

# MAINE STATE LEGISLATURE

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# 115th MAINE LEGISLATURE

## FIRST REGULAR SESSION-1991

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**Legislative Document**

**No. 1272**

**H.P. 881**

**House of Representatives, March 25, 1991**

Submitted by the Department of Transportation pursuant to Joint Rule 24.  
Reference to the Committee on Transportation suggested and ordered printed.

A handwritten signature in cursive script that reads "Ed Pert".

**EDWIN H. PERT, Clerk**

Presented by Representative BAILEY of Farmington.

Cosponsored by Senator THERIAULT of Aroostook, Representative MACOMBER of South Portland and Representative STROUT of Corinth.

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**STATE OF MAINE**

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**IN THE YEAR OF OUR LORD  
NINETEEN HUNDRED AND NINETY-ONE**

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**An Act to Establish Capital Improvement Programs.**

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

5 MRSA §1584 is amended to read:

**§1584. Construction and improvement appropriations nonlapsing**

All appropriations by the Legislature for the construction of buildings, structures, highways and bridges shall constitute continuous carrying accounts for the purposes designated by the Legislature in such appropriations and are nonlapsing. ~~The State Controller is authorized to carry forward all such appropriations to the succeeding fiscal year, provided the construction shall have been begun by the letting of a contract or contracts or by actually starting the work during the year for which the appropriations were made.~~ Any balance remaining after the completion of the object of the appropriations shall ~~revert~~ reverts to the General Fund in the State Treasury or to the fund from which it was apportioned under existing provisions of law.

**STATEMENT OF FACT**

This bill makes capital improvement program funding for buildings, structures, highway and bridge projects nonlapsing. Receipt of General Fund money for these projects is often jeopardized due to the inability to carry obligations beyond the succeeding fiscal year. With required environmental studies and permits and contracts spanning multiple fiscal years it has become unrealistic to expect projects to be completed within one or 2 fiscal years.