

PLEASE NOTE: Legislative Information **cannot** perform research, provide legal advice, or interpret Maine law. For legal assistance, please contact a qualified attorney.

Amend the bill in section 1 in §75 by inserting after subsection 1 the following:

2. Revenue. The fund receives the following revenue:

A. Amounts from uncommitted balances in the Multimodal Transportation Fund as provided in section 4210-B; and

B. Other funds from any public or private source received for use for any of the purposes for which the fund has been established.'

Amend the bill in section 1 in §75 in subsection 2 in the 2nd line (page 1, line 10 in L.D.) by striking out the following: "2/3" and inserting the following: '80%'

Amend the bill in section 1 in §75 in subsection 2 in the 4th line (page 1, line 12 in L.D.) by inserting after the following: "municipalities." the following: 'Up to 100% of project costs for pedestrian safety improvements as determined by the department may be financed from the fund if the project is located within an area identified by the department as a dangerous intersection under rules adopted pursuant to subsection 4 based on pedestrian crash data with any remainder of the costs provided by the municipality or group of municipalities.'

Amend the bill in section 1 in §75 in subsection 3 in the 2nd line (page 1, line 16 in L.D.) by inserting after the following: "section" the following: ', including rules that establish criteria for determining dangerous intersections pursuant to subsection 3'

Amend the bill in section 1 in §75 in subsection 4 in the first line (page 1, line 18 in L.D.) by striking out the following: "2018" and inserting the following: '2019'

Amend the bill in section 1 in §75 in subsection 4 in the last line (page 1, line 21 in L.D.) by inserting after the following: "section." the following: 'The department shall notify municipalities of the availability of the report under this subsection and pedestrian crash data the department uses pursuant to subsection 3.'

Amend the bill in section 1 in §75 by renumbering the subsections to read consecutively.

Amend the bill by inserting after section 1 the following:

‘Sec. 2. 23 MRSA §4210-B, sub-§1, as amended by PL 2011, c. 649, Pt. E, §2, is further amended to read:

1. Establishment of fund. The Multimodal Transportation Fund, referred to in this section as "the Multimodal Transportation Fund" is established as an Other Special Revenue Funds program through the Department of Administrative and Financial Services. ~~Funds~~Except as provided by subsection 8, funds appropriated, allocated, transferred or deposited in the account accrue interest earnings that must be used within the Multimodal Transportation Fund.

Sec. 3. 23 MRSA §4210-B, sub-§8 is enacted to read:

8. Transfers from fund. At the close of each fiscal year, the State Controller shall transfer to the Fund for Municipalities To Improve Pedestrian Safety, established in section 75, the uncommitted balance in the Multimodal Transportation Fund unallocated surplus account. For purposes of this subsection, "uncommitted balance in the Multimodal Transportation Fund unallocated surplus account" means the amount remaining in the Multimodal Transportation Fund unallocated surplus account at the close of the fiscal year after the deduction of all allocations, budgeted financial commitments and adjustments considered necessary by the State Controller.

Sec. 4. Appropriations and allocations. The following appropriations and allocations are made.

TRANSPORTATION, DEPARTMENT OF

Fund for Municipalities To Improve Pedestrian Safety N274

Initiative: Establishes the Fund for Municipalities To Improve Pedestrian Safety.

OTHER SPECIAL REVENUE FUNDS	2017-18	2018-19
All Other	\$0	\$500
OTHER SPECIAL REVENUE FUNDS TOTAL	\$0	\$500

SUMMARY

This amendment, which is the minority report, provides that up to 80%, instead of 2/3 as proposed in the bill, of project costs for pedestrian safety improvements may be financed from the Fund for Municipalities To Improve Pedestrian Safety. The amendment also provides that up to 100% of proposed project costs for pedestrian safety improvements may be financed from the fund if the project is located within an area identified by the Department of Transportation as a dangerous intersection based on pedestrian crash data. The amendment also requires the department to notify municipalities of the required biennial report and pedestrian crash data. Finally, the amendment provides that the Fund for Municipalities To Improve Pedestrian Safety receives revenue from uncommitted balances in the Multimodal Transportation Fund and other funds from any public or private source.

FISCAL NOTE REQUIRED

(See attached)