

MAINE STATE LEGISLATURE

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Minority
TRANSPORTATION

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STATE OF MAINE
HOUSE OF REPRESENTATIVES
124TH LEGISLATURE
FIRST REGULAR SESSION

COMMITTEE AMENDMENT "A" to H.P. 609, L.D. 878, Bill, "An Act To Change the Status of the Road System at the Loring Development Authority"

Amend the bill by striking out everything after the enacting clause and before the summary and inserting the following:

'Sec. 1. 23 MRSA §1803-B, sub-§1, as amended by PL 2001, c. 565, Pt. K, §1, is further amended to read:

1. Distribution and use of funds. Funds from the Urban-Rural Initiative Program must be distributed to each eligible municipality, county or Indian reservation or the Loring Development Authority under Title 5, section 13080-F if applicable under the Rural Road Initiative and the Urban Compact Initiative.

A. Rural Road Initiative funds must be distributed as follows.

(1) Funds are distributed at a rate of \$600 per year per lane mile for all rural state aid minor collector roads and all public roads maintained by a municipality and roads maintained by the Loring Development Authority under Title 5, section 13080-F located outside urban compact areas as defined in section 754, except that funds are distributed at a rate of \$300 per year per lane mile for all seasonal public roads and seasonal roads maintained by the Loring Development Authority.

(2) Effective July 1, 2000, funds must be used for capital improvements as defined by this chapter, or for capital improvements to state aid minor collector roads as described in subsection 5. In municipalities, counties and Indian reservations in which there are no rural state aid minor collector roads, funds may also be used for winter highway maintenance, acquisition of highway maintenance equipment or the construction of highway maintenance buildings if the governing legislative body affirmatively votes that its town ways and local bridges are in sufficiently good condition so as to not require significant repair or improvement for at least 10 years.

B. Urban Compact Initiative funds must be distributed as follows.

COMMITTEE AMENDMENT

1 (1) Funds are distributed at a rate of \$2,500 per year per lane mile for summer
2 maintenance performed by municipalities on state and state aid highways in
3 compact areas as defined in section 754. For each lane mile beyond the 2nd lane
4 on a highway with more than 2 lanes, funds are reimbursed at a rate of \$1,250 per
5 lane mile for summer maintenance in compact areas. Funds are distributed at a
6 rate of \$1,700 per year per lane mile for winter maintenance performed by
7 municipalities on state highways in compact areas as defined in sections 754 and
8 1001 regardless of the number of lanes.

9 (2) Funds must be used only for the maintenance or improvement of public
10 roads.

11 C. The Urban-Rural Initiative Program payment defined as the combined Urban
12 Compact Initiative and Rural Road Initiative annual payment to any municipality,
13 county, or Indian reservation may not be less than the fiscal year 1999 Local Road
14 Assistance Program payment.

15 D. Beginning July 1, 2001, the annual funding dedicated for the Urban-Rural
16 Initiative Program must bear the same percentage relationship to the sum of the
17 General Fund and Highway Fund allocation to the department for highway purposes
18 as was provided during fiscal year 2000-01. On July 1, 2001 and every July 1st
19 thereafter, the commissioner shall administratively adjust the base funding and the
20 reimbursement rates per lane mile proportionately according to revenue available.'

21 **SUMMARY**

22 This amendment, which is the minority report of the Joint Standing Committee on
23 Transportation, clarifies that the Loring Development Authority may participate in the
24 Urban-Rural Initiative Program with the Department of Transportation and that the
25 authority's eligibility is not contingent upon acceptance of its roads as town ways by the
26 Town of Limestone.

FISCAL NOTE REQUIRED
(See attached)



124th MAINE LEGISLATURE

LD 878

LR 1727(02)

An Act To Change the Status of the Road System at the Loring Development Authority

Fiscal Note for Bill as Amended by Committee Amendment "A"

Committee: Transportation

Fiscal Note Required: Yes

Fiscal Note

No State fiscal impact

Fiscal Detail and Notes

This bill allows the Loring Development Authority to participate in the Urban-Rural Initiative Program with the Department of Transportation. The Authority will be treated like a municipality and will share program funding with all municipalities. Since program disbursements are on a per-lane-mile basis and the same amount of funds will be allocated to more lane miles, there will be a decrease in the per mile rate of payment to all participants. Although there will be no fiscal impact to the State, funding to municipalities will decrease to accommodate the lower disbursement rate for more lane miles.