

MAINE STATE LEGISLATURE

The following document is provided by the
LAW AND LEGISLATIVE DIGITAL LIBRARY
at the Maine State Law and Legislative Reference Library
<http://legislature.maine.gov/lawlib>



Reproduced from scanned originals with text recognition applied
(searchable text may contain some errors and/or omissions)

O N E - H U N D R E D T H L E G I S L A T U R E

Legislative Document

No. 784

H. P. 540

House of Representatives, January 25, 1961.

The Speaker laid before the House and on motion of Mr. Wellman of Bangor, referred to Committee on Appropriations and Financial Affairs. Sent up for concurrence and ordered printed.

HARVEY R. PEASE, Clerk

STATE OF MAINE

IN THE YEAR OF OUR LORD NINETEEN HUNDRED
SIXTY-ONE

AN ACT Relating to Automobile Travel by State Employees.

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

R. S., c. 15-A, § 44, amended. The first sentence of section 44 of chapter 15-A of the Revised Statutes, as enacted by section 1 of chapter 340 and as amended by section 13 of chapter 429, both of the public laws of 1957, is further amended to read as follows:

'The State shall pay for the use of privately owned automobiles for travel by employees of the State in the business of the State not more than ~~8c~~ **9c** per mile for the first 5,000 miles actually travelled by such employees on such business in any one fiscal year, and ~~6c~~ **7c** for each mile exceeding 5,000 miles, except that the State shall pay inspectors of seed potatoes or table stock potatoes ~~8c~~ **9c** for every mile so travelled.'

STATEMENT OF FACTS

The costs of owning and operating a car have risen steadily for the past several years. Competent authorities indicate that it costs in excess of 10c per mile to drive a car 10,000 miles a year. Many state employees are losing money in the operation of their cars on state business at the present rates of 8c for the first 5,000 miles and 6c thereafter, and can substantiate their losses with documentary records. This bill seeks to minimize the amount of loss in the future by more adequately compensating for mileage driven on state business.