

MAINE STATE LEGISLATURE

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**STATE OF MAINE
113TH LEGISLATURE
SECOND REGULAR SESSION**



**BILL SUMMARY
JOINT STANDING COMMITTEE
ON
TRANSPORTATION**

MAY 1988

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Sen. Raynold Theriault
Sen. Pamela L. Cahill

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Rep. Harold M. Macomber
Rep. Roger M. Pouliot
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Rep. Orland G. McPherson
Rep. Daniel J. Callahan
Rep. Roland S. Salsbury, Jr.

*** Denotes Chair**

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**ONE HUNDRED AND THIRTEENTH LEGISLATURE
FIRST & SECOND SPECIAL SESSIONS
SECOND REGULAR SESSION**

**JOINT STANDING COMMITTEE
BILL SUMMARIES
MAY 1988**

This document is a compilation of the bill summaries prepared by this office for the Joint Standing Committees and Joint Select Committees of the Maine Legislature. The summaries are arranged by LD number under each committee.

All Adopted Amendments are listed, by paper number (e.g., H-584 or S-222), together with the sponsor for floor amendments. Final action is listed to the right of the title. If final House and Senate action differ, both are listed. Committee Reports and Floor Action are indicated as follows::

OTP	Ought to Pass
OTP-ND	Ought to Pass in New Draft
OTP-ND-NT	Ought to Pass in New Draft, New Title
OTP-A	Ought to Pass as Amended
ONTP	Ought Not to Pass
LVWD	Leave to Withdraw
INDEF PP	Indefinitely Postponed

Each individual summary was prepared by the analyst assigned, as noted for each committee. But, this document was produced by the efforts of all the office staff, including Secretaries: Charlene Brann, Janet Jean, Earl Knox, Valarie Parlin; Research Assistant Hartley Palleschi. Finally, Secretary Lorette Knox, Legal Assistant Carolyn Chick, and Research Assistant Robert Dunn had special responsibilities in the preparation of the overall document.

Please give us your suggestions and comments on these summaries and tell us of any inaccuracies.

LD An Act to Make Supplemental Allocations from the Highway Fund for the Fiscal Years Ending June 30, 1988, and June 30, 1989 **P & S**
2449 **115**
EMERGENCY

<u>SPONSOR(S)</u>	<u>COMMITTEE REPORT</u>	<u>AMENDMENTS ADOPTED</u>
SALSBURY	OTP-AM	H-584
THERIAULT		
CAHILL		
SOUCY		

SUMMARY

This bill makes supplemental allocations from the Highway Fund totalling \$52,496 to the State Police, \$133,135 to the Division of Motor Vehicles, and \$64,426 to the Department of Transportation for the fiscal year ending June 30, 1988, and \$22,361 to the State Police, \$171,338 to the Division of Motor Vehicles and \$66,416 to the Department of Transportation for the fiscal year ending June 30, 1989. Most of the money is for reclassification of positions and salary changes.

The Committee Amendment (H-584) makes adjustments to the allocations, as suggested by the Bureau of the Budget. Among these is a continuing allocation of the funds for purchase of computer hardware and software by the Division of Motor Vehicles. These funds were authorized in FY1987 but have not yet been obligated. As amended, the bill allocates from the Highway Fund \$250,057 for FY88 and \$260,115 for FY89.

LD An Act to Fund a Supplemental Highway Program and to **PUBLIC**
2463 Establish a Program to Fund the Construction of **793**
Extraordinary Bridges

<u>SPONSOR(S)</u>	<u>COMMITTEE REPORT</u>	<u>AMENDMENTS ADOPTED</u>
WHITCOMB	TRN CTE: OPTA; ONTP	CONF CTE: OPTA (H-762)
EMERSON	TAX CTE: OPTA; ONTP	
TWITCHELL		
TAMMARO		

SUMMARY

The original bill provided additional highway funding by increasing the State gasoline tax from 14 cents per gallon to 19 cents per gallon, which would generate about \$35 million additional revenue. The last increase was a 5 cent increase in 1983. It also increased the transfer of funds from the Maine Turnpike Authority to the Department of Transportation from \$4,700,000 to \$8,700,000 per year. The bill allocated the increased revenue to fund the previously-agreed Transportation Investment Program (red book) in the face of cuts of about \$20 million in federal highway aid in this biennium, to provide \$11 million per year for extraordinary bridges, and \$18 million per year for the DOT's supplemental highway construction program, with emphasis on corridors of statewide or regional economic significance.

The Committee Amendment (H-588) supported by the Transportation Committee Majority and the Taxation Committee Majority made certain changes in the allocation of funds from the bill: it allocates \$3.5 million to municipalities under the Local Road Assistance program which would give a 22 percent bonus in