

MAINE STATE LEGISLATURE

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(EMERGENCY)
New Draft of: S. P. 92, L. D. 256

ONE HUNDRED AND FIFTH LEGISLATURE

Legislative Document

No. 1856

S. P. 661

In Senate, June 16, 1971

Reported by Senator Greeley of Waldo from Committee on Transportation and printed under Joint Rules No. 18.

HARRY N. STARBRANCH, Secretary

STATE OF MAINE

IN THE YEAR OF OUR LORD NINETEEN HUNDRED
SEVENTY-ONE

**AN ACT to Make Allocations from the General Highway Fund for the Fiscal
Years Ending June 30, 1972 and June 30, 1973.**

Emergency preamble. Whereas, Acts and resolves passed by the Legislature do not become effective until 90 days after adjournment unless enacted as emergencies; and

Whereas, the said 90-day period will not terminate until after the beginning of the next fiscal year; and

Whereas, certain obligations and expenses incident to the operation of the State Highway Commission will become due and payable on or immediately after July 1, 1971; and

Whereas, in the judgment of the Legislature, these facts create an emergency within the meaning of the Constitution of Maine and require the following legislation as immediately necessary for the preservation of the public peace, health and safety; now, therefore,

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

Sec. 1. Allocation of General Highway Fund. Income to the General Highway Fund for the next 2 fiscal years—from July 1, 1971 to June 30, 1972 and from July 1, 1972 to June 30, 1973—shall be segregated, apportioned and expended as designated in the following schedules:

Department	1971-72	1972-73
GENERAL ADMINISTRATION		
Administrative Services		
Accounting	\$ 120,000	\$ 120,000
Auditing—General Fund	10,000	10,000
Purchasing	2,615	2,671
Administration of Gasoline and Use Fuel Tax	132,914	134,372
Auditing—Special Revenue	8,000	8,000
Secretary of State—Motor Vehicle Division	2,400,818	1,776,227
Maintenance of Motor Vehicle Building	53,213	53,266
Land Damage Board	58,030	58,262
Scenic Highway Board	1,500	1,500
PROTECTION OF PERSONS AND PROPERTY		
Topographic Mapping	10,000	10,000
Vehicle Equipment Safety Commission	1,500	1,700
Maintenance of Police Headquarters and Garage	35,895	36,759
State Police	3,463,160	3,491,366
Motor Vehicle Inspection	92,484	63,436
Highway Safety Committee	64,154	64,471
HIGHWAYS AND BRIDGES		
Administration		
Administration	2,271,850	2,313,780
Radio Operations	107,512	81,257
Highway Planning Survey	559,000	585,000
Compensation for Injuries	101,500	101,500
Construction		
State Aid Construction and Reconstruction—Hardship Cases ..	750,000	750,000
Grade Crossing Protection	10,000	10,000
Bridge Construction	930,000	1,650,000
Highway Construction—State-Federal	6,654,000	5,382,000
Maintenance		
Bridge Maintenance	1,831,500	1,861,500
Traffic Services	1,489,813	1,451,583
Maintenance of State and State Aid Highways	12,400,000	12,600,000
Town Road Improvement Fund	1,250,000	1,250,000
Removal of Snow from Highways ...	9,462,250	9,562,250
Other		
Access Roads Ski Areas	25,000	25,000
Island Refunds	16,000	16,000
Construction of Picnic Areas	75,000	75,000

Department	1971-72	1972-73
MISCELLANEOUS		
Debt Service		
Retirement of Bonds	370,000	2,320,000
Interest on Bonds	2,361,018	2,355,433
Employees		
Employees Salary Fund	1,700,000	2,200,000
Retirement System		
Retirement Expense	15,473	15,473
Pensions	1,406,150	1,428,492
Jonesport-Beals Bridge	39,344	40,331
TOTAL ALLOCATIONS	\$50,279,693	\$51,906,629

Amounting to \$50,279,693 for the fiscal year ending June 30, 1972 and \$51,906,629 for the fiscal year ending June 30, 1973.

Sec. 2. Allocation of the Unappropriated General Highway Fund Surplus. The Unappropriated General Highway Fund Surplus, with the approval of the Governor and Council, may be apportioned by the State Highway Commission for any of the purposes set forth in section 1 and for the construction and reconstruction of state aid roads. There is allocated from the Unappropriated General Highway Fund Surplus \$6,000,000 for bond retirement which shall be segregated, apportioned and expended as designated in the following schedule:

Debt Retirement	\$4,000,000	\$2,000,000
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Sec. 3. Allocation for special state aid construction. The allocation for state aid construction (special) shall be apportioned to the 16 counties on the basis of the number of miles of improved and unimproved designated state aid highways located within each county not on the federal system, such apportionments to be expended by the State Highway Commission on sections of improved state aid highways where, because of excessive maintenance or hazardous conditions, reconstruction is desirable; and for construction of unimproved sections of state aid highways located between improved sections in instances where the public use and safety require such construction.

Emergency clause. In view of the emergency cited in the preamble, this Act shall take effect July 1, 1971.

STATEMENT OF FACT

The allocations in this Act will be financed from existing highway revenue sources.

Funds for the State's share of the cost of constructing the Ewing Narrows Bridge in Harpswell have been reduced from \$1,000,000 to \$500,000, this latter amount being included in the 1972-73 fiscal year. The Town of Harpswell has authorized funds for its share of the cost of the bridge amounting to \$53,900

and the 105th Legislature has authorized the County of Cumberland to provide its share through the sale of a \$300,000 bond issue. With the \$500,000 of State moneys plans can be developed for the bridge, navigational clearance obtained from the U. S. Coast Guard and a contract authorized for the construction of the piers and abutments. A contract to complete the bridge would be authorized in the biennium starting July 1, 1973 following the remainder of the State's share being made available in the amount of approximately \$500,000 by the 106th Legislature.

The \$3,900,000 in this Act plus transfers as needed from the Unappropriated Surplus Account of the General Highway Fund will finance increased employees' wages and salaries.

The Winter Maintenance allocation (removal of snow from highways) has been decreased by \$1,000,000 and the Special State Aid program (State Aid Construction and Reconstruction—Hardship Cases) has been increased by \$250,000 per year but this program will still be \$250,000 less per year than has been allocated in past years.

Highway Construction—State and Federal are to be financed with the moneys allocated in this Act plus an increase in the gasoline tax and a bond issue. The amount of the construction program (State funds) has been reduced by \$1,000,000.