

MAINE STATE LEGISLATURE

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ACTS AND RESOLVES

AS PASSED BY THE

One Hundred and Fifth Legislature

OF THE

STATE OF MAINE

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PRIVATE and SPECIAL LAWS

OF THE

STATE OF MAINE

AS PASSED BY THE

One Hundred and Fifth Legislature

1971

districts. The State Planning Office shall in the drafting of this legislation solicit the advice and suggestions of various private and public agencies related to the field of transportation, and the State Highway Commission. The State Planning Office shall include appropriate legislative provisions including the make-up of the governing board, formation of districts, carrying out of all functions related to transportation and the necessary accompanying powers, and relations of the districts to planning and other existing transportation oriented public agencies.

Effective September 23, 1971

Chapter 112

AN ACT Relating to Appointments to the Portland Renewal Authority.

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

P. & S. L., 1951, c. 217, § 4, sub-§ (d), amended. The 2nd paragraph of subsection (d) of section 4 of chapter 217 of the private and special laws of 1951 is amended by adding a new sentence at the end to read as follows:

Nothing in this chapter shall be construed to prevent a commissioner from concurrently serving as a commissioner on the Portland Housing Authority.

Effective September 23, 1971

Chapter 113

AN ACT Providing for a Feasibility Study for High Speed Rail Service for Maine.

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

Transportation needs study. The State of Maine authorizes the Maine State Planning Office to undertake a state transportation needs study that will examine the overall issues and problems with the objective of determining various alternatives to current trends, recommending goals for establishment of a balanced system including bus and rail passenger service for local and intercity purposes, and suggesting possible actions that could be taken by the State of Maine and the various agencies concerned with transportation. The transportation needs study shall investigate the possibilities of a high speed rail system or of reestablishment of former rail passenger service under the auspices of the new National Railroad Passenger Corporation along with the analysis connecting bus services that may be required, or both.

The study will take into consideration past studies at all levels of government in the area of Maine transportation needs. The study will not necessitate the appropriation of any state funds.

In addition to the statutory purpose of this study, the work requested should:

1. Encourage cooperative, comprehensive and continuing planning by each urban area covering the provision of publicly used transportation facilities and services.
2. Help develop a recommended program of state expenditures which is coordinated with regional and local plans and programs.
3. Collect information to increase the effectiveness of the allocation of federal and state resources.

This study is designed to provide a number of benefits. First, it will develop a total picture of the State's transportation system. The study will produce the first transportation report to the Legislature and the Governor that analyzes a balanced and integrated transportation approach involving, but not limited to, highway, air, bus, water and rail. Second, it can improve the quality of transportation planning at all levels of government, as well as in the private sector, by stimulating more thorough analysis of alternative forms of transportation in view of the knowledge that transportation does shape the development of Maine. Third, it will increase the relevance of planning by linking local, state and federal efforts into an overall state planning, policy making, and implementation framework. Fourth, it will provide a better base of State policy-making decisions by presenting information and alternatives for the entire state transportation system in a single consistent manner. Finally, it can stimulate the building of institutions at and between all levels of government and industry to encourage more intelligent decision making in the state's transportation system.

The study will include the following framework:

- a. Delineation of goals, objectives and standards.
- b. Estimation of travel.
- c. Development of alternative ways of serving travel within the given goals and objectives.
- d. Estimation of costs and benefits of alternative transportation proposals.
- e. Analysis of alternatives and selection of the best alternative.
- f. Reducing the "best" alternative to an estimate of capital needs on both a short and long range basis.