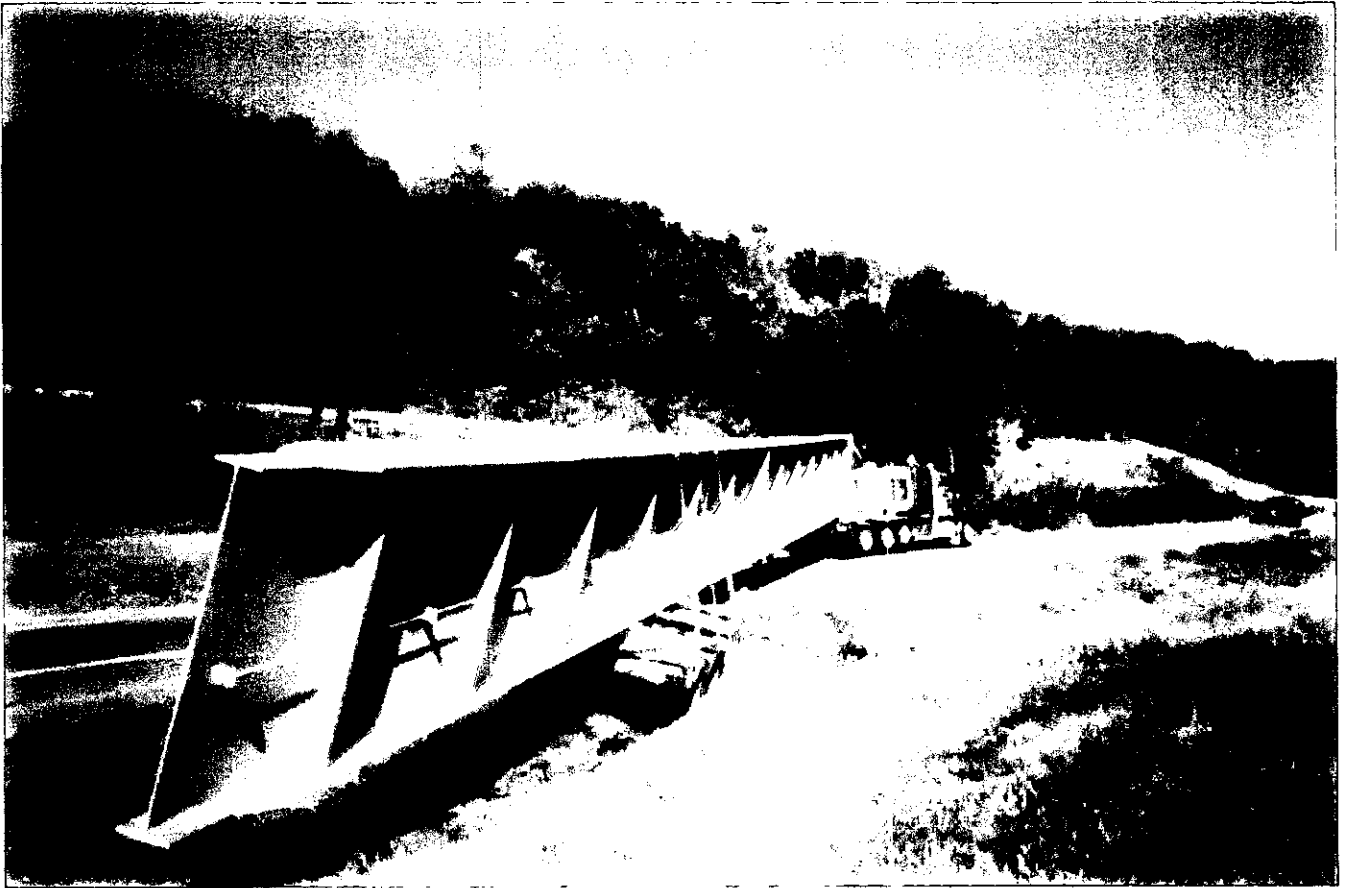
The Department supports the bill as amended.

Fiscal Impact:

# Attachment #2



















# Attachment #3

To: NH State Senate (TRANSPORTATION AND INTERSTATE COOPERATION COMMITTEE)

The Following list of Tow Company Owners no longer supports House Bill 1195 in its amended form.

Company Name	Owner's Name	Signature
1. American Towing	John Daperolas	John Daperolas
2. Duval's Towing Service	Donald R Duval	Donald R Duval
3. Rusty Towing	RUSSELL DREW JR	Russell Rusty
4. S.G. REED TRK SRVC.	Scott Reed	Scott Reed
5. Alan's Diesel Service	Alan Habonte	Alan Habonte
7. Skips Towing	Slip Stevens	Slip Stevens
8. C+C AUTO Equipment	SAL CIANCHI	Sal Cianchi
9. C+C AUTO & EQUIPMENT	MARK CIANCHI	Mark Cianchi
10. DTR TOWING	MICHAEL GUILBERT	Michael Guilbert
11. J+D REPAIRS LLC	JAMES LEONARD	James Leonard
12. NATIONAL WRECKER	ROLPA CRESTA	Rolpa Cresta
13. ELM CITY AUTO REPAIR LLC	JOHN BERGLUND	John Berglund
14. ILOM TOWING & REPAIR	Bob Ruggiero	Bob Ruggiero
15. DAV Towing LLC	George Antone	George Antone
16. BLAIS TOWING	ROLAND BLAIS	Roland Blais
17. Busket's Auto	Rebecca Busket	Rebecca Busket
18. Rochester TRUCK	Donald Gibona	Donald Gibona
19. Wm Street	Michael Fox	Michael Fox
20.		

**Scott Reed**

**From:** Mike [mike@alsautomotiveandtruck.com]

**Sent:** Wednesday, April 14, 2010 9:02 AM

**To:** scott reed

**Subject:** overweight

**scott, i pulled this out of my [www.i95coalition.org](http://www.i95coalition.org) info**

**7.7. Exempt Wreckers from Overweight Vehicle Limits**

There exists somewhat of a Catch-22 situation involving weights limits and heavy wreckers. When a heavy truck involved in an incident needs to be cleared from the highway, it is often necessarily a heavy wrecker that does it. The combined weights of the truck cab and wrecker rear wheel assembly often exceed the legal weigh limit. In some states such situation are often ticketed, or the operator has to apply for and receive a waiver before performing the tow. The former is contrary to common sense, since the truck has to be removed and TIM programs are requiring larger and more capable recovery equipment. The latter is contrary to good QC practices. The ideal solution is a law that provides appropriate protection to the wrecker operator while involved in clearance of a highway incident, such as Illinois. California issues an annual permit for overweight recovery of wrecks. Arizona exempts all weight violations for tow trucks removing wrecked vehicles. The waiver solution is better than nothing, but when possible under enabling legislation, agencies should grant the waiver on a general basis rather than a case-by-case basis, so there is minimal delay in removing the heavy truck.

I-95 CORRIDOR COALITION | April 2009  
Michael Lampert  
Al's Automotive & Truck  
800-660-8158

4/14/2010

# Speakers





# Testimony

Sen. TRAVIS.

**Proposed Amendment to HB 1195  
Towing Abandoned Vehicles**

Strike out all after the enacting clause and substitute the following:

1 New Section: Exception for Vehicles Being Towed. Amend RSA 266 by inserting after section 13-b the following new section:

266:13-c Exception for Vehicles Being Towed.

- I. The provisions of this subdivision shall not apply to damaged, disabled, or abandoned vehicles or combinations of vehicles being towed by a tow truck for a reasonable distance to the nearest safe haven off the highway. These provisions may be further waived for towing longer distances on a case by case basis by special permit.
- II. For towing beyond the nearest practicable safe haven as provided in paragraph I a special overwidth permit shall not be required if the unit, including load, complies with the following conditions:
  - a. The unit shall not exceed 13 feet 6 inches in height and 102 inches in width except that where an accident or collision has caused a disfigurement of the disabled unit the width may not exceed 120 inches. Rear view mirrors may extend to a point not in excess of that which affords the driver of the tow truck a view to the rear along both sides of the vehicle.
  - b. During daylight hours the disabled unit shall carry warning flags indicating its maximum width. During the hours of darkness the maximum width shall be indicated by lighted clearance lamps.
  - c. The combined overall length of the tow truck and disabled, damaged or abandoned vehicles in tow shall not exceed 150 feet. No single unit tow truck shall exceed 45 feet in overall length. No disabled unit shall exceed the maximum legal or permitted length for each such unit under this subdivision.

2. New Section; Exception for Vehicle Being Towed. Amend RSA 266 by inserting after section 21 the following new section:

266:21-a Exception for Vehicles Being Towed. The provisions regarding maximum weight shall not apply to damaged, disabled, or abandoned vehicles being towed by a tow truck for a reasonable distance to the nearest safe haven off the highway, where the weight of each such individual unit does not exceed the maximum legal or permitted weight for the unit under this subdivision. The weight provisions of this subdivision may be further waived for vehicles being towed on a case by case basis by special overweight permit.

3. Effective Date. This act shall take effect 60 days after its passage.

# Voting Sheets

# Senate Transportation & Interstate Cooperation Committee EXECUTIVE SESSION

Bill # HB 1195

Hearing date: 4/15/10

Executive session date: 4/29/10

Motion of: OTP ..

VOTE: 5-0

<u>Made by</u>	Letourneau <input type="checkbox"/>	<u>Seconded</u>	Letourneau <input type="checkbox"/>	<u>Reported</u>	Letourneau <input type="checkbox"/>
<u>Senator:</u>	Gilmour <input checked="" type="checkbox"/>	<u>by Senator:</u>	Gilmour <input type="checkbox"/>	<u>by Senator:</u>	Gilmour <input type="checkbox"/>
	Kelly <input type="checkbox"/>		Kelly <input type="checkbox"/>		Kelly <input type="checkbox"/>
	Fuller Clark <input checked="" type="checkbox"/>		Fuller Clark <input type="checkbox"/>		Fuller Clark <input type="checkbox"/>
	Boutin <input type="checkbox"/>		Boutin <input checked="" type="checkbox"/>		Boutin <input type="checkbox"/>

Motion of: @TP / A.

VOTE: 5-0

<u>Made by</u>	Letourneau <input type="checkbox"/>	<u>Seconded</u>	Letourneau <input type="checkbox"/>	<u>Reported</u>	Letourneau <input checked="" type="checkbox"/>
<u>Senator:</u>	Gilmour <input type="checkbox"/>	<u>by Senator:</u>	Gilmour <input type="checkbox"/>	<u>by Senator:</u>	Gilmour <input type="checkbox"/>
	Kelly <input checked="" type="checkbox"/>		Kelly <input type="checkbox"/>		Kelly <input type="checkbox"/>
	Fuller Clark <input checked="" type="checkbox"/>		Fuller Clark <input type="checkbox"/>		Fuller Clark <input type="checkbox"/>
	Boutin <input type="checkbox"/>		Boutin <input checked="" type="checkbox"/>		Boutin <input type="checkbox"/>

<u>Committee Member</u>	<u>Present</u>	<u>Yes</u>	<u>No</u>	<u>Reported out by</u>
Senator Letourneau, Chairman	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Senator Gilmour, Vice-Chair	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Senator Kelly	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Senator Fuller Clark	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Senator Boutin	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

\*Amendments: ~~X~~

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Notes:

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# Committee Report

STATE OF NEW HAMPSHIRE  
SENATE  
REPORT OF THE COMMITTEE

Date: April 29, 2010

THE COMMITTEE ON Transportation and Interstate Cooperation  
to which was referred House Bill 1195

AN ACT                      relative to height, length, width, and weight limits for  
trucks.

Having considered the same, the committee recommends that the Bill:

**OUGHT TO PASS WITH AMENDMENT**

BY A VOTE OF:    5-0

AMENDMENT # 1754s

Senator Robert J. Letourneau  
For the Committee

Brenda Higgins 271-8631



## New Hampshire General Court - Bill Status System

**Docket of HB1195**

Docket Abbreviations

**Bill Title:** relative to height, length, width, and weight limits for trucks.*Official Docket of HB1195:*

<b>Date</b>	<b>Body</b>	<b>Description</b>
12/10/2009	H	Introduced 1/6/2010 and Referred to Transportation; <b>HJ 6</b> , PG.232
01/12/2010	H	Public Hearing: 1/21/2010 1:30 PM LOB 203
01/19/2010	H	Executive Session: 1/26/2010 10:45 AM LOB 203
01/27/2010	H	Committee Report: Ought to Pass with Amendment #0307h for Feb 3 CC (vote 13-0); <b>HC 11</b> , PG.465
01/27/2010	H	Proposed Committee Amendment #0307h; <b>HC 11</b> , PG.488
02/03/2010	H	Amendment #0307h Adopted, VV; <b>HJ 15</b> , PG.671
02/03/2010	H	Ought to Pass with Amendment #0307h: MA VV; <b>HJ 15</b> , PG.671
03/03/2010	S	Introduced and Referred to Transportation & Interstate Cooperation
03/18/2010	S	Hearing: April 15, 2010, Room 101, LOB, 10:50 a.m.; <b>SC12</b>
04/29/2010	S	Committee Report: Ought to Pass with Amendment 1754s, 5/5/10; <b>SC18</b>
05/05/2010	S	Committee Amendment 1754s, AA, VV
05/05/2010	S	Ought to Pass with Amendment 1754s, MA, VV; OT3rdg
05/05/2010	S	Passed by Third Reading Resolution
05/19/2010	H	House Concurs with Senate AM #1754s (Rep M.O'Brien): MA VV; <b>HJ 46</b> , PG.2231
06/02/2010	H	Enrolled
06/02/2010	S	Enrolled
06/28/2010	H	Signed by the Governor 06/28/2010; Effective 08/27/2010; Chapter 0211

NH House

NH Senate

Contact Us

*New Hampshire General Court Information Systems*  
 107 North Main Street - State House Room 31, Concord NH 03301

# Other Referrals

# COMMITTEE REPORT FILE INVENTORY

HB1195 ORIGINAL REFERRAL

\_\_\_\_\_ RE-REFERRAL

1. THIS INVENTORY IS TO BE SIGNED AND DATED BY THE COMMITTEE SECRETARY AND PLACED INSIDE THE FOLDER AS THE FIRST ITEM IN THE COMMITTEE FILE.
2. PLACE ALL DOCUMENTS IN THE FOLDER FOLLOWING THE INVENTORY IN THE ORDER LISTED.
3. THE DOCUMENTS WHICH HAVE AN "X" BESIDE THEM ARE CONFIRMED AS BEING IN THE FOLDER.
4. THE COMPLETED FILE IS THEN DELIVERED TO THE CALENDAR CLERK.

DOCKET (Submit only the latest docket found in Bill Status)

COMMITTEE REPORT

CALENDAR NOTICE on which you have taken attendance

HEARING REPORT (written summary of hearing testimony)

HEARING TRANSCRIPT (verbatim transcript of hearing)

List attachments (testimony and submissions which are part of the transcript) by number [1 thru 4 or 1, 2, 3, 4] here: 1, 2, 3, 4

SIGN-UP SHEET

ALL AMENDMENTS (passed or not) CONSIDERED BY COMMITTEE:

- AMENDMENT # 17545 \_\_\_\_\_ - AMENDMENT # \_\_\_\_\_  
\_\_\_\_\_ - AMENDMENT # \_\_\_\_\_ \_\_\_\_\_ - AMENDMENT # \_\_\_\_\_

ALL AVAILABLE VERSIONS OF THE BILL:

AS INTRODUCED

AS AMENDED BY THE HOUSE

FINAL VERSION

\_\_\_\_\_ AS AMENDED BY THE SENATE

\_\_\_\_\_ PREPARED TESTIMONY AND OTHER SUBMISSIONS (Which are not part of the transcript)

List by letter [ a thru g or a, b, c, d ] here: \_\_\_\_\_

EXECUTIVE SESSION REPORT

OTHER (Anything else deemed important but not listed above, such as amended fiscal notes):

IF YOU HAVE A RE-REFERRED BILL, YOU ARE GOING TO MAKE UP A DUPLICATE FILE FOLDER

DATE DELIVERED TO SENATE CLERK

7/8/10

Brunck/Heggen  
COMMITTEE SECRETARY