

# 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)

Date: 5/27/25

(Filing No. S-165)

MINORITY  
TRANSPORTATION

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

STATE OF MAINE  
SENATE  
132ND LEGISLATURE  
FIRST SPECIAL SESSION

COMMITTEE AMENDMENT "A" to S.P. 522, L.D. 1292, "An Act to Codify the Maine Turnpike Authority's Contributions to the Highway Fund with Regard to the Sensible Transportation Policy Act"

Amend the bill by striking out the title and substituting the following:

**'Resolve, to Establish a Working Group to Create a Plan to Integrate the Maine Turnpike Authority Within the Department of Transportation'**

Amend the bill by striking out everything after the title and inserting the following:

**'Preamble.** Whereas, the Maine Turnpike is the State's most important transportation connection to the rest of the United States; and

**Whereas,** the State has forgone hundreds of millions of dollars in federal funding for Interstate 95 from Kittery to Augusta, as this highway is not eligible for federal subsidy; and

**Whereas,** other states have saved significant resources by eliminating quasi-governmental turnpike authorities with redundant and duplicative staffs, infrastructure and services; and

**Whereas,** the Maine Turnpike Authority has suffered from waste, fraud and abuse of its bonding and spending authority, the costs of which are borne by residents of this State via toll collections by the Maine Turnpike Authority; and

**Whereas,** the tolls on the Maine Turnpike have been raised to pay for unnecessary spending projects when other, higher priority projects elsewhere in the State have been unfunded and Highway Fund revenues have fallen significantly; and

**Whereas,** this resolve establishes a working group to oversee a study of the costs and benefits of and to create a plan for the integration of the Maine Turnpike Authority within the Department of Transportation; now, therefore, be it

**Sec. 1. Working group established. Resolved:** That the Working Group on the Reorganization of the Maine Turnpike Authority, referred to in this resolve as "the working

**COMMITTEE AMENDMENT**

group," is established to create a plan for the integration of the Maine Turnpike Authority within the Department of Transportation.

**Sec. 2. Working group membership. Resolved:** That, notwithstanding Joint Rule 353, the working group consists of 9 members as follows:

1. One member of the Senate, appointed by the President of the Senate;
2. One member of the House of Representatives, appointed by the Speaker of the House;
3. One member of the public, appointed by the President of the Senate;
4. One member of the public, appointed by the Speaker of the House;
5. One member with bond counsel experience, appointed by the Treasurer of State;
6. Two members of the public with multimodal transportation expertise, appointed jointly by the chairs of the Joint Standing Committee on Transportation;
7. The Commissioner of Transportation; and
8. The chair of the board of directors of the Maine Turnpike Authority.

**Sec. 3. Chairs. Resolved:** That the Senate member is the Senate chair and the House of Representatives member is the House chair of the working group.

**Sec. 4. Appointments; convening of working group. Resolved:** That all appointments must be made no later than 30 days following the effective date of this resolve. The appointing authorities shall notify the Executive Director of the Legislative Council once all appointments have been completed. After appointment of all members, the chairs shall call and convene the first meeting of the working group. If 30 days or more after the effective date of this resolve a majority of but not all appointments have been made, the chairs may request authority and the Legislative Council may grant authority for the working group to meet and conduct its business.

**Sec. 5. Examination. Resolved:** That the working group shall examine:

1. Information on federal funding forgone due to the Maine Turnpike's ineligibility for federal subsidy;
2. Estimates of the cost savings from eliminating redundant positions and functions and wasteful spending on inefficient and duplicative efforts and projects by the parallel and overlapping functions of the Maine Turnpike Authority and the Department of Transportation;
3. Information on models for management of toll highway systems without a quasi-governmental turnpike authority, such as those in New Hampshire and Massachusetts and elsewhere; and
4. Models and options for reallocating toll revenues above what is required for debt service, as well as maintenance of the Maine Turnpike at a standard similar to other limited-access highways in this State.

**Sec. 6. Plan. Resolved:** That, based on the information collected pursuant to section 5, the working group shall create a plan for the integration of the Maine Turnpike

ROS

1 Authority within the Department of Transportation, referred to in this resolve as "the plan,"  
2 which must:

3 1. Keep the legal structures, board of directors and toll collection and payments  
4 functions of the Maine Turnpike Authority in place only to complete its bond repayment  
5 obligations and provide a target date to complete those payments;

6 2. Include a strategy to integrate the staff and decision-making, safety, maintenance  
7 and other essential operational functions of the Maine Turnpike Authority into the  
8 Department of Transportation over a period of one year from adoption of the plan;

9 3. Assess the costs and benefits associated with the plan; and

10 4. Include draft language for statutory changes to implement the plan.

11 **Sec. 7. Staff assistance. Resolved:** That the Maine Turnpike Authority and the  
12 Department of Transportation shall provide necessary staffing services to the working  
13 group.

14 **Sec. 8. Report. Resolved:** That, no later than January 31, 2026, the working group  
15 shall submit a report that includes the plan and suggested legislation to the Office of the  
16 Governor, the Joint Standing Committee on Transportation and the Joint Standing  
17 Committee on Appropriations and Financial Affairs. The Joint Standing Committee on  
18 Transportation may report out legislation based on the report to the Second Regular Session  
19 of the 132nd Legislature.

20 **Sec. 9. Appropriations and allocations. Resolved:** That the following  
21 appropriations and allocations are made.

22 **TRANSPORTATION, DEPARTMENT OF**

23 **Highway and Bridge Capital 0406**

24 Initiative: Provides one-time funding for an investment grade review and consulting fees  
25 to perform the review.

26 <b>HIGHWAY FUND</b>	<b>2025-26</b>	<b>2026-27</b>
27 All Other	\$750,000	\$0
28		
29 <b>HIGHWAY FUND TOTAL</b>	<b>\$750,000</b>	<b>\$0</b>

30

31 Amend the bill by relettering or renumbering any nonconsecutive Part letter or section  
32 number to read consecutively.

33 **SUMMARY**

34 This amendment, which is the minority report of the committee, replaces the bill with  
35 a resolve establishing the Working Group on the Reorganization of the Maine Turnpike  
36 Authority to create a plan for the integration of the Maine Turnpike Authority within the  
37 Department of Transportation. The working group must submit a report that includes its  
38 plan and suggested legislation to the Office of the Governor, the Joint Standing Committee  
39 on Transportation and the Joint Standing Committee on Appropriations and Financial  
40 Affairs no later than January 31, 2026. The Joint Standing Committee on Transportation

ROS

COMMITTEE AMENDMENT "A" to S.P. 522, L.D. 1292 (S-165)

1 may report out legislation based on the report to the Second Regular Session of the 132nd  
2 Legislature.

3 **FISCAL NOTE REQUIRED**  
4 **(See attached)**

**COMMITTEE AMENDMENT**

**132nd MAINE LEGISLATURE****LD 1292****LR 1915(02)****An Act to Codify the Maine Turnpike Authority's Contributions to the Highway Fund with Regard to the Sensible Transportation Policy Act****Fiscal Note for Bill as Amended by Committee Amendment "A" (5-165)****Committee: Transportation****Fiscal Note Required: Yes**

---

**Fiscal Note****Legislative Cost/Study**

	<b>FY 2025-26</b>	<b>FY 2026-27</b>	<b>Projections FY 2027-28</b>	<b>Projections FY 2028-29</b>
<b>Net Cost (Savings)</b>				
Highway Fund	\$750,000	\$0	\$0	\$0
<b>Appropriations/Allocations</b>				
Highway Fund	\$750,000	\$0	\$0	\$0

**Legislative Cost/Study**

The general operating expenses of this study are projected to be \$1,400 in fiscal year 2025-26. The Legislature's proposed budget for the 2026-2027 biennium includes \$22,196 in each of fiscal years 2025-26 and 2026-27 for the costs of legislative studies, as well as \$8,265 in projected balances from fiscal year 2024-25 and \$33,073 of balances carried over from prior years for this purpose. Whether these amounts are sufficient to fund all studies will depend on the number of studies authorized by the Legislative Council and the Legislature.

**Fiscal Detail and Notes**

The Department of Transportation will require a one-time Highway Fund allocation of \$750,000 in fiscal year 2025-26 for an investment grade review of Maine Turnpike Authority's bonding and consulting fees to perform the review.