

MAINE STATE LEGISLATURE

The following document is provided by the
LAW AND LEGISLATIVE DIGITAL LIBRARY
at the Maine State Law and Legislative Reference Library
<http://legislature.maine.gov/lawlib>



Reproduced from scanned originals with text recognition applied
(searchable text may contain some errors and/or omissions)



117th MAINE LEGISLATURE

FIRST SPECIAL SESSION-1995

Legislative Document

No. 1587

H.P. 1148

House of Representatives, November 28, 1995

**An Act to Implement the Productivity Recommendations of the
Department of Transportation and Make Adjustments to Highway Fund
Appropriations and Allocations for Fiscal Years 1995-96 and 1996-97.**

(EMERGENCY)

Reference to the Committee on Transportation suggested and ordered printed.

A handwritten signature in black ink that reads "Joseph W. Mayo".

JOSEPH W. MAYO, Clerk

Presented by Representative O'GARA of Westbrook. (GOVERNOR'S BILL)
Cosponsored by Senator STEVENS of Androscoggin and
Representatives: BAILEY of Township 27, BOUFFARD of Lewiston, DAGGETT of
Augusta, DAMREN of Belgrade, DRISCOLL of Calais, FARNUM of South Berwick,
HEINO of Boothbay, MAYO of Bath, RICKER of Lewiston, STROUT of Corinth, VIGUE of
Winslow, Senators: CASSIDY of Washington, O'DEA of Penobscot, PARADIS of Aroostook.

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

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

Whereas, certain obligations and expenses incident to the operation of state departments are due; 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:

PART A

Sec. A-1. Allocation. The following funds are allocated from the Highway Fund for the fiscal years ending June 30, 1996 and June 30, 1997, to the departments listed, to carry out the purposes of this Part.

	1995-96	1996-97
ADMINISTRATIVE AND FINANCIAL SERVICES, DEPARTMENT OF		

Salary Plan

Personal Services	(\$3,376,543)	
-------------------	---------------	--

Provides for the deallocation of funds from the excess Personal Services that were originally required by Public Law 1993, chapter 414, Part D, section 6.

DEPARTMENT OF ADMINISTRATIVE AND FINANCIAL SERVICES		
TOTAL	<hr/>	(3,376,543)

TRANSPORTATION, DEPARTMENT OF

Administration and Planning

2	Positions - Legislative Count	(-7.0)	(-7.0)
	Positions - Other Count	(-1.5)	(-1.5)
4	Personal Services	(269,158)	(275,944)
6	Provides for the deallocation		
	of funds from the elimination		
8	of the following: Three		
	seasonal Highway Laborer		
10	positions; one Engineering		
	Technician II position; one		
12	Management Analyst I		
	position; one Planning and		
14	Research Associate I		
	position; one Public		
16	Relations Specialist		
	position; one Transportation		
18	Planning Analyst position;		
	one Transportation Planning		
20	Specialist position; and one		
	Director of Special Projects		
22	position. All of the above		
	positions are split-funded,		
24	84% Highway Fund and 16%		
	Federal Expenditure Fund.		
26			
	Administration and Planning		
28			
	Personal Services	(75,057)	(78,059)
30			
	Provides for the deallocation		
32	of funds from the		
	determination that payments		
34	to the Workers' Compensation		
	Management Fund are eligible		
36	as federal expenditures.		
38	Bond Interest - Highway		
40	All Other	142,000	284,000
42			
	Provides for the allocation		
44	of funds necessary for		
	interest for a \$5,000,000		
46	bond sale of January 1, 1996.		
	Bond Retirement - Highway		
48			
	All Other		500,000
50			

2 Provides for the allocation
of funds necessary for bond
4 retirement on a \$5,000,000
bond sale during fiscal year
1995-96.

6

Bridge Maintenance

8

	Positions - Legislative Count	(-1.0)	(-1.0)
10	Personal Services	(26,879)	(28,186)

12 Provides for the deallocation
of funds from the elimination
14 of one Engineering Technician
II position.

16

Highway and Bridge Improvement

18

	Positions - Legislative Count	(-34.0)	(-34.0)
20	Positions - Other Count	(-5.5)	(-5.5)
	Personal Services	(783,681)	(806,706)

22

24 Provides for the deallocation
of funds from the elimination
of the following: Four
26 Assistant Engineer positions;
6 Civil Engineer II
28 positions; one Civil Engineer
III position; one Clerk
30 Stenographer II position; one
Clerk Typist II position; one
32 Engineering Aide II position;
one Engineering Aide I
34 position; 2 Engineering
Technician I positions; 2
36 Engineering Technician II
positions; one Engineering
38 Technician III position; 3
Engineering Technician IV
40 positions; one Engineering
Technician V position; 2
42 Field Inspector positions; 10
Highway Laborer positions; 2
44 Right-of-way Agent II
positions; one Right-of-way
46 Appraiser I position; 2
Right-of-way Appraiser II
48 positions; one Right-of-way
Appraiser III position; one
50 Secretary position; one

2 Senior Programmer Analyst
position; and one Staff
4 Development Specialist
position.

6 Highway and Bridge Improvement

8 Capital Expenditures 1,920,927

10 Provides for the allocation
12 of funds saved by the
elimination of positions
14 within the Department of
Transportation for the
Capital Improvement Program.

16 Highway and Bridge Improvement

18 Personal Services (560,009) (582,409)

20 Provides for the deallocation
22 of funds resulting from the
determination that payments
24 to the Workers' Compensation
Management Fund are eligible
26 as federal expenditures.

28 Highway and Bridge Improvement

30 Personal Services (2,500,000)

32 Provides for the deallocation
of excess Personal Services
34 funding, which was carried
forward from fiscal year
36 1994-95.

38 Highway and Bridge Improvement

40 Capital Expenditures 2,500,000

42 Provides for the allocation
of funds to support the
44 Capital Improvement Program.

46 Highway and Bridge Improvement

48 All Other 4,000,000
Capital Expenditures 30,000,000

50 TOTAL 34,000,000

2 Provides for the allocation
 4 of funds to maintain the
 ongoing projects as
 6 authorized in the Capital
 Improvement Program. The
 8 undedicated revenue to the
 Highway Fund will increase by
 \$34,000,000 in fiscal year
 10 1995-96 due to the sale of a
 Maine Turnpike Authority bond.

12 **Highway and Bridge Improvement**

14 Capital Expenditures 695,793

16 Provides for the allocation
 18 of funds to the Capital
 Improvement Program.

20 **Highway and Bridge Improvement**

22 All Other 337,530

24 Provides for the allocation
 26 of funds for the Capital
 Improvement Program.

28 **Highway Maintenance**

30 Positions - Legislative Count (-2.0) (-2.0)
 32 Personal Services (84,067) (86,442)

34 Provides for the deallocation
 36 of funds from the elimination
 of one Engineering Technician
 38 III position and one
 Engineering Technician IV
 position.

40 **Highway Maintenance**

42 All Other (167,467) (172,846)

44 Provides for the deallocation
 46 of funds needed for vehicle
 repair expenses due to the
 48 elimination of 2 positions
 within the Motor Transport
 50 Service Program of the

2 Highway Garage Fund and 4
Motor Transport Service crew
employment slots.

4
6 **Highway Maintenance**

6 Positions - Other Count (-24.0) (-24.0)
8 Personal Services (625,790) (654,752)

10 Provides for the deallocation
12 of funds from the elimination
of 20 full-time and 8
14 seasonal Highway Maintenance
crew employment slots.

16 **Highway Maintenance**

18 Capital Expenditures 1,963,363

20 Provides for the allocation
of funds saved by the
22 elimination of positions
within the Department of
24 Transportation for the
Maintenance Paving Program.

26 **Highway Maintenance**

28 Capital Expenditures 723,624

30 Provides for the allocation
32 of funds to the Maintenance
Paving Program.

34 **Highway Maintenance**

36 All Other 1,250,000 2,660,000
38 Capital Expenditures 895,000 2,808,013

40 TOTAL 2,145,000 5,468,013

42 Provides for the allocation
of funds to support the
44 following: the Underground
Fuel Tank Program; the
46 Underground Floor Drain
Program; the Hazardous Waste
48 Storage Program; the
Sand-salt Storage Program;
50 and the Maintenance Paving
Program.

2	Local Bridges		
4	Personal Services	(12,246)	(12,736)
6	Provides for the deallocation		
8	of funds from the		
10	determination that payments		
12	to the Workers' Compensation		
	Management Fund are eligible		
	as federal expenditures.		
	Traffic Service		
14	Positions - Legislative Count	(-1.0)	(-1.0)
16	Personal Services	(56,047)	(56,671)
18	Provides for the deallocation		
20	of funds from the elimination		
22	of one Engineering Technician		
	V position.		
	Traffic Service		
24	Positions - Other Count	(-2.0)	(-2.0)
26	Personal Services	(48,661)	(50,261)
28	Provides for the deallocation		
30	of funds from the elimination		
32	of one full-time and 2		
	seasonal Traffic Maintenance		
	crew employment slots.		
34	Traffic Service		
36	Personal Services	(48,481)	(50,420)
38	Provides for the deallocation		
40	of funds from the		
42	determination that payments		
44	to the Workers' Compensation		
	Management Fund are eligible		
	as federal expenditures.		
46	DEPARTMENT OF TRANSPORTATION		
	TOTAL	<u>36,483,707</u>	<u>6,083,568</u>
48			
50	SECTION A-1		
	TOTAL ALLOCATIONS	<u>33,107,164</u>	<u>6,083,568</u>

2	Administration and Planning		
4	All Other	47,392	47,929
6	Provides for the allocation		
8	of funds saved by the		
10	elimination of personal		
	service costs for the Highway		
	Planning and Research Program.		
12	Highway and Bridge Improvement		
14	Personal Services	(783,680)	(806,705)
16	Provides for the deallocation		
18	of funds from the elimination		
20	of the following: Four		
22	Assistant Engineer positions;		
24	6 Civil Engineer II		
26	positions; one Civil Engineer		
28	III position; one Clerk		
30	Stenographer II position; one		
32	Clerk Typist II position; one		
34	Engineering Aide I position;		
36	one Engineering Aide II		
38	position; 2 Engineering		
40	Technician I positions; 2		
42	Engineering Technician II		
44	positions; one Engineering		
46	Technician III position; 3		
48	Engineering Technician IV		
50	positions; one Engineering		
	Technician V position; 2		
	Field Inspector positions; 10		
	Highway Laborer positions; 2		
	Right-of-way Agent II		
	positions; one Right-of-way		
	Appraiser I position; 2		
	Right-of-way Appraiser II		
	positions; one Right-of-way		
	Appraiser III position; one		
	Secretary position; one		
	Senior Programmer Analyst		
	position; and one Staff		
	Development Specialist III		
	position. The positions		
	listed above are		
	split-funded, 50% Highway		
	Fund and 50% Federal		
	Expenditure Fund.		

2	Highway and Bridge Improvement		
4	Personal Services	560,009	582,409
6	Provides for the allocation		
	of funds to support the		
8	Workers' Compensation Fund.		
10	Highway and Bridge Improvement		
12	Capital Expenditures	(560,009)	(582,409)
14	Provides for the deallocation		
	of funds from the reduction		
16	of budgeted Capital		
	Expenditures.		
18			
	Highway and Bridge Improvement		
20	Capital Expenditures	723,826	735,446
22	Provides for the allocation		
24	of funds for the federal		
	share of the Capital		
26	Improvement Program.		
28	Local Bridges		
30	Personal Services	12,246	12,736
32	Provides for the allocation		
	of funds to support the		
34	Workers' Compensation		
	Management Fund.		
36			
	Local Bridges		
38	Capital Expenditures	(12,246)	(12,736)
40	Provides for the deallocation		
42	of budgeted Capital		
	Expenditures that are no		
44	longer required.		
46	Railroad Assistance Program		
48	Personal Services	3,553	3,695
50	Provides for the allocation		

2 of funds to support the
Workers' Compensation
4 Management Fund.

6 **Railroad Assistance Program**

8 All Other (3,553) (3,695)

10 Provides for the deallocation
of budgeted grant
12 expenditures that are no
longer required.

14 **Traffic Service**

16 Personal Services 48,481 50,420

18 Provides for the allocation
of funds to support the
20 Workers' Compensation
Management Fund.

22 **Traffic Service**

24 All Other (48,481) (50,420)

26 Provides for the deallocation
of budgeted material
28 expenditures that are no
30 longer required.

32 **Transportation Services**

34 Personal Services 8,658 9,004

36 Provides for the allocation
of funds to support the
38 Workers' Compensation
Management Fund.

40 **Transportation Services**

42 Capital Expenditures (8,658) (9,004)

44 Provides for the deallocation
of budgeted Capital
46 Expenditure that are no
48 longer required.

2	DEPARTMENT OF TRANSPORTATION		
	TOTAL	63,729	75,891
4			
	SECTION A-2		
6	TOTAL ALLOCATIONS	63,729	75,891
8	Sec. A-3. Allocation. The following funds are allocated from		
10	the Highway Garage Fund for the fiscal year ending June 30, 1996		
	and June 30, 1997 to carry out the purposes of this Part.		
12		1995-96	1996-97
14	TRANSPORTATION, DEPARTMENT OF		
16	Motor Transport Service		
18	Positions - Other Count	(-1.0)	(-1.0)
	Personal Services	(29,561)	(29,911)
20			
22	Provides for the deallocation		
	of funds from the elimination		
24	of one A Clerk I		
	position.		
26	Motor Transport Service		
28	Positions - Other Count	(-1.0)	(-1.0)
	Personal Services	(27,650)	(29,014)
30			
32	Provides for the deallocation		
	of funds from the elimination		
34	of one Mechanical Stores		
	Clerk I position.		
36	Motor Transport Service		
38	Positions - Other Count	(-4.0)	(-4.0)
	Personal Services	(123,410)	(129,792)
40			
42	Provides for the deallocation		
	of funds from the elimination		
44	of 4 full-time Motor		
	Transport Service crew		
46	employment slots.		
48	DEPARTMENT OF TRANSPORTATION		
	TOTAL	(180,621)	(188,717)
50	SECTION A-3		
	TOTAL ALLOCATIONS	(\$180,621)	(\$188,717)

2
4
6
8
10
12
14
16
18
20
22
24
26
28
30
32
34
36
38
40
42
44
46
48

PART B

Sec. B-1. 6 MRSA §3, sub-§10-C, as enacted by PL 1977, c. 678, §7, is repealed.

Sec. B-2. 6 MRSA §3, sub-§19, as repealed and replaced by PL 1977, c. 678, §10, is repealed.

Sec. B-3. 6 MRSA §11-A, as enacted by PL 1977, c. 678, §25, is repealed.

Sec. B-4. 6 MRSA §12, last ¶, as repealed and replaced by PL 1977, c. 678, §26, is repealed.

Sec. B-5. 6 MRSA §13, 4th ¶, as amended by PL 1985, c. 785, Pt. B, §41, is repealed and the following enacted in its place:

The commissioner may employ, subject to the Civil Service Law, personnel that the commissioner considers necessary to carry out the duties outlined in this chapter or imposed upon the commissioner with respect to aviation.

Sec. B-6. 6 MRSA §303, sub-§4, ¶A, as enacted by PL 1985, c. 610, is repealed.

Sec. B-7. 23 MRSA §4206, sub-§2, ¶B, as repealed and replaced by PL 1981, c. 45, §2, is repealed.

Sec. B-8. 23 MRSA §7103, sub-§3, as amended by PL 1989, c. 791, §§1 and 2, is further amended to read:

3. Use of funds. Subject to the Civil Service Law, money in the fund may be expended to hire employees and to defray other costs authorized by law for the Department of Transportation, ~~Bureau-of-Transportation-Services~~ as follows:

A. To conduct studies relating to the economic impact of rail transportation on the State including cost-benefit analyses associated with the possible retention or loss of individual rail lines;

B. To conduct periodic condition surveys of rail track and other related facilities;

C. To acquire, lease and maintain rail lines when these actions are determined to be in the best interest of the State;

2 D. To lease, purchase and dispose of railroad operating
equipment used on rail lines acquired or leased by the
4 State; and

6 E. To provide financial assistance and to lease or sell
railroad operating equipment to short line operators
8 providing rail service to lines acquired or leased by the
State. For purposes of this chapter, a short line operator
10 is any railroad having an annual gross revenue from railroad
operations of \$5,000,000 or less, or regularly conducting
12 rail service over less than 100 miles of track.

14 **Sec. B-9. 36 MRSA §656, sub-§1, ¶C**, as amended by PL 1991, c.
546, §10, is further amended to read:

16 C. The landing area of a privately owned airport, the use
18 of which is approved by the ~~Air--Transportation--Division~~
Department of Transportation, is exempt from taxation when
20 the owner grants free use of that landing area to the public.

22 **Sec. B-10. Maine Revised Statutes amended; revision clause.**
Wherever in the Maine Revised Statutes, Title 6 the word
24 "director" or the words "Director of the Division of Aeronautics"
or "Director of the Bureau of Aeronautics" appear or reference is
26 made to those words, they are amended to read and mean
"commissioner," and wherever in the Maine Revised Statutes the
28 words "Director of the Division of Aeronautics" or "Director of
the Bureau of Aeronautics" appear or reference is made to those
30 words, they are amended to read and mean "Commissioner of
Transportation" and the Revisor of Statutes shall implement this
32 revision when updating, publishing or republishing the statutes.

34

PART C

36

Sec. C-1. 23 MRSA §753-A is enacted to read:

38

§753-A. Authority to contract with Maine Turnpike Authority

40

The Department of Transportation may make a contract and
42 enter into an agreement with the Maine Turnpike Authority or
other 3rd party necessary in connection with determination of
44 Department of Transportation projects, the issuance of bonds or
obligations pursuant to section 1968, subsection 2-A, the pledge
46 of revenues of the Maine Turnpike Authority to these bonds or
obligations, or the payment of the cost, or a portion of the
48 cost, of Department of Transportation projects.

50 **Sec. C-2. 23 MRSA §1961, sub-§2**, as repealed and replaced by
PL 1993, c. 680, Pt. A, §24, is amended to read:

2 **2. Cooperation with the Department of Transportation.** The
Department of Transportation must be provided each year the
4 operating surplus of the Maine Turnpike Authority. The Maine
Turnpike Authority has the ability to issue bonds or other
6 obligations to pay for the Department of Transportation
projects. These amounts are considered necessary for use by the
8 department for construction, reconstruction, operation and
maintenance of all roads on the state highway system, which serve
10 and benefit users of the turnpike by providing direct and
indirect access to and from the turnpike as part of the
12 integrated highway system. Due to the utilization of the state
highway system by users of the turnpike, the turnpike and its
14 users have received and will continue to receive a benefit from,
or have caused and will continue to cause, or both, the State
16 acting by and through the Department of Transportation to incur
costs for the construction, operation and maintenance of the
18 state highway system, which provides direct and indirect access
to and from the turnpike to areas in the State for which the
20 State may properly be and should be compensated from the tolls to
be collected. The Maine Turnpike Authority should be maintained
22 to carry out the purposes of this chapter in cooperation with the
Department of Transportation.

24 **Sec. C-3. 23 MRSA §1964, sub-§4-A** is enacted to read:

26 **4-A. Department of Transportation project.** "Department of
28 Transportation project" means any acquisition, construction,
reconstruction, rebuilding, design, redesign, improvement,
30 demolition, rehabilitation, widening, enlargement, expansion of,
or any extension, extraordinary repair, modification or
32 improvement to, the state highway system or any portion of the
state highway system, including without limitation any highway or
34 road owned by the State and operated by the Department of
Transportation, or any connecting tunnel, bridge, overpass,
36 underpass, interchange, administrative, storage or other
building, service area or station, barrier or other facility
38 relating to the acquisition, construction, reconstruction,
rebuilding, design, redesign, improvement, demolition,
40 rehabilitation, widening, enlargement, expansion of, or
extraordinary repair, modification or improvement to, the state
42 highway system that is determined by the Department of
Transportation and the authority to have a sufficient
44 relationship to the public's use of the turnpike in accordance
with section 1974, subsection 6.

46 **Sec. C-4. 23 MRSA §1964, sub-§6-A,** as enacted by IB 1991, c.
48 1, §4, is amended to read:

50 **6-A. Operating surplus.** "Operating surplus" means the

2 total annual operating revenues of the Maine Turnpike Authority,
after money has been put aside to pay the reasonable operating
4 expenses and to meet the requirements of any resolution
authorizing bonds of the Maine Turnpike Authority, including any
6 amounts pledged to secure obligations issued pursuant to section
1968, subsection 2-A or to pay principal, interest or premium, if
any, with respect to these obligations.

8
10 **Sec. C-5. 23 MRSA §1965, sub-§1, ¶O-1** is enacted to read:

12 O-1. Provide for an annual amount not to exceed a maximum
of \$4,700,000 to secure obligations issued pursuant to
14 section 1968, subsection 2-A or to pay principal, interest
or premium, if any, with respect to these obligations, after
16 money has been set aside or adequate provision has been made
to pay operating expenses and to meet the requirements of
18 any resolution authorizing revenue bonds of the authority;
and make a contract or enter into an agreement with the
20 Department of Transportation or any other 3rd party
necessary in connection with the determination of Department
22 of Transportation projects, the issuance of bonds or other
obligations pursuant to section 1968, subsection 2-A, the
24 pledge of revenues to the payment of these bonds or
obligations, or the payment of the costs, or a portion of
26 the costs, of Department of Transportation projects;

28 **Sec. C-6. 23 MRSA §1968, sub-§2-A** is enacted to read:

30 2-A. Bonds for Department of Transportation projects. In
addition to bonds outstanding pursuant to subsections 1 and 2,
32 the authority may provide by resolution from time to time for the
issuance of special obligation bonds, including notes or other
34 evidences of indebtedness or obligations defined to be bonds
under this chapter, but not exceeding \$40,000,000 in principal
36 amount at any one time outstanding exclusive of refundings, to
pay to the Department of Transportation the costs, or a portion
38 of the costs, of Department of Transportation projects.
Department of Transportation projects paid for with bonds in
40 accordance with this subsection must be determined by the
Department of Transportation and the authority to have sufficient
42 relationship to the public's use of the turnpike in accordance
with section 1974, subsection 6.

44 **Sec. C-7. 23 MRSA §1969, sub-§1, ¶A**, as enacted by PL 1981, c.
46 595, §3, is amended to read:

48 A. To the payment of the cost of the construction and
reconstruction of the turnpike or to the payment to the
50 Department of Transportation of the cost of Department of
Transportation projects;

2 Sec. C-8. 23 MRSA §1974, sub-§6 is enacted to read:

4 6. Revenues to secure special obligation bonds for
6 Department of Transportation projects. Subject to the terms and
8 conditions of this chapter, the authority may authorize turnpike
10 revenues to be transferred to a trustee or agent designated by
12 the authority and that trustee or agent shall hold these revenues
in trust to secure or to be applied to the payment of obligations
issued pursuant to section 1968, subsection 2-A and as provided
for in a resolution authorizing the issuance of these bonds or in
a related trust indenture or loan or other security agreement.

14 In making the determination that the Department of Transportation
16 projects paid for with bonds authorized by section 1968,
18 subsection 2-A have sufficient relationship to the public's use
of the turnpike, the Department of Transportation and the
authority may consider the following factors, no one of which may
necessarily be determinative:

20 A. The existing access roads and the state highway system;

22 B. The traffic impact of the maintenance, construction or
24 reconstruction on the existing road network;

26 C. The total cost of the state highway system;

28 D. The probable change in departmental expenditures
30 resulting from maintenance, construction or reconstruction
of the project;

32 E. The relative number of vehicles using or expecting to
34 use the project on the way to or from the turnpike;

36 F. The road distance or average road distance of the
38 project or portions of the project from the nearest entrance
to or exit from the turnpike;

40 G. The effect that maintenance, construction or
42 reconstruction will have on the flow of traffic to, from and
on the turnpike and in diverting vehicular traffic off or
away from the turnpike;

44 H. The proportionate usage of the state highway system by
46 vehicles using the turnpike and vehicles not using the
turnpike;

48 I. Vehicle classification and travel characteristics;

50 J. Origins and destinations of trips;

2
4
6
8
10
12
14
16
18
20
22
24
26
28

STATEMENT OF FACT

Part A does the following.

Section 1 makes supplemental allocations from the Highway Fund.

Section 2 makes supplemental allocations from the Federal Expenditure Fund.

Section 3 makes supplemental allocations from the Highway Garage Fund.

Parts B and C make the following changes to laws affecting the Department of Transportation and the Maine Turnpike Authority.

Parts B and C clarify the assignment of aeronautic functions within the Department of Transportation; abolish the Bureau of Transportation Services; and authorize the issuance of up to \$40,000,000 in special obligation bonds of the Maine Turnpike Authority to provide funds to the Department of Transportation for projects that are determined to bear a sufficient relationship to travelers on the turnpike. These bonds would be secured by not more than \$4,700,000 of the annual revenues of the turnpike that would be deducted from the operating surplus of the authority that previously has been provided to the department.