

MAINE STATE LEGISLATURE

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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

Whereas, Public Law 2021, chapter 239 enacted the Maine Revised Statutes, Title 23, section 75, which gives the Commissioner of Transportation the authority to establish a rail corridor use advisory council upon petition of one or more governmental entities; and

Whereas, the Department of Transportation received letters of support from communities along the section of the state-owned rail corridor known as the Lower Road from Rockland Junction in the Town of Brunswick to the City of Augusta requesting the formation of a rail corridor use advisory council; and

Whereas, the Lower Road Rail Use Advisory Council convened and met for 9 months in late 2022 and 2023; and

Whereas, 11 of the 14 members of the Lower Road Rail Use Advisory Council voted to recommend the interim conversion of 33.5 miles of existing railroad track to a stone dust or paved bicycle and pedestrian trail; and

Whereas, the Department of Transportation received letters of support from communities along the section of the state-owned rail corridor known as the Calais Branch requesting the formation of a rail corridor use advisory council; and

Whereas, the Calais Branch Rail Use Advisory Council convened and met over a period of 8 months in 2024; and

Whereas, 10 of the 11 Calais Branch Rail Use Advisory Council members, with one member abstaining, voted to recommend the interim conversion of the existing railroad track to a multi-use trail; and

Whereas, the State Railroad Preservation and Assistance Act further requires that, once the Commissioner of Transportation receives a report from a rail corridor use advisory council that includes a recommendation of track removal or other change for interim nonrail use and the commissioner concurs with that recommendation, the commissioner seek legislative approval of the recommendation by submitting legislation to the joint standing committee of the Legislature having jurisdiction over transportation matters prior to the track removal or other change for interim nonrail use; and

Whereas, any track removal or other change for nonrail use is considered interim in nature and rail corridors are to be preserved for future rail use as provided under the State Railroad Preservation and Assistance Act; now, therefore, be it

Sec. 1. Trail construction on Lower Road. Resolved: That, based on the majority recommendation of the Lower Road Rail Use Advisory Council and pursuant to the Maine Revised Statutes, Title 23, section 7107, the Department of Transportation shall, subject to available funding resources, permitting and municipal agreements, remove state-owned inactive existing railroad track along the section known as the Lower

Road between the Town of Brunswick and the City of Gardiner to the existing Kennebec River Rail Trail, and a portion of the rail line in the City of Hallowell, and replace the track with an interim bicycle and pedestrian trail surfaced with pavement or stone dust on the existing rail bed.

Sec. 2. Calais Branch rail trail recommendation. Resolved: That, consistent with the majority recommendation of the Calais Branch Rail Use Advisory Council and pursuant to the Maine Revised Statutes, Title 23, section 7107, the Department of Transportation shall remove 12.26 miles of state-owned inactive existing railroad track along the section known as the Calais Branch from the Route 214 intersection in Ayers Junction in the Town of Pembroke to Route 1 in the City of Calais and replace the track with a multi-use trail on the existing rail bed. The completed multi-use trail is interim in nature, and the project to create the multi-use trail is subject to available funding resources, permitting and municipal agreements.

See title page for effective date.

CHAPTER 96

S.P. 47 - L.D. 30

Resolve, to Direct the Department of Transportation to Implement the Recommendations of the Portland to Auburn Rail Use Advisory Council

Preamble. Whereas, the State Railroad Preservation and Assistance Act requires the Department of Transportation to seek legislative approval for any conversion of a state-owned rail corridor in which the department controls the right-of-way to a nonrail recreational or nonrecreational transportation use; and

Whereas, Public Law 2021, chapter 239 enacted the Maine Revised Statutes, Title 23, section 75, which gives the Commissioner of Transportation the authority to establish a rail corridor use advisory council upon petition of one or more governmental entities; and

Whereas, the Department of Transportation received letters of support from all communities along the section of the state-owned rail corridor known as the Berlin Subdivision from the City of Portland to the town line between the City of Auburn and the Town of New Gloucester requesting the formation of a rail corridor use advisory council; and

Whereas, the Portland to Auburn Rail Use Advisory Council convened and met for 9 months in 2022 and early 2023; and

Whereas, the Portland to Auburn Rail Use Advisory Council voted to recommend the interim conversion of the existing railroad track to a gravel, stone dust or paved bicycle and pedestrian trail; and

Whereas, the State Railroad Preservation and Assistance Act further requires that, once the Commissioner of Transportation receives a report from a rail corridor use advisory council that includes a recommendation of track removal or other change for interim non-rail use and the commissioner concurs with that recommendation, the commissioner seek legislative approval of the recommendation by submitting legislation to the joint standing committee of the Legislature having jurisdiction over transportation matters prior to the track removal or other change for interim nonrail use; and

Whereas, any track removal or other change for nonrail use is considered interim in nature and rail corridors are to be preserved for future rail use as provided under the State Railroad Preservation and Assistance Act; now, therefore, be it

Sec. 1. Trail construction on Berlin Subdivision. Resolved: That, based on the majority recommendation of the Portland to Auburn Rail Use Advisory Council and pursuant to the Maine Revised Statutes, Title 23, section 7107, the Department of Transportation shall, subject to available funding resources, permitting and municipal agreements, remove state-owned inactive existing railroad track along the section known as the Berlin Subdivision between the City of Portland and the City of Auburn, from a point north of the swing bridge at Back Cove in Portland at or near mile marker 1.7 to mile marker 26.5 in Auburn, and replace the track with an interim bicycle and pedestrian trail surfaced with pavement or gravel or stone dust on the existing rail bed.

See title page for effective date.

CHAPTER 97

H.P. 791 - L.D. 1186

Resolve, Directing the Department of Transportation to Study the Feasibility of Ferry Service to Monhegan Island

Sec. 1. Monhegan Island ferry service study. Resolved: That the Department of Transportation shall work with island and ferry service stakeholders to study adding ferry service to Monhegan Island. The study must include an assessment of the economic and social benefits and challenges of implementing ferry service, the infrastructure resources and needs on the island and mainland and the overall feasibility of such a service.

Sec. 2. Study stakeholders. Resolved: That the Department of Transportation may, but is not required to, invite the participation in the study under section 1 of any of the following as stakeholders:

1. A Monhegan Plantation representative, such as the First Assessor or the First Assessor's designee, appointed by the Commissioner of Transportation;
2. A year-round resident of the State with a vested interest in Monhegan Island, appointed by the Commissioner of Transportation;
3. A representative from a private transit provider that provides waterborne transportation, appointed by the Commissioner of Transportation; and
4. No more than 2 representatives from the Department of Transportation, one of whom may be a member who represents the Maine State Ferry Service, appointed by the Commissioner of Transportation.

Sec. 3. Report. Resolved: That, no later than December 3, 2025, the Department of Transportation shall submit a report that includes its findings and recommendations under section 1, including any suggested legislation, to the Joint Standing Committee on Transportation. The joint standing committee may report out a bill to the Second Regular Session of the 132nd Legislature.

Sec. 4. Appropriations and allocations. Resolved: That the following appropriations and allocations are made.

TRANSPORTATION, DEPARTMENT OF

Administration 0339

Initiative: Provides one-time funding to study adding ferry service to Monhegan Island.

HIGHWAY FUND	2025-26	2026-27
All Other	\$7,000	\$0
HIGHWAY FUND TOTAL	\$7,000	\$0

See title page for effective date.

CHAPTER 98

H.P. 841 - L.D. 1266

Resolve, Directing the Department of Health and Human Services, Office of Behavioral Health to Convene a Working Group to Propose a Plan for Expanding the Reach of Treatment Courts

Sec. 1. Adult treatment courts. Resolved: That the Department of Health and Human Services, Office of Behavioral Health shall establish a working group to develop a plan for expanding the availability