

MAINE STATE LEGISLATURE

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January 15, 1987

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Jadine R. O'Brien, Corporate Relations Office

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Sandra Goolden, Director of Gov't Affairs

Central Maine Power Company
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Cohen/Herman Associates
Marshall Cohen

The Christian Civic League of Maine
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The Ellsworth American
Alan L. Baker, General Manager

Great Northern Paper Company
Gordon Manual

Lewiston Sun Journal
Mary Kelsch

Maine Audubon
Nancy Anderson

Maine AFL-CIO
Charles O'Leary, President

Maine Chamber of Commerce & Industry
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Maine Council on Vocational Education
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Maine State Employees Association
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Richard McCallister
Canton

Mental Health Association of
the Cumberland Region, Inc.
Robert Mitchell, Executive Director

John Michael
Auburn

New England Telephone Company
Al Warren

Paper Industry Information Office
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Public Policy Office, Portland
Gerald Dube

Jim Rose
Brunswick

Savings Banks Association of Maine
Pamela M. Green, Vice President, Association Activities

Sears Roebuck & Company
John J. Doran

United Way of Greater Portland
Michael Brennan
also serving Greater Portland Council of Governments
Cumberland County Child Abuse and Neglect Council



**BUREAU OF
TAXATION**

ANTHONY J. NEVES
STATE TAX ASSESSOR

STATE OF MAINE

State Office Building, Augusta, Maine 04333

January 9, 1987

Legislative Council
c/o Sarah Diamond
Administrative Director

Dear Ms. Diamond:

Enclosed please find the annual report evaluating the effectiveness of the Regional Fuel Tax Agreement pursuant to 36 MRSA §3312.2.

This report has been prepared with the advice of the Commissioner of Transportation and the Secretary of State.

Sincerely,

Anthony J. Neves
State Tax Assessor

AJN:mb
enc.

1986 MAINE ANNUAL REPORT FOR THE REGIONAL FUEL TAX AGREEMENT

The Regional Fuel Tax Agreement (RFTA) became effective January 1, 1985 with the State of Maine and the State of Vermont participating. The State of New Hampshire joined the compact January 1, 1986.

Title 36 MRSA 3311.1 authorizes the State Tax Assessor to enter into a regional fuel tax agreement and Section 3311.2 defines the purpose of the agreement to promote and encourage the fullest and most efficient use of the highway system by making uniform the administration of motor fuels consumption taxation laws with respect to motor vehicles operated interstate. It enables participating jurisdictions to act cooperatively and provide mutual assistance in the administration and collection of motor fuels consumption taxes permitting us to establish and maintain the concept of one administering base jurisdiction for each taxpayer to provide that a taxpayer's base jurisdiction will be the administrator of the agreement and execute its provisions with respect to the taxpayer. This agreement appears to be effective and for the most part industry has approved the concept of this type of reporting.

Administrative changes in the areas of trip permits, replacement decals, audit assessment, record requirements, protested checks, changing base, and agreement forms, were formally approved by the commissioners in September of 1986.

A request by a major rental company to report and pay tax by three different weight classes and types was approved effective January 1, 1987. With the approval of the base jurisdiction, a licensee is permitted to file a maximum of (3) reports based on the following categories, each with an individual miles per gallon factor computed on total miles traveled and total fuel used for all fleet vehicles in that category.

1. Trucks with a gross registered vehicle weight (grvw) of 26,000 lbs. or less.
2. Trucks with a gross registered vehicle weight (grvw) of 26,001 lbs. or more.
3. Truck tractors.

At the present time there are approximately 1,700 Maine licensees in the RFTA, a gain of about 1,300 since December, 1985. For the period January 1, 1986 through October 31, 1986 the State of Maine paid Vermont \$335,213.00 and New Hampshire \$653,334.00 and received \$71,893.00 from Vermont and \$176,960.00 from New Hampshire for the same period.

Administrative and audit manuals have been jointly developed to insure uniform compliance with the agreement by three states which, in the past, have approached the motor carrier compliance problem in different ways.

The Bureau of Taxation and the Division of Motor Vehicles have worked together to successfully implement this agreement. It combines two areas of compliance that face motor carriers: fuel tax and fuel use decals, into a one-stop process which allows the motor carrier to meet the dual requirements of three states.

Interest is being shown by the States of Massachusetts, Mississippi and Rhode Island in the RFTA compact and material has been forwarded to them.

The National Governors Association (NGA) has become involved in developing a model base state fuel tax agreement on uniform state procedures for interstate motor carrier regulation and taxation. The Department of Transportation is the Maine contact and the Bureau of Taxation has participated in a National Forum exploring the possibility of adopting a national compact based on our RFTA and another compact known as the International Fuel Tax Agreement.

RFTA currently has approximately 5,000 licensees. Since its inception January 1, 1985 carriers licensed under this program have avoided the need to file some 40,000 tax returns (as of August, 1986) that they would have filed had RFTA not been in existence. Fuel tax revenue has not been adversely affected and needless to say, the administrative savings to industry is significant.

CONSTITUTIONAL OFFICERS

AND

STATE AUDITOR

	<u>Range</u>	<u>Current Salary</u>	<u>Next Step*</u>
Attorney General	90	Step (F) \$50,148.80	(G) \$54,724.80
Secretary of State	87	Step (G) \$44,012.80	(G) \$45,780.80**
Treasurer of State	87	Step (E) \$39,956.80	(F) \$43,617.60
State Auditor	88	Step (B) \$36,275.20	(C) 39,644.80

*Includes 4% cost-of-living increase which has been applied to the standard salary schedules, effective January 5, 1987.

**Secretary of State has "topped out."
3 M.R.S.A. § 162-B prohibits any of the Constitutional Officers from exceeding Step G of their respective range.

Pending Issues

1. Authorize 4% retroactive lump sum payment for period since convening of 113th Legislature (12-3-86-1-5-87).

2. One-step increase, which is authorized by statute. (Note that the salary ranges in which the Constitutional Officers and State Auditor are placed by statute have been increased by 4% effective 1-5-87).

January 16, 1987

SENATE

LARRY M. BROWN, DISTRICT 7, CHAIR
N. PAUL GAUVREAU, DISTRICT 23
WALTER W. HICHENS, DISTRICT 35

LARS RYDELL, LEGISLATIVE ASSISTANT
DAVID ELLIOTT, LEGISLATIVE ASSISTANT
JULIE FORTIN, COMMITTEE CLERK



HOUSE

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FREDRICK F. SOUCY, KITTERY
STEPHEN M. BOST, ORONO
JAMES R. HANDY, LEWISTON
WILLIAM O'GARA, WESTBROOK
GWILYM R. ROBERTS, FARMINGTON
KENNETH L. MATTHEWS, CARIBOU
MARY E. SMALL, BATH
JUDITH C. FOSS, YARMOUTH
WILLIAM F. LAWRENCE, PARSONSFIELD

STATE OF MAINE
ONE HUNDRED AND TWELFTH LEGISLATURE
COMMITTEE ON EDUCATION

January 8, 1986

Hon. Charles P. Pray
Chairman
Legislative Council

Dear Senator Pray:

Chapter 43 of the Resolves of 1985 created the Special Commission to Study Teacher Training in the University System. Among the several tasks which the Commission is directed to perform is conducting a survey of the attitudes of recent graduates of teacher education programs.

The Commission has developed a questionnaire of 28 questions to be used as the survey instrument which is to be completed by 500 newly graduated primary and secondary school teachers. At this time, especially as the survey will be conducted during the session, we feel it would be unwise to attempt to have staff field and tabulate the questionnaire. The staff did participate in the development of the survey and will assist the Commission in the interpretation of the results. We have discussed conducting the survey with several outside groups which have survey capabilities. We have received written bids from the Human Services Development Institute at the University of Southern Maine and the Bureau of Public Administration and the Political Science Department at Orono.

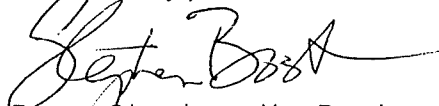
The most favorable bid was submitted by the University of Maine Political Science Department. They will conduct the survey for \$4050. By "conduct the survey" we mean: Print and mail the questionnaire, mail a follow-up postcard and a second questionnaire to those who have not responded and tabulate the results, including various cross checks for accuracy. They will not be interpreting the results.

The quoted cost figure assumes a return of 60 per cent, which is considered a good return rate. If we are more successful and a higher rate of return is achieved, there will be an additional cost of \$3.00 per survey. The survey will be completed in three months with periodic status reports called for.

The Commission would like to start the survey work early this year. Accordingly, we are seeking authorization to use funds from the \$11,000 allocated to the "All Other Account" in the Resolve to pay for conducting the required survey. It is our understanding that the \$11,000 was intended to include survey costs but that through oversight specific authorization was not provided in the Resolve to contract with outside agencies. Our current balance is well within the allotted amount, and our projected activities, including the survey, can be accomplished with the money allotted.

Please let me know if you have any additional questions.

Sincerely,

A handwritten signature in dark ink, appearing to read "Stephen Bost", written over the typed name.

Rep. Stephen M. Bost
Chairman,
Special Commission to Study
Teacher Training