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May 24, 2001 to June 22, 2001

First Confirmation Session
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Second Confirmation Session
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January 2, 2002 to April 1, 2002

Pages 912 - 1844
PASSED TO BE ENGROSSED AS AMENDED BY SENATE AMENDMENT "A" (S-343), without reference to a committee, in NON-CONCURRENCE.

Under suspension of the Rules, ordered sent down forthwith for concurrence.

Senate at Ease.

Senate called to order by the President.

The Chair laid before the Senate the following Tabled and Later (S/15/01) Assigned matter:

SENATE REPORT - from the Committee on TRANSPORTATION on Resolve, to Change Route Designations of Certain Interstates and to Change the Interstate Exit Numbering System S.P. 985 L.D. 1282

Report - Ought to Pass as Amended by Committee Amendment "A" (S-183)

Tabled - May 15, 2001, by Senator MARTIN of Aroostook

Pending - ACCEPTANCE OF REPORT

(In Senate, May 15, 2001, Report READ.)

Report ACCEPTED.

READ ONCE.

Committee Amendment "A" (S-183) READ.

THE PRESIDENT: The Chair recognizes the Senator from Aroostook, Senator Martin.

Senator MARTIN: Thank you, Mr. President. Members of the Senate. I suspect that any vote I will have on this bill will not exceed the votes on a previous bill. But I need to try to put this in perspective. If you have not had an opportunity, I'd urge you to take out Committee Amendment "A" because you will find that Committee Amendment "A" spends roughly $800,000 to redo signs on 95, 295, 495, the Maine Turnpike, and whatever. But half of the money is the Maine Turnpike and the other half is on the interstate system by the Department of Transportation. That, frankly, is what caught my attention when it came from the committee. So it became a money question.

Then I guess I got to the second part and I started looking as to what would happen on the numbering. I could quickly realize that you hit Kittery and it says, 'Exit 495 Houlton' rather than Exit 62. Rather than the exit to get to Eagle Lake on Route 11, Exit 58 or 60, it would be Exit 375 and Exit 395. If I was coming for my first time into Maine and didn't know where I was going, I would say, 'I'm turning around.'

Now that may sound a little strange to you, but I'm going to give you a little story of what happened with one of my guests who was coming from New Jersey. They stopped at L.L. Bean and called about 6 o'clock at night. They said, 'we'll be there in a couple of hours.' They were looking at the numbers, assuming that we were like the rest of the country.

Now I didn't devise those numbers, but I certainly don't know how much money I want to spend fixing the problem. So what I tried to do was to work with members of the Transportation Committee, the Department of Transportation, and the Maine Turnpike Authority. I thought I had an amendment that was acceptable. Devised one, devised two, and then was told, basically, no way, we're going for the whole boat. So here we are.

In my position of representing the northern most district of this state, I am here to tell you that I believe it will be a mistake, economically, because I think it'll have a major impact on tourism. I know sometimes what we say, those of us in northern Maine, falls upon deaf ears because so many legislators have never been there. I think it will even get worse now because of term limits. I really think that, and I've said this before, not only on this issue, I think that before people get elected there ought to be a requirement that they go to all corners of this state to see what is there. Then they would have an idea of what Washington County looks like and Northern Aroostook, Western Oxford, etc.

I'll give you one other story before I offer my amendment, and which one I will choose. It has to do with people in my area who go and travel south. Then they come back and complain about the roads in northern Maine. It took me a little while to figure out why. You see, the only road they travel is 95 and the Maine Turnpike after they get on it. They never get to see the condition of the roads elsewhere. They assume all the roads in southern Maine are all like that. I know better. I've been around. So they come back and tell us legislators they are not treated right up here. So that's been one of my concerns, but I'm really concerned about what we are doing. I think it's a mistake, but I'm not really able to convince the Transportation Committee of that. Mr. President, I'm going to offer Senate Amendment "A" and move for its adoption.

On motion by Senator MARTIN of Aroostook, Senate Amendment "A" (S-335) to Committee Amendment "A" (S-183) READ

THE PRESIDENT: The Chair recognizes the Senator from Knox, Senator Savage.

Senator MARTIN: Thank you, Mr. President. This amendment requires that the Department of Transportation and the Maine Turnpike Authority reimburse businesses for the cost of reprinting their advertising material. You see, all the advertising material is going to be wrong. Think about it. If you want to help small businesses, this is the way to do it. I urge you to vote for Senate Amendment "A".

THE PRESIDENT: The Chair recognizes the Senator from Knox, Senator Savage.

Senator SAVAGE: Thank you, Mr. President. Men and women of the Senate. I speak to you supporting a 13 to 0 committee report. I'll tell you that four members of my committee travel north of Augusta on a weekly basis, two of them from the county. There are only two members of these thirteen members who don't travel some section of the interstate system when commuting too and from session. I feel obliged to support my committee who studied this situation for a long time. They heard the pros and cons. The bill will help Maine travelers by...
simplifying the numbering of Interstates and exits by directing visitors to less congested highways. Travels on the interstate system can be easily confused. They enter Maine in Kittery on I-95 and for six miles they pass Exit 1, 2, 3, 4. Then after continuing through the toll plaza, they pass another Exit 2, 3, 4. The Maine Turnpike is currently designated as I-95 from York to Falmouth. It will simply then become I-95 for its entire length, from Kittery to Houlton. Further, the exit numbers will be changed to reflect actual mileage from Kittery to Houlton. Duplicate exit numbers will be eliminated. I hear the good Senator from Aroostook, Senator Martin's, comments about the distance. I ask you, friends, when your visitors come to the State of Maine and they look at the map, might they realize that its quite a distance from Kittery to Houlton or further north? Exit numbers reflecting mileage will make Maine consistent with a system that is used by 39 other states across the country. New exits can be added easily, instead of having a 7B or 8A, etc. The hope is that it also will reduce the congestion on and avoid the widening of 295 because it will then direct people straight up instead of taking 295 to go to Falmouth and so forth. It should help reduce the congestion on 295. I ask you to support a 13 to 0 committee report. Thank you.

THE PRESIDENT: The Chair recognizes the Senator from Cumberland, Senator O'Gara.

Senator O'GARA: Thank you, Mr. President. First of all, on behalf of the Senator from Aroostook, Senator Martin, the amendment should be number 337, the one he is specifically talking about, not number 335. There are two Senate Amendment "A"s that were passed out to you. The one that the Senator is talking about with reimbursing costs would be a filing number of 337. I'll continue if you'd like.

THE PRESIDENT: The current amendment is Senate Amendment "A" with a filing number of 335, which is to Committee Amendment "A". There is another Senate Amendment "A" which is 337, which is to the bill. The current one we are dealing with is Senate Amendment "A" S-335 to Committee Amendment "A".

THE PRESIDENT: The Chair recognizes the Senator from Cumberland, Senator O'Gara.

Senator O'GARA: Mr. President. The Senator from Aroostook, Senator Martin, can make his own comments if he'd like, but I have Senate Amendment "A" with a filing number of 335 in front of me. I do not see any reference to ordering the department, or anybody else, to reimburse businesses, or anybody else, for costs that they might entail. As I look at it, and I don't see the Senator getting up, S-337 talks about reimbursing. As soon as that is straightened out, I'd be more than happy to talk about the issue.

THE PRESIDENT: The Senator from Cumberland, Senator O'Gara poses a question through the Chair to anyone who may wish to answer. The Chair recognizes the Senator from Aroostook, Senator Martin.

Senator MARTIN: Thank you very much. There are, in fact, two Senate Amendment "A". Senate Amendment "A" to Committee Amendment "A" does the same thing as Senate Amendment "A" to the bill. Senate Amendment "A" to Committee Amendment "A" is 335.

THE PRESIDENT: The Chair recognizes the Senator from Cumberland, Senator O'Gara.

Senator O'GARA: Thank you, Mr. President, ladies and gentlemen of the Senate. I'm going to speak, obviously, against this one and any other one the Senator presents. But I've just got so many words inside ready to go, and they are all in order, you see. I just want to be sure that someone can tell me how Senate Amendment "A" S-335 and S-337 can be exactly alike when nowhere in this amendment that I'm holding in my right hand, maybe I ought to move it to my left so it's a little closer to the Senator, nowhere does it refer to the department reimbursing. Let me read just a little bit of S-337.

THE PRESIDENT: The Chair would remind the Senator that Senate Amendment "A" S-337 is not currently before the body. The amendment that is currently before the body is Senate Amendment "A" S-335.

Senator O'GARA: Let me talk to you about S-335. This numbering bill was required because the existing system, and I feel very uncomfortable talking about it because we're not addressing the reimbursing part of it, is out dated. Just 39 other states have already been mentioned. It is not dynamic. It does not allow for inevitable growth in the number of exchanges. The new system would be starting with exit, you probably don't understand what I'm talking about because what I'm saying doesn't have anything to do with the amendment, but if you want me to talk about S-335 I will. It will be mileage based and it will start with mile 1 in Kittery and go to mile 290 in Houlton. Now the reason that this amendment, that I am talking about now, would be inadequate from our point of view. First of all, it goes against what we should be doing with our numbering system. It just doesn't make any sense. The numbering system we have now is confusing to people. There are two things about it they don't understand. As some of you probably know, I work part-time for the Maine Turnpike. On June 24 I will have been there 10 years. I have worked from York to Gardiner. The single most often raised concern, when they get on at Exit 9 or Exit 6A, which are the two that really bring people through, and on up to any part of the state they want to go to, is not how far it is to Houlton or Presque Isle. It is where am I? What road am I on? Am I on 95, 295, 495, or the Maine Turnpike? Am I going east, west, north, or south?

The Senator from Aroostook, Senator Martin, I assume, is asserting that he has a pulse on how the people from Aroostook County feel about this numbering system. I will not challenge that assertion. But I have been on the Transportation Committee for nine years. As I told you just now, I've been on the turnpike for ten. I have listened to literally thousands of people complain about our system as it stands now. The numbering system and the exit system. This system makes sense. It allows for breathing space as we, the DOT or the Turnpike Authority, develop as we go into the future. I have always supported extending 95 all the way up, not just leaving it at Houlton. Extending it to where it was originally intended to go, as a matter of fact, under the Eisenhower administration. If we develop it the way we want to with this system, then it will be a natural flow. The Senator from Knox, Senator Savage, has already said it, but I'm going to repeat it. I can assure you that nobody that leaves
their home in New Jersey, New York, Pennsylvania, or wherever else and gets to York, and finds out they've got another 300 or whatever miles to go, turns around and goes back. Nobody does that. If they don't already know that they've got one heck of a long way to go by the time they get to York, then they aren't going to come in the first place. Nobody, I'm telling you, ladies and gentlemen. You can talk to any veteran toll collector or a rookie and they will tell you the same thing. It isn't the mileage, it's 'where am I?' 'Am I on the right road to Presque Isle?' 'Am I on the right road to Houlton?' Not 'how far is it?'

The comment about Aroostook County. I have to be careful and I try to be as casual with this as I can in the beginning and we've had a little bit of fun with that. That's okay. But I want each of you in this Senate not to be lulled into this attempt to make you feel sorry for Aroostook County. This has nothing to do with Aroostook County. As a matter of fact, two of the members on the Transportation Committee are from Aroostook County and vigorously supported the 13 to 0 vote. It makes sense.

A little while ago one of our members in the Senate talked about the committee process. They are not in the chamber at this point, but they talked about the committee process. We had a public hearing at which nobody spoke in opposition. Nobody. We had the work session. We had input from everybody. It made sense. We voted 13 to 0 to adopt this bill. I realize now I'm talking just a little bit beyond and I will stop on that point. I urge you to defeat S-335.

THE PRESIDENT: The Chair recognizes the Senator from Knox, Senator Savage.

Senator SAVAGE: Thank you, Mr. President, ladies and gentlemen of the Senate. I have to support my cohort from my committee, the Senator from Cumberland, Senator O'Gara, because no wonder he was confused as well as I was and I believe maybe the good Senator from Aroostook, Senator Martin, as well. In this amendment that we are addressing, S-335, it does not mention reimbursement. Just to set the record straight. Thank you.

Senator DOUGLASS of Androscoggin requested and received leave of the Senate for members and staff to remove their jackets for the remainder of this Session.

Off Record Remarks

THE PRESIDENT: The Chair recognizes the Senator from Aroostook, Senator Martin.

Senator MARTIN: Thank you, Mr. President, members of the Senate. I really was pleased to cause confusion and I withdraw Senate Amendment "A" to Committee Amendment "A".

Senator MARTIN of Aroostook requested and received leave of the Senate to withdraw Senate Amendment "A" (S-335) to Committee Amendment "A" (S-183).

Committee Amendment "A" (S-183) ADOPTED.

Under suspension of the Rules, READ A SECOND TIME.

On motion by Senator MARTIN of Aroostook, Senate Amendment "A" (S-337) READ.

THE PRESIDENT: The Chair recognizes the Senator from Aroostook, Senator Martin.

Senator MARTIN: Thank you, Mr. President. I am sorry for having caused confusion. This is the amendment that I'm looking for. This is the one which would reimburse the business community for the renumbering.

THE PRESIDENT: The Chair recognizes the Senator from Kennebec, Senator Gagnon.

Senator GAGNON: Mr. President, men and women of the Senate. I join my fellow committee members in Transportation in asking you to defeat this pending motion. I might suggest, Mr. President, that we take the amendment numbering system and refer it to the Committee on Transportation and maybe straighten it out so there wouldn't be confusion in the future. Thank you, Mr. President.

THE PRESIDENT: The Chair recognizes the Senator from Knox, Senator Savage.

Senator SAVAGE: Thank you, Mr. President. Ladies and gentlemen of the Senate, I assume it is all right if I speak again since it is another amendment? The Transportation Committee considered this impact to the business. We know there has been some concern in the past when it has been suggested that we change the numbering. Both DOT and the Maine Turnpike Authority agree to implement this change with lots of advance notice to businesses to allow for letterhead, advertising, etc. to be used up and will add signs saying 'formerly exit' to be cooperative to those businesses effected by this. Thank you.

The Chair ordered a Division. 7 Senators having voted in the affirmative and 25 Senators having voted in the negative, the motion by Senator MARTIN of Aroostook to ADOPT Senate Amendment "A" (S-337), FAILED.

THE PRESIDENT: The Chair recognizes the Senator from Aroostook, Senator Martin.

Senator MARTIN: Mr. President, members of the Senate. Now, in my opinion, we are at the serious point of whether or not we want to spend $800,000. But half of that would come from the Maine Turnpike Authority and the other half would come from DOT. I firmly believe that we have plenty of roads in Maine where that money could be better spent than the renumbering system. So I would urge you to vote against engrossment and request the vote be taken by the yeas and nays so we can decide whether the roads in Maine should be fixed with that money or else it be spent on signs.

On motion by Senator MARTIN of Aroostook, supported by a Division of at least one-fifth of the members present and voting, a Roll Call was ordered.
The Doorkeepers secured the Chamber.

The Secretary opened the vote.

**ROLL CALL (#136)**

**YEAS:** Senators: ABROMSON, BENNETT, BROMLEY, CARPENTER, CATHCART, DAGGETT, DAVIS, DOUGLASS, EDMONDS, FERGUSON, GAGNON, MILLS, MITCHELL, NUTTING, O'GARA, PENDLETON, RAND, SAVAGE, SAWYER, SMALL, TURNER, WOODCOCK

**NAYS:** Senators: KILKELLY, KNEELAND, LAFOUNTAIN, LONGLEY, MARTIN, McALEVEY, ROTUNDO, SHOREY, TREAT, YOUNGBLOOD, THE PRESIDENT - MICHAEL H. MICHAUD

**ABSENT:** Senators: GOLDTHWAIT, LEMONT

22 Senators having voted in the affirmative and 11 Senators having voted in the negative, with 2 Senators being absent, was **PASSED TO BE ENGROSSED AS AMENDED BY COMMITTEE AMENDMENT "A" (S-183).**

Sent down for concurrence.

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Senate at Ease.

Senate called to order by the President.

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Senator DAGGETT of Kennebec was granted unanimous consent to address the Senate off the Record.

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Senator SMALL of Sagadahoc was granted unanimous consent to address the Senate off the Record.

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On motion by President Pro Tem BENNETT of Oxford, **ADJOURNED** to Wednesday, June 13, 2001, at 11:00 in the morning.