

MAINE STATE LEGISLATURE

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LAWS
OF THE
STATE OF MAINE

AS PASSED BY THE

ONE HUNDRED AND NINTH LEGISLATURE

AT THE

SECOND REGULAR SESSION

January 2, 1980 to April 3, 1980

AND AT THE

THIRD SPECIAL SESSION

May 22, 1980

PUBLISHED BY THE DIRECTOR OF LEGISLATIVE RESEARCH IN
ACCORDANCE WITH MAINE REVISED STATUTES ANNOTATED,
TITLE 3, SECTION 164, SUBSECTION 6.

K. J. Printing Co.
Augusta, Maine

MESSAGE

January 2, 1980

by

GOVERNOR JOSEPH E. BRENNAN

to the

SECOND REGULAR SESSION

One Hundred and Ninth Legislature

PART I—GOVERNOR'S PROGRAM

It gives me great pleasure to welcome you back to Augusta.

To each of you, to your families, your friends, neighbors and all those you represent, I am happy to extend my warmest greetings for a new year of public service, personal achievement and happiness.

We have emerged from a decade of Vietnam and Watergate, a decade that drained the public's confidence in our institutions, a decade when many questioned our national purpose and a decade when our collective pride was weakened.

Today, on the first business day of the new decade, let us commit ourselves to a new era of strength and purpose and hope.

There are great challenges ahead.

But we are equal to them.

The challenges of the 1980's are those of creating a new and better standard of living for Maine people, of overcoming our energy problems, of ensuring the health and well-being of people.

We welcome these challenges.

For we in Maine have the talent, the initiative, the imagination, and indeed the will to overcome our problems.

We have convened here today to begin the work of facing these challenges.

And we have helped lay the groundwork for the task.

We have met with the leadership of both parties to discuss my legislative program as it has been developed, so that the leadership could offer their counsel.

I commend the efforts of leadership to keep the number of bills that will come before this session manageable.

And in that same spirit, I too have sought to limit my legislative package to those bills that require priority attention.

Today, State government is faced with demands on our resources that amount to some \$45 million.

These demands come from the retirement system, the highway program, labor negotiations, the revenue shortfall of the Department of Inland Fisheries and Wildlife, increased fuel costs, rising costs in Human Services and others.

At the same time, we only have about \$18 million to divide among these demands.

Together, we will find compromises.

For it is the normal role of Governors and Legislatures to work together and choose wisely among competing demands on our resources.

Working together, we have already made progress on these great and continuing problems.

Indeed, just a few weeks ago, this Legislature earned an honorable place in the history of our state by becoming the first Legislature in the nation to respond to the urgent needs of many of our people who could not face a winter of unprecedented fuel prices.

Let us continue, together, to face the challenges, to build on our record of progress and to represent the one million, one-hundred-thousand people who sent us here to act in their behalf.

And let us take actions that ensure that when this new decade ends, Maine will be a better place to live, to raise a family, to work and to enjoy the rewards of retirement.

The bills I am submitting today are gathered under four general categories—economic development, energy, environmental health and justice.

I. ECONOMIC DEVELOPMENT

I believe my Administration, working with the Legislature and with private enterprise, made significant strides in economic development in 1979.

With your help, and with the ratification of the voters, we passed bond issues to fund an ambitious program of coastal development, highway and bridge improvements and other transportation work that will significantly upgrade the facilities necessary for the movement of goods.

We worked closely with the tourist industry to address their continuing problems and to minimize the impact of last summer's gasoline shortage.

We called together businesses that deal in foreign trade and investment for an assessment of what Maine can offer abroad and how we can help our firms expand their marketing horizons.

This year, we will continue efforts to assist Maine businesses to grow and to expand.

This year, as last year, we approach economic development with the understanding that we achieve more when government works together with the private sector.

Perhaps the most important bill I will offer in economic development seeks to address the long-standing problems of agriculture, an important industry that is now enduring serious difficulties.

Maine labors under some serious disadvantages:

Our vital potato industry has been in decline for 20 years, and has fallen from a role of national leadership.

Traditional practices have led to soil erosion and a product of diminished quality, while an antiquated marketing system has failed to keep us competitive with other regions.

One major poultry processing plant is close to bankruptcy and the rest of that segment of agriculture is experiencing serious cost and price difficulties.

Other areas of the East enjoy better feed grain rail rates. Moreover, transportation generally is inadequate for the movement of our farm products and supplies.

Financing is often unavailable or counterproductive for those who might want to enter farming or for those who need capital to maintain their operations.

Despite all these problems, farming remains extremely important to Maine.

The industry contributes nearly \$1.25 billion a year to the state's economy, including more than \$400 million in direct income to more than 7,500 farm families.

Thousands more are employed in related areas such as processing, transportation and services.

Commissioner Smith, your former colleague in the House, and I are determined to reverse the decline of Maine agriculture.

The Commissioner has already designated 1980 as the Year of Agriculture, a year for concerted efforts to assist this industry and to focus public attention on its importance to Maine.

Together, we are submitting a Maine Agricultural Development Act of 1980 because we believe the time has come for Maine to commit its support and resources to Maine agriculture and Maine's rural community.

The Act seeks to accomplish several major objectives.

First, it would establish a State policy of encouraging the preservation and conservation of agricultural lands and would charge the Commissioner of Agriculture with the responsibility for defining an on-going program to accomplish this goal.

Second, it would provide funding for the State's Direct Marketing Act, which the Legislature enacted in 1977 without an appropriation.

This will enable us to step up our efforts to create an identity for the Maine product and to strengthen our farmers' ability to get good prices for their produce.

Third, it would create within the Department a Farm Financing Advisory Council.

This Council would give the Department the ability to help farmers in one of the most crucial and troublesome areas of the industry—financing.

The Council would be able to deal with such economic issues as energy, transportation and small farm development, and would be prepared to coordinate activities in farm financing and entrance into farming, and will assist the future of a new generation of farmers.

Finally, the Act proposes a consolidation of the Department into four bureaus.

This is intended to correct many years of unplanned and uncoordinated growth within the Department and to provide for genuine accountability.

The four bureaus would be:

1. Agricultural Department, consisting of functions directly related to the development and maintenance of Maine's food and fiber production capabilities;
2. Agricultural Marketing, made up of the functions related to the development and implementation of the State's role in promoting and marketing our agricultural products;
3. Agricultural and Rural Resources, made up of the functions related to the development of our resource base; and
4. Public Service, consisting of the Department's responsibilities in the areas of regulation and consumer protection.

By restructuring the Department, we can make it more manageable and therefore more responsive to the problems, the needs and the future of farming and farmers in Maine.

My economic development program asks for an appropriation of \$300,000 to develop and implement a promotion, advertising and marketing campaign for industrial development.

We know that we have much to offer businesses that might consider moving to Maine.

Our attractions include a scenic and generally healthy environment, a hardworking labor force, a cooperative government and cities that are relatively free from the crime and urban blight that so many other places accept as a normal part of life.

But, despite the highly competitive industrial promotion efforts of other states, Maine is not telling its story.

We need these funds to do that job.

This bill would permit the State Development Office to develop a so-

phisticated promotion campaign to enable the State and local industrial development organizations to find the leads they need to pursue.

Our other economic development bills generally look to the development of resources as a means of promoting business growth and encouraging new investment in Maine.

I am proposing that we amend the law creating the Maine Capital Corporation in order to give it greater operating flexibility.

My bill would enable the Corporation to function as a small business investment company licensed by the Small Business Administration.

As the only state now without its own S.B.I.C., Maine is at a competitive disadvantage in our ability to provide assistance to businesses in need of investment capital.

The Maine Capital Corporation would be able to borrow funds from the Federal Financing Bank for reinvestment in Maine businesses.

This would make it easier for Maine firms to receive bank loans and would create a firmer foundation for businesses to create jobs and income.

This bill would help Maine companies without any cost to the State.

I am asking this Legislature to amend the Municipal Securities Act and the Maine Guarantee Authority Revenue Obligation Securities Act to help bolster downtown revitalization efforts which have achieved marked success in several cities and towns.

Our legislation would add office buildings to the list of industrial-commercial projects that could be funded through Municipal Revenue Bonds and would add multi-level private parking facilities and office buildings to those projects eligible for funding by Maine Guarantee Authority Revenue Bonds.

We can use this expanded authority to achieve several worthwhile public goals, including energy conservation, wiser use of urban space and improving downtown areas as places to live.

At the same time, this Legislation makes it easier to encourage the development of service-type businesses through the Maine Guarantee Authority.

Three of our bills recognize the important relationship between the development of our human resources and our ability to encourage business growth and development within our State.

The successful program of cooperation between the State and Pratt-Whitney suggests the need to expend more efforts to provide manpower services to businesses.

We are therefore proposing that \$125,000 be allocated for use in such areas as employee recruitment and training programs.

Our bill would also fund a Manpower Services Coordinator within the State Development Office to assist business with manpower services.

I believe this bill adds another important element to our growing ability to encourage business growth.

A second manpower bill would strengthen our proven apprenticeship program, under which some 1,850 apprentices are now employed in worthwhile training programs.

In its 36 years of existence, the apprenticeship program has aided businesses in developing highly skilled workers, and helped workers improve their value in the job marketplace.

Our third bill is a bond issue to strengthen one of Maine's most beneficial State programs—the Vocational Technical Institutions.

I am asking for passage of a \$5 million bond issue for new facilities at the Southern Maine, Kennebec Valley and Northern Maine VTI's.

This will strengthen an already outstanding program.

Behind each of these bills lies my firm belief that we must do whatever we can to provide ever-better training for our work force.

By doing so, we commit State resources in the certain knowledge that we are helping people who are willing to work, and that effort will enable them to make better lives for themselves and their families, to strengthen Maine's ability to attract new businesses and to ensure the health of our economic future.

We are proposing legislation to help the competitive position of Maine firms as they bid against out-of-state companies for State contracts.

My bill would strengthen their position by amending our bid preference law, which comes up for a sunset review this year.

I propose increasing to 90 per cent the percentage of Maine workers who must be employed by any out-of-state firm working under State contract.

I also suggest that we award contracts to Maine companies that submit bids within five per cent of the lowest out-of-state bid.

My economic development package also includes a measure to allow the Maine Department of Transportation to acquire a small supply of railroad equipment that could be available for emergency storage or transportation of Maine agricultural or manufactured products by Maine companies.

The bill would also permit D.O.T. to acquire rail passenger cars for future potential use.

There would be no cost to the State, since we expect federal money to be available for funding these acquisitions, which would very possibly be called into service to come to the aid of Maine businesses in case of an equipment shortage.

Finally, my program includes a proposal to allow the sale of bonds to fund multi-family housing units.

This would take advantage of the lower interest rates available through the use of the State's tax-exempt status.

I believe these bills are the beginning of a strong program of economic growth and revitalization for the 1980's.

II. ENERGY

Nineteen-Seventy-Nine will be remembered as the year when Maine and the nation finally became serious about energy conservation, the year during which the public finally recognized the problem as the permanent part of life that it had gradually become during the decade.

We experienced a serious home heating oil shortage in northern and easternmost Maine.

We went through a gas shortage that touched our neighbors more than it hurt us, but left its impact on our tourist industry.

We saw the cost for home heating oil—a basic commodity to our people—rise 60 per cent.

To their great credit, Maine people remained calm throughout the year.

We never had to impose mandatory gas restrictions.

And the public responded admirably by heeding our calls for conservation and by seeking out large and small ways to make every drop of home heating oil go further.

During the 1980's we must continue to reduce our dependence on foreign oil.

We must try to find a way to afford energy without destroying our standard of living.

We must tap our abundant natural resources without sacrificing our environment.

These are enormous challenges.

But they are challenges which Maine people are able to meet—perhaps better than people in other states—for we bring to the task traditions of sacrifice, of innovation, of helping our neighbors.

We were the first State to adopt an emergency assistance program and

the first State to adopt a conservation program for schools and State buildings.

We are turning increasingly to our forest for fuel and starting to rebuild our water power resources.

We are investigating the energy potential in peat and solid waste.

Quite properly, we have given conservation a top priority.

But in the 1980's we will have to do more than conserve.

We will have to do more to develop our resources, to begin the process of shifting our reliance to our waters and forests and to the sun and away from foreign oil, in order to achieve true energy independence.

The energy legislation which I am submitting to you today steps up our conservation efforts and begins to take the initiatives to move us beyond conservation.

Our package includes a plan to encourage low-interest energy conservation loans for homeowners.

We propose lowering interest rates for energy conservation loans for households with incomes of \$25,000 or less through the Maine State Housing Authority.

We are establishing as a goal of this Administration nothing short of the weatherization of every Maine home during the course of the next ten years.

It is a difficult goal that we can and should and will meet.

At the Special Session, we appropriated \$1 million for weatherization for low-income families.

That, along with weatherization work already done, gives us a good head start.

By the end of this decade, every Maine family should live in a secure, weather-tight home.

We will also request bonding authority to accelerate our efforts to conserve energy in our schools.

Again, we have already made progress.

But we have to do more.

Our other major initiative in conservation is to seek your approval of the State Energy Building Standard and to establish that standard as a mandatory one in order to see to it that all new construction is consistent with our energy goals.

But, as I have already noted, we also have measures that go beyond conservation.

My program includes proposals to give the State the tools to influence and encourage the development of energy within Maine.

One would create an Energy Grants Program to encourage research, demonstration and energy development projects.

This program's goal is to stimulate energy resource development on a scale and of a nature that will meet Maine's long-term energy needs.

Another significant bill would permit the use of municipal revenue bonds and the Maine Guarantee Authority for energy development projects.

This would encourage coal conversion, co-generation, district heating, wood energy systems, hydro-electric power and natural gas distribution systems.

I am also asking you to approve legislation to clarify the laws governing the sale and purchase of electricity from small power producers.

Finally, I am requesting approval for financial incentives for the use of renewable energy systems such as solar and wood furnaces.

I believe this energy package will bring us closer to our goals.

I believe you fully appreciate the depth of the problem and the urgency of the need.

And with your cooperation, and that of the private sector, we can move away from fossil fuels as the prime source of our heat and lights toward our own abundant resources.

We can create a new energy age for ourselves and set an example for the rest of the country.

III. ENVIRONMENTAL HEALTH

We in Maine are fond of pointing to our magnificent wilderness, our clean air, pure water and blue skies as our greatest attractions.

But, as you know, the sad truth is that in some parts of Maine, for decades the air has not been so clean, the water has not been so pure, and the sky has not been so blue.

Both the State and Federal governments have taken enormous strides in the past ten years to restore the vitality of the environment.

But our work is far from done.

An emerging concern of the 1980's is that of the synthetic substances we are and have been introducing into our environment, often without adequate knowledge of the potential harm these materials might cause to human health and safety.

Therefore, my program includes five bills under the general heading of environmental health.

Throughout last year, serious and legitimate concerns were raised about some herbicide and pesticide control operations.

These concerns arose from the conflict between the reliance industry and agriculture have developed on chemicals and the real or perceived harm to human health from these same chemicals.

As a result of these problems, I am asking this session to restructure the mechanism by which the State regulates insecticides and herbicides.

Our experience has found that the State cannot now regulate these substances in a way that adequately serves the public health needs of our people.

Therefore, I am submitting legislation to create a new panel similar in structure and authority to the Board of Environmental Protection, which has worked so well.

I am proposing a five-member public authority to license and oversee the use of these substances.

This board, with support staff, would have the authority to license all pesticide control operations in Maine.

It would have the authority to ban any substance when its use would pose unacceptable health risks.

It would have the ability to establish strict conditions on the use of sprays.

And it would be authorized to revoke the licenses of any user who did not comply with its directions.

I am submitting this bill because of my firm conviction that we have a responsibility to protect the health of our people.

A second important piece of environmental health legislation is intended to plug a major hole in the State's ability to respond to environmental health hazards.

We are proposing the creation of an environmental health program in the Department of Human Services to enable an epidemiologist and other medical specialists to correlate health problems with environmental problems.

The staff would identify all diseases that are related to environmental factors, advise all users and regulators of potentially toxic substances, and investigate the relationship between environmental problems and health.

Another important environmental health bill would dramatically im-

prove the State's ability to respond quickly to a discharge of hazardous material.

We have seen a number of potentially disastrous situations within the past year.

A truck loaded with propane gas overturned in Falmouth.

A quantity of the chemical "Tris" was carried into the Piscataquis River in a flood.

Mercury was found in the Royal River.

In these and other incidents, we have been fortunate.

The greatest precautions cannot prevent accidents, and our lucky record cannot guarantee that future accidents won't become catastrophes.

We have a responsibility to take action when unsafe incidents involving hazardous materials occur.

And we have an obligation to provide our personnel with the knowledge, the training and the immediate response capability to deal effectively with any situation.

The Oil Conveyance Act is a model for an emergency response plan.

Adapting its key provisions to the problems of hazardous waste transportation, we are suggesting that those handling such wastes contribute a fee toward a fund that would be used for training State and local personnel and cleaning up spills.

I am also submitting a bill to tighten the restrictions on those who are allowed to operate equipment involving radiation.

There are about 1,500 users of such equipment, such as x-ray machines, in the state.

A federal study found that at times untrained personnel were operating this equipment.

No one should be allowed to use this sophisticated and potentially dangerous technology without demonstrating competence to use it.

Our bill would require a minimum competency examination for licensing.

A second provision would shift the burden of State oversight from public funding to license fees for all those who operate x-ray and other radiation-related equipment.

The problems of the Town of Gray with groundwater, of Dennysville with herbicides, of South Berwick with hazardous wastes, and Falmouth with dangerous cargoes, make addressing these new kinds of threats to public health and to human life an especially urgent priority.

IV. JUSTICE

Many of you know that one of my deepest personal concerns comes out of my professional training and experience in the law.

And, as I have stated here in the past, I am committed to improvements in our criminal justice system.

I believe many of you would agree with me that no part of that system more urgently needs our attention than prisons.

We have made progress in the past year.

Renovations at the Stevens School in Hallowell created a pre-release center that enabled us to take some of the inmates out of Thomaston, reducing the crowding and decreasing the pressure on that facility.

Much more needs to be done.

I have given the problem a great deal of attention in the past year.

I have talked often and at length with our top corrections officials.

I have visited our corrections facilities and seen the problems firsthand.

And I have reached the conclusion that the first thing we need to do to address the problem is to give special status to the Bureau of Corrections, distinguishing it from Mental Health and Mental Retardation, because of the very special problems it faces right now.

I am therefore proposing the creation of a separate Department of Corrections.

We should elevate corrections to its proper standing, making it far more likely than our prisons will receive the attention they need from all of us.

Making this administrative change will provide greater accountability.

But this is merely the first step toward overcoming the problems that have been allowed to grow until they represent one of the major priorities that a responsible Administration must face.

Some may question this need.

Some may say that prisoners deserve their lot—no matter how crowded, dehumanized or intolerable conditions may become.

I cannot agree.

Many of you have heard me express in the past my belief that the way we treat our prisoners is a test of our society's humanity.

Providing decent conditions is not coddling criminals.

It is an obligation.

The crowded conditions at Thomaston strain existing program and staff resources, effectively hindering our efforts to manage worthwhile programs there.

So my corrections program includes a bill to provide approximately \$1.5 million for improvement in our corrections facilities.

This includes the start of a long-term effort to improve facilities and programs, to meet fire safety standards at Thomaston and the Mens Correctional Center, to provide additional treatment staffs at both facilities, to upgrade our ability to classify inmates for treatment and to match our resources with security and program needs.

In our troubled society, we cannot guarantee to lower the recidivism rate.

But failure to try to achieve socially worthwhile goals through our prison system guarantees that the system will continue to fail.

And we end up paying more—in rising crime rates, increasing inmate populations and worst of all in the suffering of the victims of crime.

We are also proposing a bill to help counties meet the financial burden of their jails.

Our proposal would enable county commissioners to use funds they receive for boarding prisoners to go to a special jail improvement fund.

This money could be used for capital improvements or staffing to meet State standards, or could be used as the seed money for additional funding for improving their facilities.

This will help virtually every county cope with needed improvements without creating an added burden on local taxpayers.

Finally, let me address my continuing efforts to streamline our criminal court system.

As you recall, last year I recommended that we eliminate the two-tier court system which allows for two separate trials for the most routine offenses.

I still believe this is a waste of taxpayers dollars and an impediment to the smooth functioning of the criminal justice system.

And so, today I am proposing the interim step of eliminating the system that allows two trials for drunk driving and similar offenses.

My proposal would give defendants the option of waiving their right to a jury trial in favor of a hearing at the District Court level.

Under my proposal, a person would get one trial and one trial only.

This would mean that no longer would the State be compelled to convict the dangerous drunken driver twice before he's really convicted.

By making this change in the law, we can eliminate one of the major causes of delays, wasted time and lack of confidence in our courts and begin in a modest but effective way, the long overdue unification of our courts.

It is appropriate at this time also to comment briefly on the status of the litigation concerning the claims of the Passamaquoddy and Penobscot tribes to Maine land, for it affects some of the choices you will have to make during this session.

The Attorney General has advanced to the tribes a comprehensive proposal for settling this case. If those proposals are accepted, they will form a foundation for a new relationship between Maine and its Indians based on the mutual respect and equality of all Maine citizens. We would anticipate proposing to you enabling legislation to carry out the terms of the agreement.

However, to prepare against the possibility the agreement cannot be achieved, the Administration is recommending the appropriation of \$200,000 to the Attorney General to fund the costs of an expert defense of the largest and most complicated legal claim in Maine's history.

Likewise, in the event no settlement is reached, I will later submit a supplementary appropriation measure to continue services at the existing reservations, for I believe that the basic necessities of life for any citizen should not be dependent upon the outcome of legal negotiations.

Finally, let me express my genuine hope that the tribes will accept the settlement offer the State has made so that we can finally conclude this emotional, expensive, and protracted dispute, a commence a new era of human dignity for all our people.

The special task force on Highway and Bridge Financing has presented its report to me.

I am actively working with my staff, the Acting Commissioner of the Department of Transportation, and the Department of Finance and Administration to prepare our final recommendations to address the critical highway issues.

We are working to complete these recommendations and they will be transmitted to you for your consideration in the near future.

In addition to the bills that are part of my program, I am providing, in the printed version of this message, reference to additional series of bills.

First, departmental bills.

All the bills submitted in behalf of executive departments are a part of the program of this Administration.

We believe that they address matters worthy of your consideration during this Second Regular Session.

Many of them are every bit as important as the bills I have identified as the "Governor's Program" earlier in this message.

However, we thought it best to limit that portion of the message to a few especially pressing themes, rather than attempting to address every concern in detail in this message.

Second, independent agency bills.

This Administration has agreed as an accommodation to other branches of the government, on a non-partisan basis, to submit the legislation they regard as their highest priorities.

This cooperation does not imply an endorsement for any particular item, although there are many the Administration does believe would be useful.

As we undertake this initial Second Regular Session, I do believe the Legislature should have the opportunity to consider these measure advanced by other departments of the government.

Finally, as you know, there are several bills initiated by individual Legislators which will be introduced by the Governor, pursuant to the rules of this Legislature. These will be presented during the next few days.

In closing, let me wish you well as we work together.

I can appreciate that fifty days is not a lot of time when compared against the magnitude of the questions we face.

But fifty days is a lot of time out of the year, a long time to be separated from normal jobs and routines, and from your homes and families.

Each of you is making personal sacrifices to be here.

And on behalf of the people of Maine, let me thank you in advance for the concern and the willingness to serve that marks the attendance of each of you now present.

This chamber is a bit emptier today because of the absence of Steve Gould.

In our deliberations, let us remember the warmth, the genuine affection, and sincere desire to be of service that he brought to this House.

And if we permit his measure of human kindness to be with us, then we will do honor to our fine profession and act honorably by the people who sent us here.

Thank you.

PART I

GOVERNOR'S PROGRAM BILLS

ECONOMIC DEVELOPMENT

1. AN ACT Relating to Agricultural Development
2. L. D. 1726, H. P. 1616 AN ACT Revising the Maine Capital Corporation
3. AN ACT to Permit the Use of Municipal Securities Approval Act for Development of Multi-family Housing
4. AN ACT to Broaden the Definition of Projects Eligible for Financing Under the Maine Guarantee Authority Revenue Obligation Securities Act and the Municipalities Securities Act
5. L. D. 1727, H. P. 1617 AN ACT to Expand the State's Program to Promote Apprenticeships
6. AN ACT to Provide a Manpower Coordinator in the State Development Office to Establish a Fund to Aid Manpower Services for Economic Development
7. L. D. 1730, H. P. 1620 AN ACT Pertaining to the Granting of Preference in the Letting of State contracts to State of Maine Resident Bidders
8. L. D. 1720, S. P. 666 AN ACT to Permit the Department of Transportation to Acquire Railroad Operating Equipment
9. AN ACT to Amend the Maine Guarantee Authority Revenue Obligation Securities Act and the Municipal Securities Approval Act
10. AN ACT to expand the State's Tourism Promotion Effort
11. AN ACT to expand Industrial Development promotion program

ENERGY

1. AN ACT to Establish Mandatory Energy Efficiency Building Performance Standards for the State of Maine
2. AN ACT to Encourage Residential Energy Conservation
3. AN ACT to Establish Tax Credits for Installation of Renewable Energy Systems
4. AN ACT to Include Certain Energy Generating and Distribution Facilities Within the Scope of the Municipal Securities Approval Act
5. AN ACT to Permit the Public Utilities Commission to Include in the Fuel Adjustment Clause Capacity Purchases from Small Power Producers and Cogenerators

6. AN ACT Requiring P. U. C. approval for the Purchase of Portions of Electrical Generating Facilities by Electrical Companies
7. AN ACT Concerning the State Energy Resources Advisory Board
8. AN ACT Pertaining to the Sale of Urea Formaldehyde Insulation
9. AN ACT to Clarify the Class III Drivers License to Encourage Van-pooling
10. AN ACT to approve the State Energy Efficiency Performance Standard
11. AN ACT to Include Certain Energy and Distribution Facilities within the scope of the Maine Guarantee Authority Revenue Bonding Authority
12. AN ACT to Create a State Energy Development and Demonstration Grant Program
13. AN ACT to Provide a Bond Issue to Fund Energy Conservation Improvements in Public Schools
14. AN ACT concerning termination of Energy Supplies to Residential Customers
15. AN ACT Relating to Municipal and Rural Electric Cooperative Agencies
16. AN ACT Relating to Conversion to Coal in Manufacturing Processes

ENVIRONMENTAL HEALTH

1. AN ACT to Register and Assess Sources of Ionizing Radiation
2. AN ACT to Establish an Environmental Health Program in the Department of Human Services
3. AN ACT Relating to the Laws Concerning Pesticides
4. AN ACT to Enable the State to Protect the People of Maine and Its Natural Environment from Damages Resulting from the Discharge of Hazardous Matter
5. AN ACT to Amend the Hazardous Waste Statutes in Order that the Federal Program can be Delegated to the State

JUSTICE

1. AN ACT Making Supplemental Appropriations from the General Fund for the Fiscal Years Ending June 30, 1980, and June 30, 1981, to the Department of Mental Health and Corrections
2. AN ACT to Reorganize the Department of Mental Health and Corrections

3. AN ACT to Create a Jail improvement Fund in the Several Counties Supporting Jails
4. AN ACT to Expedite Criminal Trials, Provide for Election of Jury Trials and Expand to Civil Jurisdiction of the District Court

PART II

DEPARTMENTAL BILLS

BUSINESS REGULATION

1. AN ACT Relating to the Licensing of Auctioneers
2. AN ACT to Amend the pay schedule of Physicians to Include Actuaries
3. AN ACT to Increase License and Examination Fees for Real Estate Brokers and Salesmen and for Barbers
4. AN ACT to Amend the Maine Consumer Credit Code to Apply to Arrangers of Credit and to Revise Provisions Relating to Agricultural Loans, Residences, Security, and Fines
5. AN ACT to Amend the Maine Securities Act

CONSERVATION

1. L. D. 1733, H. P. 1623 AN ACT to Authorize Cutting of Trees on State Park Lands

EDUCATION

1. AN ACT Relating to the Energy Testing Laboratory of Maine and the Oil and Solid Fuel Burner Technicians Licensing Board
2. AN ACT to Establish a Date for Application to Attend Another Secondary School
3. AN ACT to Clarify the Education Laws
4. L. D. 1729, H. P. 1619 AN ACT to Amend the S. A. D. Reapportionment Procedure
5. L. D. 1732, H. P. 1622 AN ACT to Amend the Laws Relating to the Maine Student Incentive Scholarship

ENVIRONMENTAL PROTECTION

1. L. D. 1728, H. P. 1618 AN ACT to Establish 10 Million Dollars as the Limit of the Maine Coastal Protection Fund
2. AN ACT to Establish Visible Emissions Standards and to Adopt and Revise Certain Definitions under the Environmental Laws

HUMAN SERVICES

1. AN ACT to Appropriate Funds for an Increase in Board Rates and Clothing Allowances
2. AN ACT to Require Parental Responsibility to Provide Medical Coverage and Support Payments to the Department of Human Services Whenever Children Receive Public Assistance
3. AN ACT to Increase the Fees for the Driver Education Evaluation Program
4. AN ACT to Aid Recovery of Medicaid Funds
5. AN ACT Relating to the Collection of Child Support

INLAND FISHERIES

1. L. D. 1722, H. P. 1612 AN ACT Relating to Hunter Safety

MANPOWER AFFAIRS

1. AN ACT Providing for the Location of the Workers' Compensation Commission in the Bureau of Labor
2. AN ACT Concerning the Special Administrative Expense Fund, Consistency in Requalifying Requirements, Workers' Compensation Payments, and the Definition of Unemployment under Certain Provisions of the Employment Security Law
3. AN ACT Relating to the Effective Date of Administrative Changes in the Employment Security Law
4. AN ACT Concerning Right to Access, Performance Standards, Public Farm Workers, Supervisory Salaries and Firemen's Wages Under the Labor Laws

MARINE RESOURCES

1. L. D. 1735, H. P. 1625 AN ACT to Limit the Activities Authorized by the Wholesale Seafood License
2. L. D. 1743, H. P. 1633 AN ACT to Allow Limited Use of Hydraulic Dredges in the Taking of Soft Shell Clams or Quahogs
3. L. D. 1740, H. P. 1630 AN ACT to Allow the Commissioner of Marine Resources to Exercise Limited Authority over the Conservation of Atlantic Salmon
4. L. D. 1723, H. P. 1613 AN ACT to Clarify Procedures Involved with Municipal Shellfish Conservation Program
5. L. D. 1741, H. P. 1631 AN ACT to Limit Possession of Lobsters on Board Boats Rigged for Otter or Beam Trawling, Seining, or Netting
6. L. D. 1742, H. P. 1623 AN ACT to Repeal the Marine Worm Tax

MENTAL HEALTH AND CORRECTIONS

1. AN ACT to Eliminate Restrictions on Grants Made by the Bureau of Mental Retardation
2. AN ACT Providing Release Benefits for Certain Persons Discharged from Maine Correctional Center
3. AN ACT to Amend Training Requirements for Corrections Officers
4. AN ACT Providing for Return of Patients to Mental Health Institutes

PLANNING OFFICE

1. AN ACT to Amend the Capitol Planning Commission Law

PUBLIC SAFETY

1. L. D. 1737, H. P. 1627 AN ACT Concerning Brake Requirements on Farm Registered Vehicles under the Motor Vehicle Laws
2. L. D. 1725, H. P. 1615 AN ACT to Provide the Issuance of a Non-Conformance Sticker under Motor Vehicle Laws
3. L. D. 1736, H. P. 1626 AN ACT to Amend the Law Regarding Reporting of Accidents under the Motor Vehicle Laws
4. L. D. 1739, H. P. 1629 AN ACT to Amend the Law Regarding the Issuance of Registration Permits under the Motor Vehicle Laws
5. L. D. 1734, H. P. 1624 AN ACT Concerning the Director of the Division of Special Investigations and Membership on the Board of Directors
6. AN ACT Concerning the Use of Plastic Jacketed Ammunition
7. AN ACT to Prohibit Radar Detectors
8. L. D. 1721, S. P. 667 AN ACT Relating to School Buses and the Transportation of School Children

TRANSPORTATION

1. L. D. 1724, H. P. 1614 AN ACT Relating to the Reconstruction of Interstate and International Bridges
2. L. D. 1738, H. P. 1628 AN ACT Relating to the Enforcement of the Truck Weight Requirements Under the Motor Vehicle Laws
3. AN ACT Relating to State Liability for Damages suffered on Certain State and State-aid Highways

PART III

BILLS TO BE SUBMITTED IN BEHALF OF INDEPENDENT
AGENCIES AND DEPARTMENTS OF GOVERNMENT

SECRETARY OF STATE

1. RESOLUTION, Proposing and Amendments to the Constitution of Maine to Amend the Referendum and Initiative Provisions
2. AN ACT to Amend the Lobby Disclosure Law
3. AN ACT to Improve the Administration of the Election Law
4. AN ACT to Improve Administrative Procedures
5. AN ACT Relating to the Law Concerning Habitual Offenders
6. AN ACT Relating to Suspension of Non-Appearance
7. AN ACT to Revise and Clarify Certain Provisions of the Motor Vehicle Law

ATTORNEY GENERAL

1. AN ACT Concerning Removal of Sex Bias in Child Support Statutes
2. AN ACT Making Supplemental Appropriations from the General Fund for the Fiscal Year Ending June 30, 1981, to the Department of the Attorney General
3. AN ACT to Eliminate the Requirement for Certain Adjudicatory Proceedings Before the Board of Registration in Medicine

JUDICIARY

1. AN ACT for **Per Diem** Compensation for Active Retired Judges
2. AN ACT to Increase the Amount Which the District Court is Allowed to Deposit Each Month into the District Court Building Fund from \$3,000 to \$10,000
3. AN ACT Making Supplemental Appropriations from the General Fund for the Fiscal Years Ending June 30, 1980 and June 30, 1981, to the Judicial Department

PUBLIC UTILITIES

1. AN ACT to Clarify Procedure in Freight Rate Proceedings Before the Public Utilities Commission Involving Railroads and Water Common Carriers
2. AN ACT to Require Public Utilities Commission Review of Proposed Construction by Telephone, Electric and Gas Utilities

3. AN ACT to Establish a Modified Procedure of Matters Before the Public Utilities Commission Relating to Contract Carrier Permits and Special and Charter Bus Licenses
4. AN ACT Relating to Action by the Public Utilities Commission on Petitions by Electric Companies for Certificates of Public Convenience and Necessity