

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 electronic originals
(may include minor formatting differences from printed original)

STATE OF MAINE
132ND LEGISLATURE
FIRST REGULAR AND FIRST SPECIAL SESSIONS



Disposition of bills and summaries of all laws enacted or finally passed

JOINT STANDING COMMITTEE ON TRANSPORTATION

August 2025

STAFF:

MELANIE FURMAN, LEGISLATIVE ANALYST
OFFICE OF POLICY AND LEGAL ANALYSIS
13 STATE HOUSE STATION
AUGUSTA, ME 04333
(207) 287-1670
<http://legislature.maine.gov/opla>

MEMBERS:

SEN. TIMOTHY E. NANGLE, CHAIR
SEN. TERESA S. PIERCE
SEN. BRADLEE T. FARRIN

REP. LYDIA V. CRAFTS, CHAIR
REP. KAREN L. MONTELL
REP. DANIEL J. ANKELES
REP. HOLLY RAE EATON
REP. D. MICHAEL RAY
REP. WAYNE R. PARRY
REP. ROGER CLARENCE ALBERT
REP. RICHARD G. MASON
REP. JAMES LEE WHITE
REP. STEVEN M. BISHOP

JOINT STANDING COMMITTEE ON TRANSPORTATION

LD 162 Resolve, to Rename a Bridge in the Town of Carmel the Kevin M. Howell Memorial Bridge

ENACTED LAW SUMMARY

Resolve 2025, chapter 9 directs the Department of Transportation to designate Bridge 2976 on Main Road in the Town of Carmel the Kevin M. Howell Memorial Bridge.

LD 200 Resolve, to Rename the Sebago Lake Road Crossing Bridge in the Town of Standish

ENACTED LAW SUMMARY

Resolve 2025, chapter 8 directs the Department of Transportation to rename the Sebago Lake Road Crossing Bridge on Chadbourne Road in the Town of Standish the Town of Standish Veterans Memorial Bridge.

LD 243 Resolve, to Name a Railroad Crossing in Wiscasset the James Weldon Johnson Crossing

ENACTED LAW SUMMARY

Resolve 2025, chapter 13 directs the Department of Transportation to permanently designate the crossing at railroad mile marker 49.10 on Main Street in the Town of Wiscasset as the James Weldon Johnson Crossing.

LD 274 An Act Making Unified Allocations from the Highway Fund and Other Funds for the Expenditures of State Government and Changing Certain Provisions of the Law Necessary to the Proper Operations of State Government for the Fiscal Years Ending June 30, 2025, June 30, 2026 and June 30, 2027

ENACTED LAW SUMMARY

Public Law 2025, chapter 9 does the following.

Part A makes appropriations and allocations of funds for fiscal years 2025-26 and 2026-27.

Part B provides that the funding for the Local Road Assistance Program is calculated based on the Highway Fund allocation for the general construction and maintenance of highways and bridges.

Part C sets the attrition rate for the 2026-2027 biennium from 1.6% to 5% for executive branch departments and agencies.

JOINT STANDING COMMITTEE ON TRANSPORTATION

Part D requires the State Controller to transfer amounts exceeding \$100,000 from the unallocated balance in the Highway Fund after all commitments to the Highway and Bridge Capital, Highway Light Capital, Maintenance and Operations and multimodal transportation programs within the Department of Transportation for capital needs.

Part E authorizes the Commissioner of Transportation to transfer Highway Fund Personal Services balances available at the end of fiscal years 2025-26 and 2026-27 to the Department of Transportation Highway and Bridge Capital, Highway Light Capital, Maintenance and Operations and multimodal transportation programs for capital or all other needs. The funds may be allocated by financial order upon the recommendation of the State Budget Officer and the approval of the Governor.

Part F amends the authority granted by Public Law 2023, chapter 189 to issue a TransCap revenue bond from the TransCap Trust Fund at the Maine Municipal Bond Bank. It increases the size of the bond authorized from \$200,000,000 to \$250,000,000 and allows a longer time in which to issue the bonds. These bond proceeds are used for capital transportation infrastructure projects. It also simplifies, increases and diversifies the revenue streams transferred to the TransCap Trust Fund for revenue bond debt service and underwriting requirements. It continues the existing portion of fuel taxes and adds a portion of the sales tax related to automobiles transferred to the Highway Fund as revenue streams so that bond proceeds can be used for all highway, bridge and multimodal transportation capital projects. It also eliminates the transfer of the portion of registration fees that went to the TransCap Trust Fund.

Part G provides that the unexpended Highway Fund account balances for purchasing, operating, maintaining, improving, repairing, constructing and managing the assets of multimodal forms of transportation do not lapse.

Part H reduces Capital Expenditures funding related to an initiative included in Part A.

Public Law 2025, chapter 9 was enacted as an emergency measure effective March 21, 2025.

LD 275 An Act to Make Supplemental Allocations from the Highway Fund and Other Funds for the Expenditures of State Government and to Change Certain Provisions of the Law Necessary to the Proper Operations of State Government for the Fiscal Year Ending June 30, 2025

ENACTED LAW SUMMARY

Public Law 2025, chapter 3 does the following.

Part A makes appropriations and allocations of funds for fiscal year 2024-25.

Part B directs that funds are carried forward into fiscal year 2025-26 for the Department of the Secretary of State, which extends the time within which previously authorized funds may be used in accommodation of the plate manufacturing billing process.