

MAINE STATE LEGISLATURE

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R O F S

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L.D. 1367

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Date: **4-13-12**

(Filing No. S-**561**)

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STATE OF MAINE

5

SENATE

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125TH LEGISLATURE

7

SECOND REGULAR SESSION

8

SENATE AMENDMENT “**A**” to COMMITTEE AMENDMENT “A” to S.P. 421,
9 L.D. 1367, Bill, “An Act To Restore Maine's Secondary Roads”

10

Amend the amendment in section 10 in subsection 6-B in the 2nd line (page 8, line 6
11 in amendment) by inserting after the following: "6-A," the following: '90% of the'

12

Amend the amendment in section 10 in subsection 6-B in the last line (page 8, line 9
13 in amendment) by inserting after the following: "1803-C" the following: 'and 10% of the
14 revenues must be deposited into the energy infrastructure benefits fund established in
15 Title 5, section 282, subsection 9'

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SUMMARY

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This amendment changes the percentage of revenue generated from the use of
18 statutory corridors owned by the Department of Transportation and deposited into the
19 Secondary Road Program Fund from 100% to 90%, with the remaining 10% deposited
20 into the energy infrastructure benefits fund.

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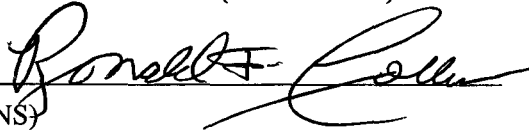
FISCAL NOTE REQUIRED

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(See attached)

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SPONSORED BY:



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(Senator COLLINS)

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COUNTY: York

SENATE AMENDMENT



Approved: 04/11/12 *MAC*

125th MAINE LEGISLATURE

LD 1367

LR 887(05)

An Act To Restore Maine's Secondary Roads

Fiscal Note for Senate Amendment "A" to Committee Amendment "A" S-561

Sponsor: Sen. Collins of York

Fiscal Note Required: Yes

Fiscal Note

Potential future biennium revenue increase - Other Special Revenue Funds

Potential future biennium revenue decrease - Other Special Revenue Funds

Fiscal Detail and Notes

This amendment changes the percentage of revenues deposited into the Secondary Road Program Fund within the department from the use of statutory corridors owned by the Department of Transportation within energy infrastructure corridors from 100% to 90% with the remaining 10% deposited into the energy infrastructure benefits fund. If leases on these corridors are negotiated in a future biennium, it would result in a loss of Other Special Revenue Funds revenue to the department and a corresponding increase in revenue to the energy infrastructure benefits fund.