

MAINE STATE LEGISLATURE

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(Filing No. S-511)

STATE OF MAINE
SENATE
109TH LEGISLATURE
SECOND REGULAR SESSION

SENATE AMENDMENT " G " 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 inserting before the 2nd paragraph the following:

'Further amend the Bill, by striking out all of the emergency preamble.'

Further amend the Amendment by striking out everything after the 2nd paragraph and inserting in its place the following:

'Sec. 1. 29 MRSA §532, 4th¶, as last 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Sec. 2. 29 MRSA §542, first¶, last sentence, as repealed and replaced by PL 1977, c. 212, §2, is amended to read: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 \$12.

Sec. 3. 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 \$6.

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Sec. 4. 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~~ 6.

Sec. 5. 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Sec. 6. 29 MRSA §2352, sub-§1, ¶A, first line, as repealed and replaced by PL 1975, c. 745, §13, is amended to read:

A. ~~5-00~~ 7

Sec. 7. 29 MRSA §2352, sub-§1, ¶B, first line, as repealed and replaced by PL 1975, c. 745, §13, is amended to read:

B. ~~4-00~~ 6

Sec. 8. 29 MRSA §2352, sub-§1, ¶C, first line, as repealed and replaced by PL 1975, c. 745, §13, is amended to read:

C. ~~3-00~~ 5

Sec. 9. 29 MRSA §2352, sub-§1, ¶D, first line, as repealed and replaced by PL 1975, c. 745, §13, is amended to read:

D. ~~1-00~~ 2.50

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Sec. 10. 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. 11. 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>7,607,628</u>

Sec. 12. PL 1979, c. 439, Part A, §1, under the caption
"07 TRANSPORTATION," the following are amended to read:

0341 Transportation-Planning and
Services.....2-715

Unallocated	730,809	768,000
	<u>630,809</u>	<u>668,000</u>

0345 Salary Plan

Unallocated	5,924,214	5,924,214
		<u>5,324,214</u>

The reduction in this account shall be implemented primarily by attrition. Any necessary additional personnel reductions shall be implemented by equitably reducing the number of employees in every salary range employed within the Department of Transportation.

0339 Highway-Administration.....2-701

Unallocated	3,694,645	3,827,050
	<u>3,594,645</u>	<u>3,627,050</u>

SENATE AMENDMENT " C" to COMMITTEE AMENDMENT "A" to H.P. 1723,

L.D. 1827

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0336	Highway-State Aid Construction.....	2-733		
	Unallocated		7,900,000 <u>400,000</u>	7,900,000
0390	Highway -Summer Maintenance	2-720	27,285,700	28,719,900 <u>26,719,900</u>
	Unallocated			
0332	Highway-Picnic Area.....	2-725		
	Unallocated		105,307	107,604 <u>7,604</u>
0345	Highway-Winter Maintenance.....	2-741		
	Unallocated		17,117,208 <u>16,386,208</u>	17,908,874 <u>17,408,874</u>
0358	Highway-Bond-Interest.....	2-749		
	Unallocated		2,688,667 <u>2,469,267</u>	3,276,497 <u>3,065,897</u>
0359	Highway-Bond Retirement.....	2-751		
	Unallocated		5,180,000	1,860,000 <u>1,290,000</u>
0406	Highway-Highway and Bridge Improvements.....	2-753		
	Unallocated		1,200,000	3,200,000 <u>2,000,000</u>

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1827

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Sec. 13. PL 1979, c. 439, Part A, §1, the line "Total Allocations" is amended to read:

Total Allocations	\$95,000,943	\$95,786,207
	<u>\$86,314,543</u>	<u>\$88,855,607</u>

Sec. 14. PL 1979, c. 439, Part A, §1, last ¶ is amended to read:

Amounting to ~~\$95,000,943~~ \$86,314,543 for the fiscal year ending June 30, 1980, and ~~\$95,786,207~~ \$88,855,607 for the fiscal year ending June 30, 1981.'

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Statement of Fact

The purpose of this amendment is to revise the Highway Allocation Act to compensate for the estimated shortfall of \$16,700,000 in highway revenues. This amendment increases some fees and reduces program allocations.

Fee Increases

1. License fees are increased 50¢ per year to produce additional revenues of \$350,000;
2. Driver examination fees are increased \$5 for the first examination and \$3 for subsequent examinations for a total increase in revenues of \$306,000; and
3. Certificate of title fees are increased \$2 to produce additional revenues of \$500,000.

Total Increase in revenues = \$1,156,000

Program Allocation Reductions

The following programs are reduced according to the schedule below:

<u>Program</u>	<u>Amount of Reduction 1979-80</u>	<u>Amount of Reduction 1980-81</u>
1. Motor Vehicle Administration	\$ 50,000	\$ 456,000
2. State Police		1,000,000
3. Highway-Planning & Services	100,000	100,000
4. Highway - Administration	100,000	200,000
5. Salary Plan		600,000
6. State Aid Construction	7,500,000	
7. Summer Maintenance		2,000,000
8. Picnic Area Construction		100,000
9. Highway-Winter Maintenance	725,000	500,000
10. Bond Interest	219,400	210,600

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<u>Program</u>	<u>Amount of Reduction 1979-80</u>	<u>Amount of Reduction 1980-81</u>
11. Bond Retirement		\$ 570,000
12. Highway & Bridge Improvement		<u>1,200,000</u>
Total Reductions	\$8,694,400	\$6,930,600
Total		\$15,625,000

This amendment maintains the 40% state aid bonus, fully funds the Town Road Improvement Fund, funds the State Police on a 75/25 ratio and reduces the Salary Plan Account by \$600,000. maintenance

The winter / account is reduced \$725,000 for fiscal year 1979-80. There will be no significant impact upon the State. As of December 31, 1979, there were savings in excess of \$700,000 in this account.

The reduction in/^{the}summer maintenance account of \$2,000,000 will reduce summer paving by roughly 300 miles. The Governor's bill reduced summer paving by more than 400 miles.

The \$100,000 reduction in the picnic area construction account will have no adverse effects. This allocation is a construction account and not a maintenance fund.

The reduction in the State Police allocation will result in an additional loss of General Fund revenues of \$250,000. State Police officials have indicated that the State Police will defer training and hiring of an additional 30 state troopers for one year for a total savings of \$1,035,000. The additional cut in funds would result in the loss of 8 State Police personnel.

The reductions in the highway administration and the highway planning and services accounts are the same as proposed by the Department of Transportation. The Department of Transportation has indicated that these accounts may be reduced by

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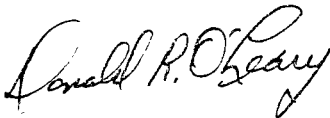
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\$500,000 without the loss of any personnel and without any serious adverse results.

The Salary Plan Account is reduced by \$600,000. There are 527 Department of Transportation employees eligible for retirement. Therefore, the personnel reductions can be implemented primarily by attrition. The \$600,000 reduction would affect roughly 40 people. The bill requires that forced personnel reductions be implemented equitably among all salaried ranges within the Department of Transportation.

(O'Leary)
NAME:



COUNTY: Oxford

Reproduced and distributed pursuant to Senate Rule 11-A.

March 24, 1980

(Filing No. S-511)