

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)

smg
R. 8/8

Date: 4-12-10

(Filing No. S-549)

Reproduced and distributed under the direction of the Secretary of the Senate.

STATE OF MAINE
SENATE
124TH LEGISLATURE
SECOND REGULAR SESSION

SENATE AMENDMENT "D" 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 within the Efficiency Maine Trust. 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, 50% of revenues collected in the fund from the use of the Interstate 95, Interstate 295 and Searsport-Loring energy infrastructure corridors must be transferred 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," "energy infrastructure corridor" 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 subsection 4-A in the 2nd line (page 12, line 2 in amendment) by striking out, the following: "transferred to the trust from" and inserting the following: 'in'

Amend the amendment on page 12 in subsection 4-A in the blocked paragraph in the 3rd and 4th lines (page 12, lines 16 and 17 in amendment) by striking out the following: "revenues transferred from the energy infrastructure benefits fund to the trust during the most recently completed fiscal year and the current fiscal year and"

Amend the amendment on page 12 in section B-4 in the 3rd line (page 12, line 22 in amendment) by striking out the following: "from the energy infrastructure benefits fund are transferred to the Efficiency Maine Trust" and inserting the following: 'are available in the energy infrastructure benefits fund'

SENATE AMENDMENT

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

4 Amend the amendment on page 13 by striking out all of section B-6 (page 13, lines
5 12 to 20 in amendment) and inserting the following:

6 **'Sec. B-6. Appropriations and allocations.** The following appropriations and
7 allocations are made.

8 **TRANSPORTATION, DEPARTMENT OF**

9 **Energy Efficient Transportation System N108**

10 Initiative: Provides a base allocation for transportation projects, including, but not limited
11 to, those that increase the energy efficiency of or reduce reliance on fossil fuels within the
12 transportation system.

13	OTHER SPECIAL REVENUE FUNDS	2009-10	2010-11
14	All Other	\$0	\$500
15			
16	OTHER SPECIAL REVENUE FUNDS TOTAL	<u>\$0</u>	<u>\$500</u>
17			

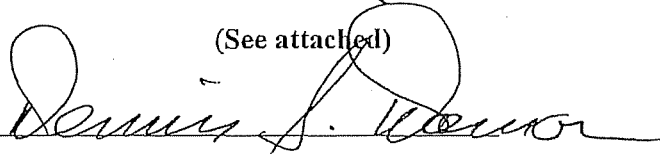
18 Amend the amendment by relettering or renumbering any nonconsecutive Part letter
19 or section number to read consecutively.

20 **SUMMARY**

21 This amendment provides that 50% of the revenues in the energy infrastructure
22 benefits fund that come from the use of the Interstate 95, Interstate 295 and Searsport-
23 Loring energy infrastructure corridors must be transferred to the Department of
24 Transportation for transportation purposes, including, but not limited to, increasing the
25 energy efficiency of or reducing reliance on fossil fuels within the transportation system.

26 **FISCAL NOTE REQUIRED**

27 (See attached)

28 SPONSORED BY: 

29 (Senator DAMON)

30 COUNTY: Hancock



124th MAINE LEGISLATURE

LD 1786

LR 2578(14)

An Act Regarding Energy Infrastructure Development

Fiscal Note for Senate Amendment "D" 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 the Interstate 95, Interstate 295 and Searsport-Loring energy corridors. 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.

This amendment also clarifies that the Energy Infrastructure Benefits Fund is established within the Efficiency Maine Trust and that whatever amount remains after transfers to DOT will remain with the Efficiency Maine Trust.