

MAINE STATE LEGISLATURE

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STATE OF MAINE
SENATE
124TH LEGISLATURE
SECOND REGULAR SESSION

SENATE AMENDMENT "B" to COMMITTEE AMENDMENT "A" to H.P. 1274, L.D. 1786, Bill, "An Act Regarding Energy Infrastructure Development"

Amend the amendment on page 11 by striking out all of subsection 9 (page 11, lines 8 to 20 in amendment) and inserting the following:

9. Energy infrastructure benefits fund. To establish an energy infrastructure benefits fund. Except as otherwise provided by Title 35-A, section 122, subsection 1-C or any other law, including the Constitution of Maine, the fund consists of any revenues derived from the use of state-owned land and assets for energy infrastructure development pursuant to Title 35-A, section 122. Each fiscal year, the Treasurer of State shall transfer 50% of revenues collected in the fund to the Efficiency Maine Trust for deposit by the Efficiency Maine Trust Board in program funds pursuant to Title 35-A, section 10103, subsection 4 and use by the trust in accordance with Title 35-A, section 10103, subsection 4-A and 50% of revenues collected in the fund that come from the use of roads, highways or bridges or any other transportation purpose determined by the Department of Transportation to the Department of Transportation for transportation purposes, including, but not limited to, increasing the energy efficiency of or reducing reliance on fossil fuels within the transportation system. For the purposes of this subsection, "energy infrastructure" and "state-owned" have the same meanings as in Title 35-A, section 122, subsection 1.'

Amend the amendment on page 11 by striking out all of the 3rd indented paragraph (page 11, line 21 in amendment)

Amend the amendment on page 11 by striking out all of section B-2 (page 11, lines 22 to 39 in amendment)

Amend the amendment on page 12 in section B-5 in subsection 1 in the 6th and 7th lines (page 12, lines 39 and 40 in amendment) by striking out the following: "and the uses of the Transportation Efficiency Fund established in Title 23, section 4210-E"

Amend the amendment on page 13 by striking out all of section B-6 (page 13, lines 12 to 20 in amendment)

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SUMMARY

The amendment provides that the Treasurer of State shall transfer 50% of revenues collected in the energy infrastructure benefits fund to the Efficiency Maine Trust and transfer the other 50% of the revenues in the energy infrastructure benefits fund that come from the use of roads, highways or bridges or any other transportation purpose to the Department of Transportation for transportation purposes, including, but not limited to, increasing the energy efficiency of or reducing reliance on fossil fuels within the transportation system.

FISCAL NOTE REQUIRED

(See attached)

SPONSORED BY: 

(Senator DAMON)

COUNTY: Hancock



124th MAINE LEGISLATURE

LD 1786

LR 2578(09)

An Act Regarding Energy Infrastructure Development

Fiscal Note for Senate Amendment "B" to Committee Amendment "A"

Sponsor: Sen. Damon of Hancock

Fiscal Note Required: Yes

Fiscal Note

	2009-10	2010-11	Projections 2011-12	Projections 2012-13
Appropriations/Allocations				
Other Special Revenue Funds	\$0	\$0	\$0	\$0

Fiscal Detail and Notes

This amendment increases the amount of revenue transferred from the Energy Infrastructure Benefits Fund at the Efficiency Maine Trust to the Department of Transportation (DOT) from 20% to 50% and designates that the 50% to DOT only applies to revenues associated with the use of roads, highways, bridges or other transportation infrastructure. Depending upon the projects received, and which energy corridor the project proposes to use, this change could result in either a decrease or increase in Other Special Revenue Funds revenue to DOT as compared to the committee amendment.

The amendment also removes the Transportation Efficiency Fund from the bill, therefore the Other Special Revenue Funds base allocation of \$500 to that Fund has been removed and a new \$500 Other Special Revenue Funds base allocation established to allow the DOT to spend any revenues received. The incremental effect to Other Special Revenue Funds allocations to the DOT is \$0.

Any Other Special Revenue Fund losses or gains to Efficiency Maine Trust that may arise from adjusting the percentage of revenue transferred to the DOT, and/or adjustments to the scope of transfers related to particular energy corridors, are not expected to significantly impact any Efficiency Maine Trust programs.