

MAINE STATE LEGISLATURE

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L.D. 1756

Date: 6/13/25

(Filing No. H-706)

MINORITY
TRANSPORTATION

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STATE OF MAINE
HOUSE OF REPRESENTATIVES
132ND LEGISLATURE
FIRST SPECIAL SESSION

COMMITTEE AMENDMENT "A" to H.P. 1174, L.D. 1756, "An Act to Establish a Statewide Transportation Project Selection Prioritization Process"

Amend the bill by striking out all of section 1.

Amend the bill by striking out all of sections 3, 4 and 5 and inserting the following:

'Sec. 3. 23 MRSA §4209-B is enacted to read:

§4209-B. Transportation project selection prioritization

1. Transportation project selection prioritization process. The department and the Maine Turnpike Authority shall develop and manage a statewide transportation project selection prioritization process, referred to in this section as "the prioritization process." The prioritization process must:

A. Be used for evaluation of projects administered in accordance with federal transportation requirements and, in cooperation with municipalities, counties and other planning organizations within the State, for funds allocated to the department and the Maine Turnpike Authority;

B. Be used for the development of any plan for a project created by the department or the Maine Turnpike Authority;

C. Take into consideration, at a minimum, highway, transit, rail, roadway, active transportation and technology operations improvements and transportation demand management strategies; and

D. Score and rank all proposed projects based on an objective and quantifiable analysis factoring public input of projects proposed for funding using the State's key goals listed in long-term transportation plans. Key goals include, but are not limited to:

(1) Safe travel with priority on avoiding crashes that cause death or serious injury and protecting vulnerable users as defined in Title 29-A, section 101, subsection 91-A;

(2) A well-managed transportation system measured by reliability and system condition;

(3) A quality of life measured by economic impact analysis, including the health of the State's downtowns and villages;

(4) Environmentally sustainable transportation systems measured by greenhouse gas emissions from the transportation systems and effects on lands and waters, including, but not limited to, storm water runoff and heat island effects; and

(5) Equitable access measured by consideration of access to jobs and essential services, particularly for low-income households. Accessibility must be measured using a peer-reviewed, data-informed tool.

2. Exclusions. The prioritization process may not apply to:

A. Projects in which funding is related to in-kind repair or replacement of existing traffic control devices or asset management, including, but not limited to, bridge rehabilitation, bridge-only bridge replacement projects, pavement repair or replacement and guardrail repair or replacement; and

B. Projects that replace bicycle and pedestrian facilities, including, but not limited to, sidewalks, shared-use paths or bicycle lanes. Projects under this paragraph must have their designs upgraded from substandard to standard unless other funds are leveraged for the bicycle and pedestrian components.

3. Report. The department and the Maine Turnpike Authority shall each submit a report on the prioritization process, including a list of all scores and rankings of proposed projects and how the weights of goals under subsection 1, paragraph D were applied, by January 15th of each year to the Governor and the joint standing committee of the Legislature having jurisdiction over transportation matters. The report must be made publicly available on the department's publicly accessible website and the authority's publicly accessible website.

4. Selection of projects. Beginning July 1, 2026, the department and the Maine Turnpike Authority shall select projects for funding pursuant to subsection 1.

Sec. 4. Development of prioritization process. In developing the statewide transportation project selection prioritization process under the Maine Revised Statutes, Title 23, section 4209-B, the Department of Transportation and the Maine Turnpike Authority must:

1. Weigh key goals under Title 23, section 4209-B, subsection 1, paragraph D for each of the State's federally designated planning organization regions. For purposes of this section, the prioritization process may assign different weights to each key goal, within each region, based on the unique needs and characteristics of the region; and

2. Solicit input from municipalities, counties and other planning organizations, transit operators, environmental groups, active transportation groups, economic development groups and other stakeholders in the development of the prioritization process.

Sec. 5. Appropriations and allocations. The following appropriations and allocations are made.

TRANSPORTATION, DEPARTMENT OF

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1 **Highway and Bridge Capital 0406**
 2 Initiative: Provides funding for computer software and ongoing maintenance to track
 3 projects as well as grant funds for municipal and regional planning organizations.

4	HIGHWAY FUND	2025-26	2026-27
5	All Other	\$1,250,000	\$1,000,000
6			
7	HIGHWAY FUND TOTAL	\$1,250,000	\$1,000,000

8 **Highway and Bridge Capital 0406**
 9 Initiative: Provides funding for 2 Public Service Coordinator I positions and related costs
 10 to implement and administer the transportation project selection prioritization process.

11	HIGHWAY FUND	2025-26	2026-27
12	POSITIONS - LEGISLATIVE COUNT	2,000	2,000
13	Personal Services	\$308,725	\$321,628
14	All Other	\$10,000	\$10,000
15			
16	HIGHWAY FUND TOTAL	\$318,725	\$331,628

17			
18	TRANSPORTATION, DEPARTMENT OF		
19	DEPARTMENT TOTALS	2025-26	2026-27
20			
21	HIGHWAY FUND	\$1,568,725	\$1,331,628
22			
23	DEPARTMENT TOTAL - ALL FUNDS	\$1,568,725	\$1,331,628

24
 25 Amend the bill by relettering or renumbering any nonconsecutive Part letter or section
 26 number to read consecutively.

27 **SUMMARY**

28 This amendment removes the creation in the bill of the Transportation Project Selection
 29 Council and specifies that the statewide transportation project selection prioritization
 30 process is developed and managed by the Department of Transportation and the Maine
 31 Turnpike Authority, rather than the Transportation Project Selection Council. The
 32 amendment also requires, in developing the prioritization process, the department and the
 33 Maine Turnpike Authority to weigh key goals under the Maine Revised Statutes, Title 23,
 34 section 4209-B, subsection 1, paragraph D for each of the State's federally designated
 35 planning organization regions; solicit input from municipalities, counties and other
 36 planning organizations, transit operators, environmental groups, active transportation
 37 groups, economic development groups and other stakeholders in the development of the
 38 prioritization process; and make public, in an accessible format updated at least annually,
 39 a report with the results of the application of the prioritization process to projects, including
 40 how the weights of key goals were applied.

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COMMITTEE AMENDMENT "A" to H.P. 1174, L.D. 1756

1 The amendment requires, beginning July 1, 2026, the Department of Transportation
2 and the Maine Turnpike Authority to select projects based on the statewide transportation
3 project selection prioritization process under Title 23, section 4209-B.

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

**132nd MAINE LEGISLATURE****LD 1756****LR 1653(02)****An Act to Establish a Statewide Transportation Project Selection Prioritization Process****Fiscal Note for Bill as Amended by Committee Amendment****Committee: Transportation****Fiscal Note Required: Yes****"A" (H-706)**

Fiscal Note

	FY 2025-26	FY 2026-27	Projections FY 2027-28	Projections FY 2028-29
Net Cost (Savings)				
Highway Fund	\$1,568,725	\$1,331,628	\$1,334,844	\$1,338,093
Appropriations/Allocations				
Highway Fund	\$1,568,725	\$1,331,628	\$1,334,844	\$1,338,093

Fiscal Detail and Notes

The bill includes Highway Fund allocations to the Department of Transportation of \$1,568,725 in fiscal year 2025-26 and \$1,331,628 in fiscal year 2026-27 for 2 Public Service Coordinator I positions and related costs and computer software and ongoing maintenance to track projects as well as grant funds for municipal and regional planning organizations to implement and administer the transportation project selection prioritization process.