

# MAINE STATE LEGISLATURE

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STATE OF MAINE  
HOUSE OF REPRESENTATIVES (Filing No. H-975)  
109TH LEGISLATURE  
SECOND REGULAR SESSION

HOUSE AMENDMENT "**H**" to COMMITTEE AMENDMENT "A" to H.P. 1723,  
L.D. 1827, Bill, "AN ACT to Amend Allocations from the Highway  
Fund for the Fiscal Years from July 1, 1979 to June 30, 1980  
and from July 1, 1980 to June 30, 1981, Decrease the State  
Aid Bonus from 40% to 20%, and Revise Drivers' License  
and Examination Fees."

Amend the Amendment by striking out all of the  
3rd, 4th and 5th lines and inserting in their place the  
following:

'AN ACT to Amend Allocations from the Highway Fund for the  
Fiscal Years July 1, 1979 to June 30, 1981'

Further amend the Amendment by striking out all of  
sections 1 to 10 and inserting in their place the following:

'Sec. 1. 23 MRSA §1103, last ¶, as repealed and replaced  
by PL 1977, c. 696, §193, is amended to read:

The department shall increase its apportionment of state aid by  
~~40%~~ 35% of the state aid joint fund so expended for reconstruction  
of improved state or state aid highways or for construction  
of unimproved bridges and approaches under the Bridge Act,  
provided the bridge is located between sections of improved  
state aid highways.

Sec. 2. 29 MRSA §242-A, 2nd, 3rd and 4th ¶¶, as repealed and replaced by PL 1979, c. 127, §165, are amended to read:

|                                 | Fee                       |
|---------------------------------|---------------------------|
| From 1 to 2,000 pounds.....     | <del>§5</del> <u>§7</u>   |
| From 2,001 to 5,000 pounds..... | <del>§10</del> <u>§13</u> |
| Over 5,000 pounds.....          | <del>§15</del> <u>§20</u> |

Sec. 3. 29 MRSA §244, sub-§1, first ¶, as amended by PL 1975, c. 589, §9, is further amended to read:

The fee shall be ~~§5~~ §7 for a gross weight not to exceed 2,000 pounds. The maximum fee for all farm trailers, whether semitrailers or 4-wheeled type, equipped with pneumatic tires, shall be ~~§5~~ §7 for each trailer when the said trailers are used and to be used by farmers for the sole and exclusive purpose of transporting their own farm products, crops, fertilizers and farm tools and utensils and subject to the further conditions and limitations that:

Sec. 4. 29 MRSA §244, 2nd, 3rd and 4th ¶¶, as amended, are further amended to read:

Trailers having a gross weight in excess of 2,000 pounds shall be classified and rated as trucks. All boat trailers registered for a gross weight in excess of 2,000 pounds but not more than 4,000 pounds shall pay a registration fee of ~~§5~~ §8.

Camp trailers, in excess of 2,000 ~~lbs~~ pounds gross weight, shall be assessed a registration fee of ~~§10~~ §13.

Mobile homes shall be registered and pay a fee of ~~§5~~ §8 for such registration.

Sec. 5. 29 MRSA §245, last ¶, as amended by PL 1975, c. 589, §11, is further amended to read:

Semitrailer.....~~§10~~ §15 each.

Sec. 6, 29 MRSA §245-A, 4th sentence, as ~~repealed~~ and replaced by PL 1979, c. 439, §9, is amended to read:

The fee shall be ~~§10~~ §15 for each semitrailer registration and ~~§5~~ §7 for each trailer registration for not more than 2,000 pounds, GVW, for each registration year, or portion thereof; and there shall be no refund of payment of such fee, except that when a plate is returned within 120 days of the effective date of that year's registration with an affidavit that the plate has never been used and the Secretary of State is satisfied that the plate has never been used, the pro rata amount, based upon the unused portion of the semipermanent plate period at the time of surrender of the registration, shall be refunded.

Sec. 7. 29 MRSA §532, 4th ¶, as amended by PL 1975, c. 589, §19, is further amended to read:

The fee for ~~said~~ a motorcycle or motor driven cycle learner's permit shall be ~~§5~~ §10 which shall include the first road test. The fee for all subsequent examinations shall be ~~§3~~ §5.

Sec. 8. 29 MRSA §542, first ¶, last sentence, as ~~repealed~~ and replaced by PL 1977, c. 212, §2, is amended to read:

The fee for such license shall be ~~§10~~ §16.

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Sec. 9. 29 MRSA §542, 2nd ¶, last sentence, as enacted  
by PL 1977, c. 212, §2, is amended to read:

~~§~~ The fee for such license shall be ~~§5~~ §8.

Sec. 10. 29 MRSA §542, last sentence, as enacted by  
PL 1977, c. 212, §3, is amended to read:

~~§~~ The fee for all 2-year licenses shall be ~~§5~~ §8.

Sec. 11. 29 MRSA §582, sub-§§1 and 2, as enacted by PL 1975,  
c. 589, §21, are amended to read:

1. Class 1 or 2 license. The examination fee shall be  
~~§8~~ §13, which shall include the first road test. All  
subsequent examination fees shall be ~~§5~~ §8.

2. Class 3 license. The examination fee shall be  
~~§5~~ §10, which shall include the first road test. All  
subsequent examination fees shall be ~~§3~~ §5.

Sec. 12. PL 1979, c. 439, Part A, §1, under the caption  
"29 DEPARTMENT OF THE SECRETARY OF STATE," is amended to read:  
0077 Motor Vehicles-Administration...2-117

|             |                  |                  |
|-------------|------------------|------------------|
| Unallocated | 4,066,377        | 4,173,265        |
|             | <u>4,016,377</u> | <u>3,717,265</u> |

Sec. 13. PL 1979, c. 439, Part A, §1, under the caption  
"16 DEPARTMENT OF PUBLIC SAFETY," the following is amended  
to read:

0291 State Police.....2-681

|             |           |                  |
|-------------|-----------|------------------|
| Unallocated | 8,443,538 | 8,607,628        |
|             |           | <u>8,107,628</u> |

Sec. 14. PL 1979, c. 439, Part A, §1,  
under the caption "07  
TRANSPORTATION," the following are amended to read:

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|      |  |                               |                               |
|------|--|-------------------------------|-------------------------------|
| 0341 | Transportation-Planning and<br>Services.....2-715  |                               |                               |
|      | Unallocated  | 730,000<br><u>605,809</u>     | 760,000<br><u>593,000</u>     |
| 0345 | Salary Plan  |                               |                               |
|      | Unallocated  | 5,924,214                     | 5,924,214<br><u>5,424,214</u> |
|      | <u>The reduction in this allocation shall be implemented primarily through the attrition of personnel and then by the reduction of salaried positions in all accounts within the department to reflect this reduction.</u> |                               |                               |
| 0339 | Highway-Administration.....2-701   |                               |                               |
|      | Unallocated  | 3,694,645<br><u>3,544,645</u> | 3,827,050<br><u>3,477,050</u> |
| 0336 | Highway-State Aid<br>Construction.....2-733  |                               |                               |
|      | Unallocated  | 7,900,000<br><u>400,000</u>   | 7,900,000<br><u>6,783,000</u> |

For the fiscal year 1980-1981 only, moneys allocated to this account shall be matched at a rate of 90% with moneys allocated by municipalities under Title 23, chapter 13.

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|      |  |  |  |
|------|--|--|--|
| 0355 | Highway--Town Road Improvement<br>Fund.....2-734     |  |  |
|      | Unallocated  | 1,000,000                                  | <del>1,000,000</del><br><u>700,000</u>     |
| 0330 | Highway-Summer<br>Maintenance.....2-720              |  |  |
|      | Unallocated  | 27,285,700                                 | <del>28,719,900</del><br><u>28,232,400</u> |
| 0332 | Highway--Picnic Area.....2-725                       |  |  |
|      | Unallocated  | 105,307                                    | <del>107,604</del><br><u>7,604</u>         |
| 0354 | Highway-Winter Maintenance.....2-741                 |  |  |
|      | Unallocated  | <del>17,111,208</del><br><u>16,386,208</u> | <del>17,908,874</del><br><u>17,708,874</u> |
| 0359 | Highway-Bond Retirement.....2-751                    |  |  |
|      | Unallocated  | 5,180,000                                  | <del>1,860,000</del><br><u>1,290,000</u>   |
| 0406 | Highway-Highway and Bridge<br>Improvements.....2-753 |  |  |
|      | Unallocated  | 1,200,000                                  | <del>3,200,000</del><br><u>2,200,000</u>   |

Sec. 15. PL 1979, c. 439, Part A, §1, the line "Total

Allocations," is amended to read:

|                   |                         |                         |
|-------------------|-------------------------|-------------------------|
| Total Allocations | <del>\$95,008,943</del> | <del>\$95,786,207</del> |
|                   | <u>\$86,239,543</u>     | <u>\$89,820,107</u>     |

Sec. 16. PL 1979, c. 439, Part A, §1, last ¶ is amended

to read:

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Amounting to ~~\$95,000,943~~ \$86,239,543 for the fiscal year ending June 30, 1980 and ~~\$95,786,207~~ \$89,320,107 for the fiscal year ending June 30, 1981.'



Statement of Fact

This amendment proposes to compensate for the estimated \$16,700,000 shortfall in revenues to the Highway Fund.

This amendment, therefore, proposes:

1. To increase license and operating fees and to increase registration fees for a limited number of vehicles for a total of \$1,939,988 increase in revenues to the Highway Fund; and

2. To reduce the budgets of the Division of Motor Vehicles, the Bureau of State Police and the Department of Transportation by \$14,735,500.

Increased fees

This amendment retains the Governor's proposal to increase operator's license fees by \$1.50 per year and to increase initial driver examination fees by \$5 - and subsequent examination fees by \$3 for a total increase of \$1,356,000.

In addition to these increases, this amendment proposes to increase registration fees of special equipment, trailers, semi trailers, boat trailers, camp trailers and mobile homes to produce added revenues of \$583,988.

Budget reductions

This amendment reduces the Highway Fund allocations in the following manner:

| <u>Program</u>                    | <u>Reduction for<br/>Fiscal Year<br/>1979-80</u> | <u>Reduction for<br/>Fiscal Year<br/>1980-81</u> |
|-----------------------------------|--|--|
| Motor Vehicle Division            | \$ 50,000  | \$ 456,000                                       |
| State Police                      |  | 500,000  |
| Highway Planning and<br>Services  | 125,000  | 175,000  |
| Highway Administration            | 150,000  | 350,000  |
| Salary Plan                       |  | 500,000  |
| State Aid Construction            | 7,500,000  | 1,117,000  |
| Picnic Area Construction          |  | 100,000  |
| Summer Maintenance                |  | 487,500  |
| Town Road Improvement             |  | 300,000  |
| Winter Maintenance                | 725,000  | 200,000  |
| Bond Interest                     | 219,400  | 210,600  |
| Bond Retirement                   |  | 570,000  |
| Highway and Bridge<br>Improvement |  | 1,000,000  |
| Total                             | <u>\$8,769,400</u>                               | <u>\$5,966,100</u>                               |

Impact of Reductions

The \$800,000 reduction in the Planning/Services and Administration accounts represents a \$300,000 increase in the reduction of these accounts compared to the proposal of the Governor and the Department of Transportation. The department indicated that a \$500,000 reduction in these accounts would have a minimal impact.

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The additional reduction will affect only "upper echelon" and administrative personnel.

The reduction of \$500,000 in the Salary Plan Account will be achieved primarily through attrition of personnel. Presently, there are 527 Department of Transportation employees who are eligible for retirement. These personnel reductions will be achieved by reducing all accounts funded by the Salary Plan.

The Highway and Bridge Improvement allocation is reduced by \$1,000,000. This is a construction account and the \$1,000,000 reduction will be used for maintenance.

The \$925,000 reduction in winter maintenance represents estimated savings in the current program.

The Summer Maintenance Program reduction of less than \$500,000 represents 20% of the reduction proposed by the Governor.

The State Aid Construction Program reduction of \$8,617,000 is based on a \$12,000,000 balance that currently exists in this account and by reducing the State's matching moneys by 10% for 1980-81 only. In addition the State Aid bonus is set at 35%.

The State Police Budget reduction of \$500,000 will be offset by deferring for one year the hiring and training of 30 State troopers.

Filed by Mr. McKean of Limestone  
Reproduced and distributed under the direction of the Clerk of  
the House  
3/25/80 (Filing No. H-975)