

# MAINE STATE LEGISLATURE

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**LEGISLATIVE RECORD**  
OF THE  
**One Hundred And Seventeenth Legislature**  
OF THE  
**State Of Maine**

**VOLUME II**

**FIRST REGULAR SESSION**

**House of Representatives**  
May 24, 1995 to June 30, 1995

The Speaker resumed the Chair.  
The House was called to order by the Speaker.

**ENACTORS**  
**Emergency Measure**

An Act to Correct Errors and Inconsistencies in the Laws of Maine (S.P. 251) (L.D. 648) (H. "A" H-638 and S. "A" S-362 to C. "A" S-332)

Was reported by the Committee on **Engrossed Bills** as truly and strictly engrossed. This being an emergency measure, a two-thirds vote of all the members elected to the House being necessary, a total was taken. 101 voted in favor of the same and 0 against and accordingly the Bill was passed to be enacted, signed by the Speaker and sent to the Senate.

An Act to Establish a Management Framework for the Lobster Fishery within State Waters (H.P. 577) (L.D. 782) (S. "C" S-359 to C. "A" H-570)

Was reported by the Committee on **Engrossed Bills** as truly and strictly engrossed, passed to be enacted, signed by the Speaker and sent to the Senate.

By unanimous consent, all matters having been acted upon were ordered sent forthwith.

**SENATE PAPERS**

The following Joint Order: (S.P. 602)

**ORDERED**, the House concurring, that "Resolve, for Laying of the County Taxes and Authorizing Expenditures of Kennebec County for the Year 1995," H.P. 1137, L.D. 1580, and all its accompanying papers, be recalled from the Governor's desk to the Senate.

Came from the Senate read and passed.

On motion of Representative JACQUES of Waterville, the Joint Order (S.P. 602) was indefinitely postponed and sent up for concurrence.

**Ought to Pass as Amended**

Report of the Committee on **Transportation** reporting "**Ought to Pass**" as amended by Committee Amendment "A" (S-85) on Bill "An Act to Revise the Maine Turnpike Authority's Powers with Respect to Commuter Tolls" (S.P. 139) (L.D. 325)

Came from the Senate with the Report read and accepted and the Bill passed to be engrossed as amended by Committee Amendment "A" (S-85) as amended by Senate Amendment "B" (S-353) thereto.

Report was read and accepted. The Bill read once. Committee Amendment "A" (S-85) was read by the Clerk. Senate Amendment "B" (S-353) to Committee Amendment "A" (S-85) was read by the Clerk.

Representative MAYO of Bath moved that Senate Amendment "B" (S-353) to Committee Amendment "A" (S-85) be indefinitely postponed.

The same Representative presented House Amendment "C" (H-654) to Committee Amendment "A" (S-85) which was read by the Clerk.

The SPEAKER: The Chair recognizes the Representative from Wilton, Representative Heesch.

Representative HEESCHEN: Mr. Speaker, May I pose a question through the Chair?

The SPEAKER: The Representative may pose his question.

Representative HEESCHEN: Thank you Mr. Speaker. To the Representative from Bath, does this amendment make essentially just make an academic study of alternatives to the turnpike to satisfy the Sensible Transportation Policy Act, rather than real life experiments and testing?

The SPEAKER: The Representative from Wilton, Representative Heesch has posed a question through the Chair to anyone who may care to respond. The Chair recognizes the Representative from Bath, Representative Mayo.

Representative MAYO: Mr. Speaker, Men and Women of the House: In answer to the question of the good Representative from Wilton, the difference between this amendment and the one that came to us from the Senate, is that the one from the Senate established in the Committee Amendment, there was a commuter pricing situation with a two-year sunset. The amendment removed that two-year sunset, which the Turnpike Authority and the Transportation Committee felt was micromanaging the turnpike.

To further answer your question, this amendment to Committee Amendment "A" precludes the Turnpike Authority from doing disincentives or surcharges. It does not prohibit them from offering incentives. They could, if they so desire, at some time this summer, have time on the turnpike that would be at no cost to the particular vehicle. That is up to them.

We have been at this trying to arrive at an amendment that everyone could agree to for about two weeks. This one is agreed to by all of those who are involved in an agreement on an earlier bill that, I believe, is on the Governor's desk dealing with the turnpike widening. Everybody involved with that agrees with this amendment. There will be a study that will be a report to the Transportation Committee in January of the coming year. I believe that answered all of the good Representative's questions. If it didn't, he could pose further ones.

The SPEAKER: The Chair recognizes the Representative from Rockland, Representative Chartrand.

Representative CHARTRAND: Mr. Speaker, Men and Women of the House: I would urge you to vote against this motion. We have been lobbied quite a bit on this bill as Representative Mayo said. We have been meeting on this bill for the last few weeks. The initial amendment, the Committee Amendment to this bill, was what we agreed on at that time as being the right way to treat this bill, which was to allow the Turnpike Authority the right to do adjustments of pricing on their tolls, be they discounts or surcharges, whatever they wanted, it did not direct them to do either. It allowed them and, in fact, required that they do some sort of study on time-of-day pricing, which could be a discount or it could be a surcharge over the next two years. The reason it requires them to do that was because it is, in fact, one of the requirements of the Sensible Transportation Act. If we are to widen the turnpike, at some time, that such a study be done.

We recently passed another bill as Representative Mayo said that is on the Governor's desk right now. It is L.D. 1323, it was passed by 119 to 18 in this House. In fact, the text of that bill also by agreement with all the parties who agreed on that bill, was to have a two-year study of congestion pricing. What this amendment does, if you read it

carefully, is actually removes any requirement for the Turnpike Authority to implement the study using either discounts or surcharges. We got a lot of testimony both during the hearing and afterward about surcharges and their negative effect on the Maine economy. I don't think anybody on the committee or elsewhere, at this point, favors surcharges. If this amendment is added to the bill, it will, in fact, remove any responsibility on the authorities part to do any sort of implementation of a study. All it will require them to do is think about it and issue a report on that.

I feel that is really not in keeping with the Sensible Transportation Act or, in fact, L.D. 1323, which many people met for many weeks to discuss and come up with a plan that met all parties. I don't believe all parties to that agreement do, in fact, agree with this amendment. Further, I don't think it is our part to, in a sense, protect the Turnpike Authority, which is what this amendment is trying to do, from any further litigation. It is, in effect, changing the Sensible Transportation Act, so that the turnpike is free to do as it pleases with these studies. I think it is in all of our best interest to require that they do some study of time-of-day pricing. The Committee Amendment without any further amendments from the Senate and House would achieve this. Thank you.

The SPEAKER: The Chair recognizes the Representative from Bath, Representative Mayo.

Representative MAYO: Mr. Speaker, Men and Women of the House: I would repeat what I stated earlier. All of the parties to the original agreement on the bill on the Governor's desk do now, as of about an hour ago, agree with this. There are parts of it that one of the parties would not have written exactly the way that it is, however, they do agree with it, that includes DOT, the Tourism Council, the Maine Merchants, Chamber of Commerce and NRCM, to the best of my knowledge an hour ago. I could go on about all of the things involved with this and what tourism means to the state, but I don't really think, at this time of night, any of you wish to hear that. I urge your adoption of this so we may move forward. Thank you.

The SPEAKER: The Chair recognizes the Representative from Berwick, Representative Murphy.

Representative MURPHY: Mr. Speaker, Ladies and Gentlemen of the House: I come from this from a little different perspective. I have no problem with having the Turnpike Authority having a study to widen the turnpike, that is not what I am trying to stop or halt or anything.

I firmly believe that adding a \$2 surcharge at this time on that turnpike, rather it is for 20 hours or 24 hours a day, it is not the \$2, it is not that at all, it is the perception that we are sending out there. We have sent out so many perceptions that hurt our businesses. I know some of you say well, gee, she's very parochial and I am looking out for York County. Believe me, ladies and gentlemen, the perception we send out there is for the whole State of Maine. Some of those tourists will come this year and pay the \$2, but God help the toll takers because they are going to take the brunt of this and don't think they aren't.

When they stand and tell us they can put them on Route 1, I travel Route 1 all summer long. It cannot happen. They would have a backup there so bad from Ogunquit to the York exit off, exit 1. The

perception we are sending out there is that the whole State of Maine doesn't want anybody. That is the main road into this state. It is the only main road coming from Massachusetts down. It is the only road that they can travel. When I am going on vacation or anyone else, you want to get there as soon as you can. You aren't going to take the side roads. I can bypass the turnpike. I can make a u-turn and I can go up over the mountains, but you can't put traffic over the mountains. It is a dirt road. I was told not even to put my car over it, but I do come across it. I don't listen to them very often. It is not a road anyone can travel.

This is what is happening down there. It will hurt the economy of the whole state. I don't know, but those tourists, I love to see them coming. They come with a pocket of money. They spend it. They love to come to Maine. They don't mind spending their money. Right now the Canadian exchange is 40 cents on a dollar. We depend on Canadians down there. I am going to tell you that \$2 isn't much, but it is that perception and they are not going to be happy people and I don't blame them. I hate to stand and listen to people tell me that you are just out to take everything you can get. I say, no, I am not.

Last year I cut the exchange rate in half with my Canadians. I absorbed half and let them take half, because I realize it is so expensive for them. I do enjoy them. Believe me, they leave a lot of money in this country. We have to stop and think that tourism is the second largest industry in this state. Some will tell you that it is number one. Are we going to put another burden on them? Remember these people down on the beaches have 10 to 12 weeks to make it. They have some pretty expensive places there and they have some pretty high mortgages. It doesn't take too much for them to go under. If that is what we want to do here tonight, I just can't believe it.

I hope you support that amendment so that we can assure the businesses in this state that we are not going to put another obstacle in their way for the 10 or 12 weeks that they have this summer to make money and they can send their tax dollars into this Legislature to spend. We spend their money. Thank you.

The SPEAKER: The Chair recognizes the Representative from China, Representative Chase.

Representative CHASE: Mr. Speaker, May I pose a question through the Chair?

The SPEAKER: The Representative may pose his question.

Representative CHASE: Thank you Mr. Speaker. It is specifically for the good Representative from Berwick, but I would take anybody's answer to the question. Not being involved with this issue, I have read the bill and Committee Amendment "A" and I don't see anything that says that we have to charge an extra \$2 at any point in time. I am confused because I have heard testimony that seems to contradict that. Could somebody straighten me out please?

The SPEAKER: The Representative from China, Representative Chase has posed a question through the Chair to anyone who may care to respond. The Chair recognizes the Representative from Bath, Representative Mayo.

Representative MAYO: Mr. Speaker, Ladies and Gentlemen of the House: In answer to the question from the good Representative from China, it is the interpretation of the Turnpike Authority, under the

guidelines of the Sensible Transportation Policy Act and L.D. 325 with Committee Amendment "A." They would, in fact, have to do both incentives and disincentives or surcharges and whatever. That is their interpretation and that is how they set the thing up and announced it a month ago. They feel that the only way that they can not do that is by action of the Legislature. Otherwise, at some point this summer they will go forward with what they announced a month ago.

The SPEAKER: The Chair recognizes the Representative from Rockland, Representative Chartrand.

Representative CHARTRAND: Mr. Speaker, Ladies and Gentlemen of the House: I don't quite agree with that interpretation. I will read you the part of L.D. 1323 which says that one of the alternatives must be studied. This is the bill we passed a few weeks ago that will, in fact, speed up the process toward widening if that is what we will do.

These are the things that we should accomplish according to that legislation. One of those things is to complete a two-year study of the effects of congestion pricing on the turnpike and travel needs of the southern part of the state. The wording, in fact, that is interpreted by our staff analyst did not require any actual adjustments to pricing. It is a study and it requires a study. I think the Turnpike Authority would like to have as much leeway as possible as to how that is interpreted. I think Representative Mayo's amendment would go too far in allowing them to do much less than may be accepted later.

I think the quickest route to having a fair evaluation of the whole widening issue is to let the Committee Amendment stand as it is so that a study can be one which might include this incentive, which could be discounts. I am quite sure it will not include surcharges. In fact, this legislation in no way forces them to do that. What this amendment is asking you to do, as a Legislature, is to make that interpretation now and give them, in effect, is retroactively erasing some of the conditions of both L.D. 1323 and also the Sensible Transportation Act. I would ask you not to support the amendment.

The SPEAKER: The Chair recognizes the Representative from Westbrook, Representative O'Gara.

Representative O'GARA: Mr. Speaker, Ladies and Gentlemen of the House: As you can probably tell, I have remained quiet on this because I thought Representative Mayo was doing a very good job in presenting this. It was always a unanimous report out of the committee, but in this particular newest compromise that we have worked out finally, as you can tell we have one member of the committee who is opposed to it. I wanted you to know that all the other 12 members are, in fact, in support of it. In fact, all the parties that have been involved with this from day one have come to an agreement. However reluctant some of us might be in some part of it, it is a report from the committee. We urge you to support it.

We have been working on this since the latter part of March, first of April. I have trust in the turnpike that, in fact, they understand the things that we are looking for them to do. It has never been really that spelled out. Earlier, I had interpreted that, in fact, they had to do congestion pricing. In truth and in fact, the law doesn't say that. It urges them to study all parts of people

coming and going on the turnpike. Who uses it? When they use it? Why they use it and that type of thing?

We believe, the 12 members of the committee and all those who have worked so hard to put this thing together really believe that we have it now where the turnpike understands what they have to do and they have the committee's support. I would urge you to support Representative Mayo's amendment. Thank you.

The SPEAKER: The Chair recognizes the Representative from South Berwick, Representative Farnum.

Representative FARNUM: Mr. Speaker, Men and Women of the House: I rarely ever read anything. I have a letter here from a woman in Massachusetts who wrote to me. I am just going to read you the last paragraph that she wrote. She said, "Be assured that the potential Maine visitors that I know from this part of Massachusetts are aware of what the Associated Press calls 'your scheme' and found it a strange way to compete for tourist dollars. There must be other ways to relieve road congestion which would not penalize your visitors." Thank you.

The SPEAKER: The Chair recognizes the Representative from Wilton, Representative Heesch.

Representative HEESCHEN: Mr. Speaker, Members of the House: I urge you to oppose this pending amendment. I think this amendment really goes into micromanaging what the Turnpike Authority can or can't do and really doesn't let them find out what is effective and what is not effective. I stepped out briefly to find out whether it was true that the NRCM had signed onto this amendment. It is not true. This amendment prohibits for all time the authority from imposing these variable surcharges. What the NRCM might accept would be a limited moratorium this summer on the surcharges, not forever. I think we should oppose this. In fact, I move to indefinitely postpone House Amendment "C" and I request a roll call.

Representative HEESCHEN of Wilton moved that House Amendment "C" (H-654) to Committee Amendment "A" (S-85) be indefinitely postponed.

The same Representative requested a roll call on his motion to indefinitely postpone House Amendment "C" (H-654) to Committee Amendment "A" (S-85).

The SPEAKER: A roll call has been requested. For the Chair to order a roll call it must have the expressed desire of more than one-fifth of members present and voting. All those in favor will vote yes; those opposed will vote no.

A vote of the House was taken and more than one-fifth of the members present and voting having expressed a desire for a roll call, a roll call was ordered.

The Chair recognizes the Representative from Buxton, Representative Libby.

Representative LIBBY: Mr. Speaker, Men and Women of the House: I have been working with Representative Mayo and some Senators in the other body on this particular issue because obviously it hits home when you live in York County. I didn't really want to speak on the issue because the good Representative from Westbrook, I thought, really made our case very well.

I am very disappointed that we are looking at the motion we are looking at. If we were to have a surcharge into any of our towns, we would all be standing up and fighting against it. I think that is what you have to realize. What if there were a surcharge of \$2 into the good Representative from

Wilton's town. It is something that we are talking about that in order to study congestion pricing, you don't have to have a surcharge. You can use incentive pricing and that is a scientific study. We want the study. In fact, most of the people in this body voted a couple weeks ago on the turnpike widening bill that really laid the foundation for the study that would make up the Sensible Transportation Policy Act.

I think it is important when the committee takes a look at this and says, "No, this is really not good policy." It is important to pay attention to the committee. A couple members of this body, I can understand what their issues are and I appreciate them. For York County, I can assure you and parts of Cumberland County, for anyone who uses the turnpike down south, we all know that the perception is the most important thing. Most of the phone calls that I have had, the perception is that we don't know what we are doing up here by forcing a \$2 surcharge on the commuters in the middle of a very important tourist season.

I would urge you to oppose the pending motion. Thank you.

The SPEAKER: The Chair recognizes the Representative from Wells, Representative Carleton.

Representative WELLS: Mr. Speaker, Men and Women of the House: I would just like to add my voice to those from York County who have urged you to oppose the pending motion. I will be very brief and add my comments to it.

I think the reason for this amendment is to make the law very clear because if the law is not very clear, then there could be a lawsuit by those who oppose anything to do with the turnpike. Having said that, I live on Route 1 in Wells. My office is on Route 1 in Wells. I was formerly in the tourist business in Wells and I know our summer visitors. The congestion-pricing scheme that is proposed as an experiment relates to people who travel to our region on Friday nights during the summer. That means tourists who come to the State of Maine. The idea behind congestion pricing is to try to reduce and even out the traffic flow of people coming to town. Thank about it.

People come to Wells and to southern Maine. They pay \$500 to \$1,000 to rent a place for the week. They aren't going to change their plans about when they arrive because of a \$2 charge by the Maine Turnpike at certain times during the day. If they do know about it and if they wish to avoid the \$2 surcharge, guess where they go. They go up Route 1. I can tell you that Route 1 does not need that traffic. If people know about the \$2 surcharge, they may not come at all, but if they do not know about the surcharge and they come up to the toll booth, they are hit right in the face with a charge that seems to them to be truly exorbitant.

In my particular town, a \$2 surcharge would mean that somebody using the Maine Turnpike would pay \$2.70 to travel 12 miles. That is an insult. I don't think we need it. I think we need this amendment in order to preclude the use of such a ridiculous scheme. I urge you to vote against the motion to indefinitely postpone. Thank you.

The SPEAKER: The Chair recognizes the Representative from Lebanon, Representative Chick.

Representative CHICK: Mr. Speaker, Ladies and Gentlemen of the House: It might be of interest to you ladies and gentlemen here to know that in the

last three or four weeks, I have had questions from people in my district that commute over the Maine Turnpike to Portland and other places. They would say to me when are we going to have to pay the \$2. That is all they talk about is the \$2.

In the last couple of weeks, I used the turnpike to come here to Augusta and the only ones I have a chance to speak with would be the toll takers. I would ask that question and I have had a variety of answers. I have never had the same one twice. The people that ask questions at the tollbooth must be some confused because you can get one answer in Biddeford and you get another one in Portland. I would urge you to vote against this motion. This turnpike is really for you that don't have the occasion to see the traffic on it, the traffic on Route 1 or the traffic on Route 202. These are real problems that are going to affect the economy here in the State of Maine. Please have some thought for the people that have to use these highways. Thank you.

The SPEAKER: The Chair recognizes the Representative from Rockland, Representative Chartrand.

Representative CHARTRAND: Mr. Speaker, Ladies and Gentlemen of the House: I thought I would get through the session without speaking this much on any bill. I know you are all getting tired of debating this. I just want to make this very clear that we are not debating surcharges. I read from our analyst. We went over this in committee to try to find out and once again neither bill, L.D. 325, which we are discussing or L.D. 1323, which some people feel we must correct in order to take away that pressure, neither bill requires the Maine Turnpike Authority to impose a surcharge or to implement this incentive pricing as part of a congestion pricing study. There is no requirement. That was the turnpike's idea.

It was not well accepted by many in the Maine community and they are not going to do it. What we are talking about really is whether we should ask them to do a study of discounting because it is my opinion that they are not going to do a study of surcharges. That is quite clear no matter what we do here, now or in the future, that is dead. They may, in fact, do a study of incentive pricing, which would give discounts or perhaps free traffic at certain hours of the day when there might be less traffic to encourage that, but it is a good likelihood that if this amendment is put on there, which basically removes the responsibility from doing any implementation of either discounts or surcharges they will, in fact, do no implementation of discounts or surcharges. That will remove any responsibility to give discounts and it is my belief you won't see any discount toll program on the turnpike this summer if this amendment is successful.

In any case, if the amendment is not successful, I think there is much more likelihood that we will see a discount program and for the future of the turnpike and for it's widening, I think down the road there will be a lot less questions of whether those studies have been well done if we let them go ahead with the original committee amendment. Thank you.

The SPEAKER: The Chair recognizes the Representative from Bath, Representative Mayo.

Representative MAYO: Mr. Speaker, Ladies and Gentlemen of the House: I feel I must answer a statement of the good Representative from Rockland. He was at the committee room on the fourth floor when

one of the members of the turnpike authority said there would be some type of incentive pricing taking place on the turnpike this summer. He was also present when, three of us in that room who had been on a long conference call with Paul Violette earlier this week, Paul indicated to us in that conference call that there would be incentive pricing in the summer of 1995.

The SPEAKER: A roll call has been ordered. The pending question before the House is Indefinitely Postpone House Amendment "C" to Committee Amendment "A." All those in favor will vote yes; those opposed will vote no.

ROLL CALL NO. 269

YEA - Adams, Chartrand, Chase, Green, Hatch, Heeschen, Jones, K.; Richardson, Rosebush, Saxl, M.; Shiah, Treat, Volenik, Watson.

NAY - Ahearne, Aikman, Ault, Bailey, Benedikt, Berry, Bigl, Bouffard, Brennan, Buck, Bunker, Cameron, Campbell, Carleton, Chick, Chizmar, Clark, Clukey, Cross, Daggett, Damren, Davidson, Desmond, DiPietro, Donnelly, Dore, Driscoll, Dunn, Etnier, Farnum, Fisher, Fitzpatrick, Gates, Gerry, Gieringer, Gooley, Gould, Greenlaw, Guerrette, Hartnett, Heino, Hichborn, Jacques, Johnson, Jones, S.; Joseph, Joy, Joyce, Joyner, Kerr, Kilkelly, Kneeland, Kontos, Labrecque, Lane, Layton, Lemaire, Lemont, Libby JD; Libby JL; Lindahl, Lovett, Lumbra, Madore, Marshall, Martin, Mayo, McAlevey, McElroy, Mitchell EH; Mitchell JE; Morrison, Murphy, Nadeau, Nass, O'Gara, O'Neal, Ott, Paul, Peavey, Pendleton, Perkins, Pinkham, Plowman, Pouliot, Povich, Reed, G.; Reed, W.; Rice, Robichaud, Rowe, Samson, Savage, Saxl, J.; Simoneau, Sirois, Spear, Stedman, Stevens, Stone, Strout, Taylor, Thompson, Townsend, Tripp, True, Truman, Tufts, Underwood, Vigue, Waterhouse, Wheeler, Whitcomb, Winglass, Winn, Winsor.

ABSENT - Barth, Birney, Cloutier, Dexter, Gamache, Keane, LaFountain, Lemke, Look, Luther, Marvin, Meres, Nickerson, Poirier, Poulin, Ricker, Rotondi, Tuttle, Tyler, Yackobitz, The Speaker.

Yes, 14; No, 116; Absent, 21; Excused, 0.

14 having voted in the affirmative and 116 voted in the negative, with 21 being absent, the motion to indefinitely postpone House Amendment "C" (H-654) to Committee Amendment "A" (S-85) was not accepted.

Subsequently, House Amendment "C" (H-654) to Committee Amendment "A" (S-85) was adopted.

Committee Amendment "A" (S-85) as amended by House Amendment "C" (H-654) thereto was adopted.

Under suspension of the rules, the Bill was given its second reading without reference to the Committee on Bills in the Second Reading.

Under further suspension of the rules, the Bill was passed to be engrossed as amended by Committee Amendment "A" (S-85) as amended by House Amendment "C" (H-654) thereto and sent up for concurrence. Ordered sent forthwith.

Non-Concurrent Matter

JOINT RESOLUTION (H.P. 1143) RELATIVE TO MEMORIALIZING CONGRESS TO ALLOW ALL STATES EAST OF THE 100TH MERIDIAN TO REGULATE THE EXPORT OF UNPROCESSED LOGS which was adopted in the House on June 28, 1995.

Came from the Senate indefinitely postponed in non-concurrence.

The SPEAKER: The Chair recognizes the Representative from Farmington, Representative Gooley.

Representative GOOLEY: Mr. Speaker, Ladies and Gentlemen of the House: I had prepared a speech on this, but I don't know what I have done with it. I would like to move to recede and concur.

On motion of Representative GOOLEY of Farmington, the House voted to Recede and Concur. Ordered sent forthwith.

SENATE PAPERS  
Divided Report

Majority Report of the Committee on Education and Cultural Affairs reporting "Ought Not to Pass" on Bill "An Act to Implement Recommendations of the Committee to Study Organizational and Tax Issues in Public Schools" (EMERGENCY) (S.P. 321) (L.D. 902)

Signed:

Senators:

SMALL of Sagadahoc  
ABROMSON of Cumberland  
ESTY of Cumberland

Representatives:

MARTIN of Eagle Lake  
CLOUTIER of South Portland  
STEVENS of Orono  
BRENNAN of Portland  
AULT of Wayne  
BARTH of Bethel  
LIBBY of Buxton  
McELROY of Unity

Minority Report of the same Committee reporting "Ought to Pass" as amended by Committee Amendment "A" (S-367) on same Bill.

Signed:

Representatives:

WINN of Glenburn  
DESMOND of Mapleton

Came from the Senate with the Majority "Ought Not to Pass" Report read and accepted.

Representative MARTIN of Eagle Lake moved that the House accept the Majority "Ought Not to Pass" Report.

The SPEAKER: The Chair recognizes the Representative from Eagle Lake, Representative Martin.

Representative MARTIN: Mr. Speaker, Men and Women of the House: This particular L.D. is the original Rosser Report that was in the committee. As you are aware, we subsequently held the bill primarily to see if we need any language change in the rest of the educational laws. It was subsequently determined that there was none that was necessary. The Minority Report is the same amendment that is contained in Senate Amendment "A," which was discussed, as you know, yesterday. The issues have not changed since yesterday.

The SPEAKER: The Chair recognizes the Representative from Glenburn, Representative Winn.

Representative WINN: Mr. Speaker, Ladies and Gentlemen of the House: I have been asked to only speak for one minute. I have had a hard time with that because we are talking about 1 billion dollars here. I ask you to oppose this motion.

What we have attempted to do is in the Minority Report replace Plan 10 with Plan 8 for the school funding formula. You need to know that all we need is a simple majority to pass this. Most of you said that you were very much interested in Plan 10, but that you were very worried about tinkering with the budget and you didn't want to do anything that might cause a state shutdown. I promised you all that I wouldn't amend the budget. Many of you asked if we could just come out after the budget was passed and