

# MAINE STATE LEGISLATURE

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(New Draft of H.P. 106, L.D. 113)

FIRST REGULAR SESSION

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ONE HUNDRED AND ELEVENTH LEGISLATURE

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Legislative Document

No. 745

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H.P. 619

House of Representatives, February 15, 1983

Reported by Representative Walker from the Committee on Local and County Government and printed under Joint Rule 2.

EDWIN H. PERT, Clerk

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STATE OF MAINE

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IN THE YEAR OF OUR LORD  
NINETEEN HUNDRED AND EIGHTY-THREE

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AN ACT to Amend the Transit District  
Enabling Act.

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Be it enacted by the People of the State of Maine as follows:

30 MRSA §4972, as amended by PL 1981, c. 469, §3, is further amended by adding at the end a new paragraph to read:

Notwithstanding this section, the board of directors of the Greater Portland Transit District, presently comprised of the Cities of Portland and Westbrook, shall consist of 5 directors appointed from the City of Portland and 3 directors appointed from the City of Westbrook.

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STATEMENT OF FACT

2       The amendment of Title 30, section 4972, in this  
3 new draft and as it appeared in the original bill,  
4 addresses a concern with the membership of the board  
5 of directors of the Greater Portland Transit Dis-  
6 trict. The general provision in section 4972 for  
7 transit districts provides that each municipality in  
8 a transit district shall have a member on the board  
9 of directors for every 10,000 of its population. The  
10 Greater Portland Transit District is now made up of  
11 only Portland and Westbrook (South Portland having  
12 left the district). If the general provision for  
13 board of directors' membership is followed for this  
14 district, the disparity in population between Port-  
15 land and Westbrook will result in Westbrook essen-  
16 tially having no voice in transit district affairs.  
17 The amendment of section 4972 provides another method  
18 of choosing directors for the Greater Portland Tran-  
19 sit District, remedying the problem of disparity in  
20 population.

21       This new draft also deletes section 2 of the  
22 original bill. Section 2 repealed Title 30, section  
23 4979, which specifies collective bargaining rights of  
24 transit district employees. The purpose of repealing  
25 that section as stated in the original bill was that  
26 transit district employees are covered by the munici-  
27 pal public employees labor relations law and have the  
28 collective bargaining rights provided there. While  
29 that is correct, section 4979 also contains addition-  
30 al provisions to protect employees of local trans-  
31 portation systems when those systems are taken over  
32 by a transit district. Concern also exists that  
33 section 4979 may provide somewhat broader collective  
34 bargaining rights. For these reasons, this new draft  
35 does not repeal section 4979 as the original bill  
36 did.

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