LAWS

OF THE

STATE OF MAINE

AS PASSED BY THE

ONE HUNDRED AND THIRTY-SECOND LEGISLATURE

FIRST REGULAR SESSION
December 4, 2024 to March 21, 2025

FIRST SPECIAL SESSION
March 25, 2025 to June 25, 2025

THE GENERAL EFFECTIVE DATE FOR
FIRST REGULAR SESSION
NONEMERGENCY LAWS IS
JUNE 20, 2025

THE GENERAL EFFECTIVE DATE FOR
FIRST SPECIAL SESSION
NONEMERGENCY LAWS IS
SEPTEMBER 24, 2025

PUBLISHED BY THE REVISOR OF STATUTES
IN ACCORDANCE WITH THE MAINE REVISED STATUTES ANNOTATED,
TITLE 3, SECTION 163-A, SUBSECTION 4.

Augusta, Maine
2025

A. Establishing maximum levels for PFAS in farm products in consultation with the Department of Health and Human Services, Maine Center for Disease Control and Prevention. When a maximum level is exceeded, the department may prohibit the commercial sale of the product affected and require the PFAS-impacted agricultural producer to incorporate on-farm mitigation efforts as a prerequisite for any future authorization from the department to resume commercial sale of the product affected;

B. Providing testing support, including conducting initial sampling and ongoing monitoring, to assist agricultural producers in understanding the extent of PFAS contamination on their commercial farms. Testing may include but is not limited to testing of groundwater, surface water, soil, animal tissue, animal blood and serum, plant tissue, animal feed, eggs, milk, manure and compost;

C. Providing technical assistance to interpret test results, craft recommendations for on-farm mitigation efforts to reduce the risk of PFAS contamination and implement modifications to ensure the safety of farm products and ongoing farm viability;

D. Providing financial assistance to PFAS-impacted agricultural producers, including but not limited to self-testing reimbursement, agricultural water filtration equipment and maintenance costs, livestock depopulation, compensation for unmarketable processed livestock, equipment and input cost coverage, clean feed support and infrastructure support;

E. Establishing baseline criteria that agricultural producers must adhere to in order to receive technical and financial assistance, which includes granting property access sufficient to conduct appropriate and required PFAS investigations, cooperating with program staff by providing timely and complete information regarding product types, feed sources and other relevant management practices and adhering to animal welfare and nutrient management recommendations.

An agricultural producer must have an opportunity to request a hearing before the department pursuant to Title 5, chapter 375, subchapter 4 regarding the program's decision to deny, cease or modify financial support based on the criteria established according to this subsection. The department shall inform the agricultural producer of the opportunity to request a hearing in the written communication notifying the agricultural producer of the program's decision to deny, cease or modify financial support; and

F. Undertaking or supporting research efforts necessary to advance scientific understanding of PFAS and their movement and effect in agricultural systems that inform on-farm management recommendations or regulatory decisions. These efforts may be accomplished by department staff or state agency partners or contracted to qualified 3rd parties.

3. Administration. The Bureau of Agriculture, Food and Rural Resources within the department shall administer the program. The department may also partner with state agencies or contract with 3rd parties to effectuate the purposes of this chapter. The program is distinct from the Fund To Address PFAS Contamination established in section 320-K. The program enforces maximum levels of PFAS in farm products, provides direct on-farm assistance, including but not limited to testing, analysis and on-farm mitigation strategy recommendations, in addition to providing specific financial support that is integral to commercial farms making changes necessary to adapt to and mitigate on-farm PFAS risk.

4. Rules. The department may adopt rules to implement this chapter. Rules adopted pursuant to this subsection are routine technical rules as defined in Title 5, chapter 375, subchapter 2-A.

See title page for effective date.

CHAPTER 66

H.P. 87 - L.D. 154

An Act to Amend the Transportation Laws

Be it enacted by the People of the State of Maine as follows:

Sec. 1. 23 MRSA §1654-A, as enacted by PL 2011, c. 652, §4 and affected by §14, is amended to read:

§1654-A. Transfers from the unallocated balance in Highway Fund ~~unallocated surplus~~

At the close of each fiscal year, the State Controller shall transfer ~~to the Department of Transportation, Secondary Road Program Fund, established in section 1803-C and referred to in this section as "the fund," the uncommitted balance in the Highway Fund unallocated surplus account. The amount transferred to the fund, when added to previous transfers to the fund for the fiscal year in which the uncommitted balance is transferred, may not exceed the program funding cap provided in section 1803-C, subsection 4. Any remaining uncommitted balance in the Highway Fund after the transfer to the fund must be transferred to the Department of Transportation, Highway and Bridge Capital program~~ amounts exceeding $100,000 from the unallocated balance in the Highway Fund to the Department of Transportation Highway and Bridge Capital; Highway Light Capital; Maintenance and Operations; and

Multimodal Transportation Fund programs, for capital and all other needs. The Commissioner of Transportation may allot these funds by financial order upon the recommendation of the State Budget Officer and the approval of the Governor. The transferred amounts are considered adjustments to allocations. Within 30 days after approval of the financial order, the Commissioner of Transportation shall provide to the joint standing committee of the Legislature having jurisdiction over transportation matters a report detailing the financial status of the Department of Transportation, Highway and Bridge Capital program.

For the purposes of this section, ~~"uncommitted balance in the Highway Fund unallocated surplus account" or "uncommitted balance"~~ "unallocated balance in the Highway Fund" means the amount remaining in the 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~~ any other transfers authorized by statute.

The State Controller shall include in the State Controller's official annual financial report at the close of each fiscal year a statement showing all transfers made from the ~~Highway Fund unallocated surplus account~~ unallocated balance in the Highway Fund for the fiscal period.

Sec. 2. 23 MRSA §1801, first ¶, as repealed and replaced by PL 1999, c. 473, Pt. D, §1, is amended to read:

Municipal transportation assistance funds must be targeted to the ~~capital~~ needs of rural local roads ~~and highways~~, bridges and minor spans and must also reflect urban compact maintenance responsibilities on state and state aid roadways.

Sec. 3. 23 MRSA §1801, 3rd ¶, as amended by PL 2011, c. 652, §5 and affected by c. 652, §14, is further amended to read:

Responsibility for decisions regarding maintenance and improvement of roads must follow the principle that roads that primarily serve regional or statewide needs must be the State's responsibility, roads that primarily serve local needs must be a local responsibility and roads that primarily serve as minor collector routes and major collector routes may be improved through a partnership between municipalities or counties and the State.

Sec. 4. 23 MRSA §1801, 5th ¶, as amended by PL 2011, c. 652, §5 and affected by §14, is further amended to read:

The purpose of the Local Road Assistance Program established in this subchapter is to provide equitable financial assistance to communities for their use in improving local roads and maintaining state roads in urban compact areas. ~~The purpose of the Secondary Road Program Fund established in this subchapter is to establish a partnership between communities and the State in making capital improvements to state aid minor collector highways and state aid major collector highways.~~

Sec. 5. 23 MRSA §1803-B, sub-§1, as amended by PL 2013, c. 354, Pt. I, §§1 and 2 and affected by §4, is further amended to read:

1. Distribution and use of funds. Funds from the Local Road Assistance Program must be distributed to each eligible municipality, county or Indian reservation through rural road assistance and urban compact assistance funding as follows.

A. Rural road assistance funds must be distributed as follows.

(1) Funds are distributed at a rate of $600 per year per lane mile for all rural state aid ~~minor collector~~ roads and all public roads maintained by a municipality located outside urban compact areas as defined in section 754, except that funds are distributed at a rate of $300 per year per lane mile for all seasonal public roads.

(2) Funds must be used for maintenance or for capital improvements ~~as defined by this chapter, or for capital improvements to state aid minor collector highways and state aid major collector highways as described in section 1803-C. In municipalities, counties and Indian reservations in which there are no rural state aid minor collector or major collector roads, funds may also be used for winter highway maintenance, acquisition of highway maintenance equipment or the construction of highway maintenance buildings if the governing legislative body affirmatively votes that its town ways and local bridges are in sufficiently good condition so as to not require significant repair or improvement for at least 10 years~~ of roadway infrastructure, bridges and drainage structures.

B. Urban compact assistance funds must be distributed as follows.

(1) Funds are distributed at a rate of $2,500 per year per lane mile for summer maintenance performed by municipalities on state and state aid highways in compact areas as defined in section 754. For each lane mile beyond the 2nd lane on a highway with more than 2 lanes, funds are reimbursed at a rate of $1,250 per lane mile for summer maintenance in compact areas. Funds are distributed at a rate of $1,700 per year per lane mile for winter maintenance performed by municipalities on state highways in compact areas as defined in sections 754 and 1001 regardless of the number of lanes. Funds are distributed at a rate of $600 per year per lane mile for all other public roads maintained

by a municipality and located inside a compact area, except that funds are distributed at a rate of $300 per year per lane mile for all seasonal public roads.

(2) Funds must be used only for the maintenance or for capital improvement of public roads infrastructure, bridges and drainage structures.

D. Beginning July 1, 2014, the annual funding dedicated for the Local Road Assistance Program must be 9% of the Highway Fund allocation to the Department of Transportation. On July 1, 2014 and every July 1st thereafter, the Commissioner of Transportation shall administratively adjust the base funding and the reimbursement rates per lane mile proportionately according to revenue available.

Sec. 6. 23 MRSA §1803-C, as amended by PL 2023, c. 646, Pt. A, §§30 and 31, is repealed.

Sec. 7. Appropriations and allocations. The following appropriations and allocations are made.

TRANSPORTATION, DEPARTMENT OF

Highway and Bridge Capital 0406

Initiative: Eliminates the Secondary Road Program Fund and removes the base allocation.

OTHER SPECIAL REVENUE FUNDS	2025-26	2026-27
All Other	($500)	($500)
OTHER SPECIAL REVENUE FUNDS TOTAL	($500)	($500)

See title page for effective date.

CHAPTER 67

S.P. 419 - L.D. 987

An Act Clarifying Exemptions from the Law Regulating Products Containing PFAS

Be it enacted by the People of the State of Maine as follows:

Sec. 1. 38 MRSA §1614, sub-§4, ¶I, as enacted by PL 2023, c. 630, §1, is amended to read:

I. A motor vehicle or motor vehicle equipment regulated under a federal motor vehicle safety standard, as defined in 49 United States Code, Section 30102(a)(10), and any other motor vehicle, including an off-highway vehicle or specialty motor vehicle, such as an all-terrain vehicle, a side-by-side vehicle, construction, forestry or farm equipment or a personal assistive mobility device, except that the exemption under this paragraph does not apply to any textile article or refrigerant that is included in or as a component part of such products;

See title page for effective date.

CHAPTER 68

H.P. 758 - L.D. 1153

An Act to Change in Statute the Areas Represented by the Members of the Board of Trustees of the Cross Insurance Arena from Sets of Municipalities to the County Commissioner Districts of Cumberland County

Be it enacted by the People of the State of Maine as follows:

Sec. 1. 30-A MRSA §747, sub-§2, as enacted by PL 2017, c. 195, §2, is amended to read:

2. Board of trustees established. The Board of Trustees of the Cross Insurance Arena is established to develop, review and make recommendations to the county commissioners on financial, contractual and policy issues regarding the Cross Insurance Arena. The board of trustees consists of ~~9~~ 7 members appointed by the county commissioners as follows:

~~A. Two members from the City of Portland;~~

B. One member from each of the ~~following sets of municipalities~~ county commissioner districts in Cumberland County:

(1) ~~South Portland and Cape Elizabeth~~ County Commissioner District 1;

(2) ~~Scarborough, Westbrook and Falmouth~~ County Commissioner District 2;

(3) ~~Gorham, Windham, Standish, Baldwin and Sebago~~ County Commissioner District 3;

(4) ~~Brunswick, Freeport, Harpswell, Pownal and New Gloucester~~ County Commissioner District 4; and

(5) ~~Yarmouth, Cumberland, North Yarmouth, Gray, Casco, Raymond, Naples, Harrison and Bridgton~~ County Commissioner District 5; and

C. Two members at large.

Trustees are appointed for a term of 3 years and may not serve more than 2 consecutive terms.

See title page for effective date.