

# Advocacy Committee

May 21, 2025 | 4:30 pm – 5:30 pm



## Onsite:

Greater Portland Transit District  
114 Valley Street, Conference Room A | Portland, ME 04102

## Remote:

Please click the link below to join the webinar:

<https://us02web.zoom.us/j/86180686184?pwd=MP8ZxxaowC8EZlPumRMoRUrGC0Kvjt.1>

Passcode: 411671 | Webinar ID: 861 8068 6184

Phone: (646) 558-8656 | Telephone participants: \*9 to raise hand, \*6 to unmute

## MEETING AGENDA

AGENDA ITEM	PRESENTER	ACTION or INFORMATION
<b>1. Call Meeting to Order (4:30)</b>	Linda Cohen, Committee Chair	N/A
<b>2. Public Comment (4:30-4:35)</b> The Finance Committee welcomes public comment. For items NOT listed on this agenda, the chair will recognize speakers at this point on the agenda. For items on the agenda, the chair will recognize public comment following the staff presentation. There is a 3-minute time limit per speaker.	Linda Cohen, Committee Chair	Information
<b>3. Meeting Minutes (4:35-4:40)</b> Review and approve minutes from the March 24, 2025 Advocacy Committee Meeting.	Linda Cohen, Committee Chair	<b>ACTION</b>
<b>4. Legislative Update (4:40-4:55)</b> Staff will review pending and recently passed state and federal legislation affecting public transit.	Glenn Fenton, Executive Director	Information
<b>5. Committee Goal Setting (4:55-5:25)</b> Committee will review draft goals and performance indicators for the Advocacy Committee to be included in Metro's strategic plan.	Glenn Fenton, Executive Director	Discussion and Possible Action
<b>6. Future Agenda Items (5:25-5:30)</b> Committee members may request future agenda items. <ul style="list-style-type: none"><li>Legislative Update</li><li>Introduction of new Director of Government Affairs</li><li>Federal Initiatives Affecting Transit</li></ul>	Linda Cohen, Committee Chair	Information

<ul style="list-style-type: none"> <li>• Bus Rapid Transit</li> <li>• Workplan Development (Strategic Plan)</li> </ul>		
<b>7. Upcoming Meetings (5:25-5:30)</b> <ul style="list-style-type: none"> <li>• Executive Committee – May 28, 2025 at 3:30 pm</li> <li>• Finance Committee – June 4, 2025 at 4:00 pm</li> <li>• Board of Directors Meeting – June 26, 2025 at 4:00 pm</li> <li>• Advocacy Committee – August 20, 2025 at 4:30 pm</li> </ul>	Linda Cohen, Committee Chair	Information
<b>8. Adjournment (5:30)</b>	Linda Cohen, Committee Chair	<b>ACTION</b>

*As of November 9, 2022 Greater Portland METRO is holding meetings of the Board of Directors (and its committees) in hybrid format, both in person at METRO's offices and via webinar. The remote portions of all meetings are conducted in accordance with the requirements of [METRO's Remote Participation Policy](#) (adopted August 25, 2022) as well as LD 1772, PL 2022 Ch. 666, and 1 MRSA Chapter 13, Subchapter 1.*



**Greater Portland Metro Advocacy Committee**

**Monday, March 24, 2025:**

**DRAFT Meeting Minutes:**

Member	Municipality	Role	Status
Linda Cohen	South Portland	Chair	Present
David Morse	Westbrook	Vice Chair	Present
Anna Bullett	Portland	Committee Member	Absent
Lou Simms	Gorham	Committee Member	Present
Hope Cahan	Falmouth	Exec Committee Liaison	Absent
Ed Suslovic	Portland	Board President	Present
Bill Rixon	Freeport	Board Member	Present

Staff Present	Identified Members of the Public
Glenn Fenton – Executive Director	Matt Beck
Chad Heid – Chief Transportation Officer	Sam Bennett-Williams
Mike Tremblay – Director of Transit Development	

**I. With a Quorum in place, this meeting was called to Order By: Linda Cohen at 4:03 pm**

**II. Public Comment:**  
No comments from members of the public present.

**III. Meeting Minutes:**  
David Morse moved acceptance of the minutes from the February 27, 2025 Advocacy Committee Meeting. Lou Simms seconded the motion. A roll call vote was conducted and the motion passed unanimously of voting members present.

**IV. Legislative Update:**  
Glenn Fenton provided an update on various bills related to transportation that are currently under review by the Maine state legislature.

**V. Public Transit Advisory Committee:**  
Chad Heid explained the role for the Public Transit Advisory Committee (PTAC) and the finds and recommendations of the PTAC during their most recent work session.

**VI. Committee Goal Setting:**

**VII.** Committee members provided feedback on the first draft of the committee goals. Staff noted the feedback and plans to bring final draft goals back to the Committee at the next meeting.

**VIII. Future Agenda Items:**

- Legislative Update
- Federal Initiatives Affecting Transit
- Recruitment of Director of Govt. Affairs
- Bus Rapid Transit
- Goal Setting/Workplan Development

**IX. Upcoming Meetings:**

- Finance Committee – April 2, 2025 at 4:00 pm
- Marketing/Coms Committee – April 9, 2025 at 3:00 pm
- Plan/Ops Committee – April 16, 2025 at 10:30 am
- Advocacy Committee – April 16, 2025 at 4:30 pm
- Executive Committee – April 23, 2025 at 3:30 pm

**X. Adjournment:** Meeting is adjourned by mutual consent at 4:36 pm.



## ADVOCACY COMMITTEE

## AGENDA ITEM 4

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### DATE

May 21, 2025

### SUBJECT

Legislative Update

### PURPOSE

Review future, pending or recently passed legislation that could impact Metro's operations.

### BACKGROUND/ANALYSIS

#### *Maine Legislative Update*

The Maine Transit Association (MTA) contracts with the law firm of Eaton Peabody to monitor legislation and lobby on behalf of the association with Maine lawmakers for and against bills that affect member transit agencies. As a member of the MTA Metro receives regular updates on the status of bills being considered.

Currently, there are 29 bills under consideration that either directly affect transit agencies or could indirectly affect MTA members. Attachment A lists each bill and provides a summary of its intent.

#### Bills to note:

LD 1359 – This resolve directs the Department of Transportation to develop practices regarding public transit, including:

1. Increasing transparency in the allocation and distribution of funding for public transit operators by publishing annual transit distributions in print form and on a publicly accessible website, including the total amount made available for operations and the amounts allocated to each recipient;
2. Reducing the local match requirement for funding rural public transit operators; and
3. Increasing collaboration and coordination with the Department of Health and Human Services to improve public transit services between health care providers and consumers of the health care providers' services. The resolve directs the Department of Transportation, by December 3, 2025, to report on its progress in carrying out this resolve and resulting practices to the Joint Standing Committee on Transportation.

MaineDOT opposes this bill. Attachment B is a response letter drafted by MaineDOT opposing this bill.

LD 1451 – This bill establishes the Maine Coordinating Council on Access and Mobility Management to issue policy recommendations and undertake activities that improve the efficiency, accessibility and availability of transportation for transportation-disadvantaged populations.

Maine Transit Association (MTA) endorses this bill. Attachment C is a letter of support submitted by MTA.

#### *Federal Legislative Update*

On May 15, 2025 the FTA released a notice of funding opportunity for Low and No Emission vehicles and Buses and Bus Facilities. The total funding available from these two programs is \$1.5 billion which is approximately the same amount of funding that the 2024 program awarded. Details of the Notice of Funding Opportunity below:

#### ***Notice of Funding Opportunity***

*The Federal Transit Administration (FTA) announces the opportunity to apply for \$1.1 billion in competitive grants for the fiscal year (FY) 2025 Low or No Emission Grant Program (Low-No Program) under Federal Assistance Listing Number 20.526 and approximately \$398 million in competitive grants for the FY 2025 Grants for Buses and Bus Facilities Program (Bus Program) under Federal Assistance Listing Number 20.526.*

- *This is an initial announcement for the FY 2025 round of these programs.*
- *FTA is publishing a joint NOFO because these two programs have overlapping eligibilities and must be implemented on the same timeline (49 U.S.C. 5339).*
- *As required by Federal public transportation law:*
  - *Low-No Program funds will be awarded competitively for the purchase or lease of buses that use low- or no-emission propulsion technologies, including related equipment or facilities.*
  - *Bus Program funds will be awarded competitively to purchase, rehabilitate, or lease buses and related equipment, and to construct, purchase, rehabilitate, or lease bus-related facilities.*
  - *Any zero-emission project or components of a zero-emission project must use 5 percent of Federal funds for workforce development, unless the applicant certifies less or no funding is needed for this purpose.*
- *Per statute, FTA will make selections for these programs within 75 days of the application due date.*
- *If more funding becomes available before projects are selected, FTA may award it under this NOFO.*

**FISCAL IMPACT**

Not applicable

**RECOMMENDATION**

Information only.

**CONTACT**

Glenn Fenton

Executive Director

207-517-3025

[gffenton@gpmetro.org](mailto:gffenton@gpmetro.org)

**ATTACHMENTS**

Attachment A - Eaton Peabody Legislative Update

Attachment B – Maine DOT Response to LD 1359

Attachment C – Maine Transit Association Letter of Support for LD 1451

Bills are sorted by Priority, then by Committee, and then by Bill number.									
Bill	Title	Sponsor	Position	Priority	Committee	Meetings	Status	Synopsis	Note
<a href="#">LD 1835 (SP 717)</a>	An Act To Improve Nonemergency Mainecare Transportation	Richard BENNETT of Oxford	Support	Priority	HEALTH AND HUMAN SERVICES	05/09/25 11:00 AM - Public Hearing  05/15/25 1:00 PM - Work Session	The Bill was REFERRED to the Committee on HEALTH AND HUMAN SERVICES.In concurrence. ORDERED SENT FORTHWITH. (4/30)	This bill does the following. 1. It requires the Department of Health and Human Services to create and maintain a MaineCare nonemergency transportation dashboard, which is information posted on the department's publicly accessible website reflecting broker performance indicators and results. 2. It requires the department to track nonemergency transportation trips by region and categorize and issue a monthly report regarding all incidents involving the delivery on nonemergency transportation. 3. It...	PH 5/9  SUPPORT  Sen. Bennett  Sen.Moore  Rep. McIntyre  Rep. Roeder  Mobility Maine  CAP agencies  MCOA  Alliance for Addiction and Mental Health  Spurwink  MTA  Legal Services for Elderly  Opportunity Alliance
<a href="#">LD 1359 (HP 882)</a>	Resolve, To Direct The Department Of Transportation To Develop Practices Regarding Public Transit	Lydia CRAFTS of Newcastle	Support	Priority	TRANSPORTATION	04/23/25 1:00 PM - Public Hearing  05/08/25 9:00 AM - Work Session	Committee Docket: Voted - OTP-AM (5/8)	This resolve directs the Department of Transportation to develop practices regarding public transit, including: 1. Increasing transparency in the allocation and distribution of funding for public transit operators by publishing annual transit distributions in print form and on a publicly accessible website, including the total amount made available for operations and the amounts allocated to each recipient; 2. Reducing the local match requirement for funding rural public transit operators; and 3...	WS 5/8 OTP- Am Resolve, Me DIT work on recommendations in PTAC report and report progress to TRA Comm annually.  TRA PH 4/23/25 - AB  SUPPORT Rep. Crafts  NRCM  Penquis CAP  KVCAP  Moving Maine Network  Maine Youth for Climate Justice  Grow Smart Maine  York CAP  MTA  Crafts delivered findings from PTAC report (reiterated in every testimony)
<a href="#">LD 1451 (SP 592)</a>	An Act To Strengthen Coordination Of Community Transportation	Michael TIPPING of Penobscot	Likely Support	Priority	TRANSPORTATION	04/23/25 1:00 PM - Public Hearing  05/08/25 9:00 AM - Work Session	Committee Docket: Voted - OTP-AM (5/8)	This bill establishes the Maine Coordinating Council on Access and Mobility Management to issue policy recommendations and undertake activities that improve the efficiency, accessibility and availability of transportation for transportation-disadvantaged populations.	WS 5/8  OTP- am unanimous  Amendment: add providers and user groups to council. Action plan submitted by February 2026.  TRA PH 4/23/25 - AB  SUPPORT Sen. Tipping, Sen. Baldacci Rep. McIntyre, Rep. Griffin, Rep. Stover, Rep. Matlock, Rep. Roeder MMN IAM Sheriff's Office of Piscataquis County Maine AFL CIO MPCA YCCA Grow Smart Maine MTA ARTS MMCA AAMHS MACSP PRCC MEJ



<a href="#">LD 367 (SP 159)</a>	An Act To Authorize General Fund Bond Issues To Improve Highways, Bridges And Nonhighway Modes Of Transportation	Bradlee FARRIN of Somerset	Monitor		APPROPRIATIONS AND FINANCIAL AFFAIRS		Pursuant to Joint Rule 310.3 Placed in Legislative Files (DEAD) (4/17)	The funds provided in Part A by this bond issue, put out to referendum in November 2025, in the amount of \$100,000,000, will be used to provide funding for improvements to roads and bridges and nonhighway modes of transportation. The funds provided in Part B by this bond issue, put out to referendum in November 2026, in the amount of \$100,000,000, will be used to provide funding for improvements to roads and bridges and nonhighway modes of transportation.	
<a href="#">LD 263 (HP 166)</a>	Resolve, To Provide Rural Nonmedical Transportation Services To The Elderly And Adults With Disabilities Receiving Home And Community Benefits Under Mainecare	Daniel SHAGOURY of Hallowell	Monitor		HEALTH AND HUMAN SERVICES	04/03/25 2:00 PM - Public Hearing 04/15/25 1:00 PM - Work Session	Pursuant to Joint Rule 310.3 Placed in Legislative Files (DEAD) (4/29)	This resolve requires the Department of Health and Human Services to develop a pilot project lasting 18 months that provides nonmedical transportation services to individuals receiving services pursuant to rule Chapter 101: MaineCare Benefits Manual, Chapter II, Section 19, Home and Community Benefits for the Elderly and Adults with Disabilities, in an amount up to \$2,000, in addition to currently permissible medical transportation services. The department is required to submit a report regardin...	HHS WS 4/15/25 - AB ONTP, unanimous  HHS PH 4/3/25 - AB  SUPPORT AARP Mobility Maine Long term care ombudman  Senior eligible for nursing home care under Mainecare are at home and needs rides Pilot project would test trnasit system to provide rides  OPPOSE - None  NFNA - DHHS  limitations of transit providers may not allow additional rides  fiscal note
<a href="#">LD 1125 (HP 744)</a>	An Act Regarding The Impact Of Certain Nonemergency Transportation Services Contracts On Community Action Agency Programs	William BRIDGEO of Augusta	Support		HEALTH AND HUMAN SERVICES	04/03/25 2:00 PM - Public Hearing 04/15/25 1:00 PM - Work Session	Pursuant to Joint Rule 310.3 Placed in Legislative Files (DEAD) (4/29)	This bill requires the Department of Health and Human Services to consider the financial impact that entering into a contract with an entity to provide nonemergency transportation services that are covered by the MaineCare program would have on existing programs provided by community action agencies prior to entering into the contract.	HHS WS 4/15/25 - AB ONTP, unanimous  HHS PH 4/3/25 - AB  SUPPORT  Rep. Bridgeo Maine Community Action Partnership Moving Maine Forward  Coordination of various funding streams helps to provide an array of transportation options to those in need in Maine communities - CAP agencies need continued support 2 in 5 Maine adults experience transportation insecurity  OPPOSE  DHHS DAFS  Vague proposal - may weight procurement process toward CAP agencies and result in favoritism Financial viability of non-NET programs run by CAAs is outside the purview of a NET procurement DHHS could lose federal funding for its NET program should a procurement be in violation of state and federal law
<a href="#">LD 287 (HP 187)</a>	An Act To Require And Encourage Safe And Interconnected Transportation Construction Projects	Adam LEE of Auburn	Monitor		HOUSING AND ECONOMIC DEVELOPMENT	05/16/25 10:00 AM - Work Session	Carried over, in the same posture, to the next special or regular session of the 132nd Legislature, pursuant to Joint Order SP 519. (3/21)	This bill establishes requirements for the safety and interconnectivity of state-financed transportation construction projects, including: 1. Requiring a transportation project, the design of which commences on or after January 1, 2026 and the cost of which is \$500,000 or more, to: A. Perform certain duties, including identifying locations on state highways and state aid highways with a lack of facilities for or designs creating unsafe conditions for pedestrians, bicyclists and other users not i...	
<a href="#">LD 877 (HP 563)</a>	An Act To Require Transportation Network Companies To Provide Fair Wages To Drivers	Eleanor SATO of Gorham	Monitor		LABOR		Carried over, in the same posture, to the next special or regular session of the 132nd Legislature, pursuant to Joint Order SP 519. (3/21)	This bill is a concept draft pursuant to Joint Rule 208. This bill would require transportation companies to provide fair wages to drivers.	
<a href="#">LD 1211 (SP 500)</a>	An Act Regarding Certain Definitions In The Sales And Use Tax Laws Affecting Rental Equipment And Automobiles Used In Transporting Goods	Bradlee FARRIN of Somerset	Monitor		TAXATION	04/02/25 1:00 PM - Public Hearing 04/17/25 1:00 PM - Work Session 04/24/25 1:00 PM - Work Session	Committee Docket: Voted - Divided Report (4/24)	This bill changes the definition of "automobile" in the sales and use tax laws to provide that a pickup truck or van with a gross vehicle weight rating of 10,000 pounds or less is included only if it is not used primarily to transport goods or freight. The bill also changes the definition of "lease or rental" to provide that it does not include a lease or rental of tangible personal property that is used only at the primary business location of the lessor.	TAX WS 4/17/25 - Tabled  TAX PH 4/2/25 - AB  SUPPORT Retail Association of Maine Maine Golf  Response to LD 2000 from previous session Removes the consequence of LD 2000 which added a net new tax on tangible personal property that is used only at the primary business location of the lessor Golf courses want this tax removed on their golf carts  NFNA Dr. Michael Allen, Commissioner for Tax Policy at DAFS - A 5.5% tax will still be levied - this bill simply changes the location of the tax

<a href="#">LD 1795 (SP 697)</a>	An Act To Change The Calculation For Municipal Service Charges For Tax-exempt Organizations	Marianne MOORE of Washington	Monitor		TAXATION	05/06/25 3:00 PM - Public Hearing	The Bill was REFERRED to the Committee on TAXATION. In concurrence. ORDERED SENT FORTHWITH. (4/24)	This bill expands the liability of certain tax-exempt institution and organization property owners to municipalities for service charges on that property. The limitation of the municipality's service charge authority is changed from 2% of the institution's or organization's gross revenue to 20% of the property's assessed value. These provisions take effect January 1, 2027.	
<a href="#">LD 274 (HP 178)</a>	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	Lydia CRAFTS of Newcastle	Monitor		TRANSPORTATION	03/11/25 2:00 PM - Public Hearing 03/13/25 10:00 AM - Work Session 03/14/25 9:00 AM - Work Session 03/17/25 9:00 AM - Work Session	<a href="#">Signed by the Governor (Emergency Measure) Public Law Chapter 9 (3/21)</a>	This bill is a concept draft pursuant to Joint Rule 208. This bill, as emergency legislation, proposes to make unified allocations for the expenditures of State Government from the Highway Fund and other funds and change 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, as submitted by the Governor pursuant to the Maine Revised Statutes, Title 5. The documents submitted by the Governor may...	TRA WS 3/17/25 - OTPA TRA WS 3/13/25 - Tabled TRA PH 3/11/25 - VWF MEDOT: Budget does not require new taxes Transcap revenue bond amendment will fully fund budget - debt service costs Budget balanced with one time funds that will end in next budget Infrastructure is out of proportion to population Increasing costs limit maintenance and repair Federal funds have helped but not keeping up Sales tax on autos is helping fill losses of gas tax Cannot afford new expenses Uncertain federal funding but expected to level or increase Some federal and municipal funds that do not go thru MEDOT are shown in Workplan Total funds \$4.8 billion State budget for capital is 78% for projects Eliminating 60 positions  Transit funding \$5 million carried forward Island ferry service subsidy increase need to be discussed  Support
<a href="#">LD 275 (HP 179)</a>	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	Lydia CRAFTS of Newcastle	Monitor		TRANSPORTATION	02/27/25 9:00 AM - Public Hearing 03/06/25 10:05 AM - Work Session	<a href="#">Signed by the Governor (Emergency Measure) Public Law Chapter 3 (3/21)</a>	This bill is a concept draft pursuant to Joint Rule 208. This bill, as emergency legislation, proposes to make supplemental allocations for the expenditures of State Government from the Highway Fund and other funds and change certain provisions of the law necessary to the proper operations of State Government for the fiscal year ending June 30, 2025, as submitted by the Governor pursuant to the Maine Revised Statutes, Title 5. The documents submitted by the Governor may be found here: <a href="https://legislature.maine.gov/12512...">https://legislature.maine.gov/12512...</a>	
<a href="#">LD 304 (HP 204)</a>	An Act Regarding The Department Of Transportation	Lydia CRAFTS of Newcastle	Monitor		TRANSPORTATION	05/14/25 1:00 PM - Public Hearing	Carried over, in the same posture, to the next special or regular session of the 132nd Legislature, pursuant to Joint Order SP 519. (3/21)	This bill is a concept draft pursuant to Joint Rule 208. This bill would amend the laws governing the Department of Transportation.	
<a href="#">LD 305 (HP 205)</a>	An Act Regarding Transportation In Maine	Lydia CRAFTS of Newcastle	Monitor		TRANSPORTATION		Carried over, in the same posture, to the next special or regular session of the 132nd Legislature, pursuant to Joint Order SP 519. (3/21)	This bill is a concept draft pursuant to Joint Rule 208. This bill would amend the laws governing transportation.	
<a href="#">LD 394 (SP 180)</a>	An Act To Improve Transportation Infrastructure In Maine	Timothy NANGLE of Cumberland	Monitor		TRANSPORTATION		CARRIED OVER, in the same posture, to the next special or regular session of the 132nd Legislature, pursuant to Joint Order SP 519. (3/21)	This bill is a concept draft pursuant to Joint Rule 208. This bill proposes to amend the law to improve the State's transportation infrastructure.	
<a href="#">LD 447 (HP 301)</a>	An Act To Expand Ferry Service To Matinicus Isle	Valli GEIGER of Rockland	Monitor		TRANSPORTATION	04/29/25 1:00 PM - Public Hearing 05/15/25 11:00 AM - Work Session	Carried over, in the same posture, to the next special or regular session of the 132nd Legislature, pursuant to Joint Order SP 519. (3/21)	This bill amends the law regulating state ferry service to Matinicus Isle to require at least 36 trips per year, with additional service authorized as agreed upon by the residents of Matinicus Isle and the Department of Transportation.	TRA PH 4/29/25 - AZB SUPPORT Island Institute  Removes statutory cap on ferry trips to Matinicus and instead creates a dialogue between the inhabitants of Matinicus and the MSFS to determine how many trips should be made and when No other ferry service in the state has a cap on the trips Does not believe there will be a fiscal note with this bill  OPPOSE  MDOT - See LD 1731 in Advokit for MDOT Attachments  Bill mandates an increase in service, which should be determined in the context of overall MSFS operations and available funding by the entity charged with operational and fiscal responsibility for the service, which is now the MSFS and MaineDOT MaineDOT position can become NFNA if amended to remove all references to the number of runs to Matinicus
<a href="#">LD 472 (SP 212)</a>	Resolve, Directing The Maine-canadian Legislative Advisory Commission And The New England And Eastern Canada Legislative Commission To Examine Restoring Passenger Rail From Boston To Montreal	Margaret ROTUNDO of Androscoggin	Monitor		TRANSPORTATION	03/06/25 10:00 AM - Public Hearing 03/25/25 1:01 PM - Work Session	FINALLY PASSED, in concurrence. (5/7)	This resolve directs the Maine-Canadian Legislative Advisory Commission and the New England and Eastern Canada Legislative Commission to examine restoring passenger rail from Boston, Massachusetts to Montreal, Quebec, Canada. The commissions are directed to submit a report with their findings to the Joint Standing Committee on Transportation by December 3, 2025.	TRA WS 3/25/25 - OTP TRA WS 3/6/25 - OTPA

<a href="#">LD 511 (SP 229)</a>	Resolve, To Direct The Department Of Transportation To Implement The Recommendations Of The Portland To Auburn Rail Use Advisory Council	Jill DUSON of Cumberland	Monitor		TRANSPORTATION	03/04/25 1:00 PM - Public Hearing 04/15/25 2:00 PM - Work Session	Pursuant to Joint Rule 310.3 Placed in Legislative Files (DEAD) (4/22)	This resolve directs the Department of Transportation, subject to available funding resources, permitting and municipal agreements, to 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 and to replace the track with an interim bicycle and pedestrian trail surfaced with pavement or gravel or stone dust on the existing rail bed.	TRA WS 4/15/25 - AB ONTP, unanimous
<a href="#">LD 622 (HP 390)</a>	An Act To Implement A Surcharge On Electric Vehicle Registration	Allison HEPLER of Woolwich	Monitor		TRANSPORTATION	04/30/25 1:00 PM - Public Hearing 05/07/25 1:00 PM - Work Session	Committee Docket: Voted - ONTP (5/7)	This bill directs the Secretary of State to require the owner of an electric vehicle to pay an electric vehicle registration surcharge of \$250 per year. The money collected from the surcharge must be transmitted to the Treasurer of State to be credited to the Highway Fund.	
<a href="#">LD 850 (HP 536)</a>	An Act To Amend The Motor Vehicle Laws	Lydia CRAFTS of Newcastle	Monitor		TRANSPORTATION	04/11/25 10:00 AM - Public Hearing 04/17/25 1:05 PM - Work Session	Report READ and ACCEPTED, in concurrence.READ ONCE.Committee Amendment "A" (H-85) READ and ADOPTED, in concurrence.Under suspension of the Rules, READ A SECOND TIME and PASSED TO BE ENGROSSED AS AMENDED BY Committee Amendment "A" (H-85), in concurrence.Ordered sent down forthwith. (5/7)	This bill allows the Secretary of State to adopt rules to administer self-service kiosks for vehicle registration renewals and driver's license and nondriver identification card renewals and replacements. It imposes a \$1.00 fee on electronic lien titling transactions. The bill clarifies that the process to dispose of vehicle parts is in the same manner as for the entire vehicle. It clarifies that impounded vehicles and vehicle parts are the property of the Secretary of State. It requires an owne...	TRA PH 4/11/25 - AB  SUPPORT Rep. Crafts SoS Maine Automobile Dealers Association  Self service kiosks for BMV will benefit customers Electronic lien and titling services will save money, improve access, and make the dept more efficient Electronic temporary plate program will make things easier for dealers and law enforcement  Q: Why do we need to raise fees if the SoS is saving money by putting everything online? Q: General questions around what these technologies will look like (deferred to work session)  OPPOSE - None NFNA - None
<a href="#">LD 1020 (SP 437)</a>	An Act To Repeal The Laws Providing For The Construction Of A Connector To Gorham And To Resell Land Taken Under Those Laws To Previous Property Owners	Stacy BRENNER of Cumberland	Monitor		TRANSPORTATION	04/03/25 1:00 PM - Public Hearing 05/01/25 11:00 AM - Work Session 05/07/25 1:00 PM - Work Session	Committee Docket: Voted - Divided Report (5/7)	This bill repeals the laws that authorize the Maine Turnpike Authority to construct a connector to Gorham. It requires the Maine Turnpike Authority to resell the land purchased for the construction of the connector to the previous property owner or the previous property owner's heirs, assigns or successors. If the previous property owner or the heirs, assigns or successors of the previous property owner do not want the land, the bill requires the Maine Turnpike Authority to transfer the land at no...	TRA PH 4/3/25 - AB  SUPPORT Sen. Brenner Mainers for Smarter Transportation Trout Unlimited Charlie Hamlin Stonis Moody Roberts Lou Simms, Gorham Town Councilor Town of Gorham Sam Purington Vision Zero Maine Mary Emerson Miles Smith Roberta Manter GrowSmart Maine Kimberly Moody Georgia Dennison TrainRiders Northeast Seven Siegel, Gorham Town Councilor  Proposal does not solve transportation congestion and further harms the environment by cutting through wetlands Connector in South Portland to Maine Mall destroyed local economy in the long term Rapid transit and other MDOT solutions (as well as the White Paper published on Mainers for Smarter Transportation ) should
<a href="#">LD 1138 (SP 469)</a>	An Act To Reduce Pollution Associated With Transportation In Alignment With The State's Climate Action Plan	Stacy BRENNER of Cumberland	Support with Amendm ent		TRANSPORTATION	05/01/25 9:00 AM - Public Hearing	CARRIED OVER, in the same posture, to the next special or regular session of the 132nd Legislature, pursuant to Joint Order SP 519. (3/21)	This bill implements the following provisions designed to limit greenhouse gas emissions from the transportation sector. 1. It amends the law regulating state monitoring of, reporting on and compliance with the requirements for gross and net annual greenhouse gas emissions reductions levels to require the Department of Transportation to adopt rules necessary to ensure compliance with those reductions levels. Under current law, the Department of Transportation is authorized but not required to adopt...	TRA PH 5/1/25 - AZB  SUPPORT  Pres. Daughtry WMTS Nature Conservancy Sierra Club CLF TrainRiders Northeast RMI Maine Youth for Climate Justice Maine Youth Power Three Rivers Land Trust Maine Audubon Bicycle Coalition of Maine  Largest share of emissions in Maine comes from transportation Without this bill, no one is legally required to implement a major transportation portion of the Maine Climate Action Plan Climate smart projects for public transit and walkable communities boost local economics, increase access to essential goods and services, reduces air pollution, improves community safety, and reduces transportation costs for Maine residents Bill is a step towards viewing transportation as a system and not a group of siloed modes of transit

<a href="#">LD 1186 (HP 791)</a>	Resolve, Directing The Department Of Transportation To Study The Feasibility Of Ferry Service To Monhegan Island	Lydia CRAFTS of Newcastle	Monitor		TRANSPORTATION	04/29/25 1:00 PM - Public Hearing 05/15/25 11:00 AM - Work Session	Carried over, in the same posture, to the next special or regular session of the 132nd Legislature, pursuant to Joint Order SP 519. (3/21)	This resolve directs the Department of Transportation to work with island and ferry service stakeholders to study the feasibility of adding ferry service to Monhegan Island. The department must submit a report by December 3, 2025 to the Joint Standing Committee on Transportation, which is authorized to submit legislation to the Second Regular Session of the 132nd Legislature.	TRA PH 4/29/25 - AZB  SUPPORT  Rep Crafts  Islanders need more trips back and forth from ferries to get groceries and go to doctor appts Goal of study is to assess economic and social benefits, as well as challenges and infrastructure needs, of implementing ferry service from MSFS  OPPOSE  None  NFNA  Rep Matlack MDOT - See LD 1731 in Advokit for MDOT Attachments  Confused as to why this is being discussed; too many issues with existing ferries If bill goes forward, would suggest including a rep from at least one of the existing Mohegan ferry lines MDOT will support if: • Pause consideration of major operational changes including
<a href="#">LD 1268 (HP 843)</a>	An Act To Address Employee Recruitment And Retention Issues Within The Maine State Ferry Service By Providing A Yearly Stipend	D. RAY of Lincolnville	Monitor		TRANSPORTATION	04/29/25 1:00 PM - Public Hearing 05/15/25 11:00 AM - Work Session	The Bill was REFERRED to the Committee on TRANSPORTATION in concurrence (3/25)	This bill directs the Department of Transportation, beginning January 1, 2026, to provide an annual stipend to all employees of the Maine State Ferry Service calculated in an amount equal to \$5.00 per hour multiplied by the total hours worked the previous year for each employee and prohibits the department from raising ferry tolls to pay for the stipend.	TRA PH 4/29/25 - AZB  SUPPORT  MSCA  Stipend would be awarded on a yearly basis so it would not come from ticket revenue Wages are incredibly low compared to merchant marine salaries  OPPOSE  MDOT - See LD 1731 in Advokit for MDOT Attachments  Will add another \$1.1 million per year to the already high operating cost of the MSFS, on top of the large MSS increase already included in the HF budget already signed into law. Will likely require cuts to other multimodal operations budgets (like rubber-tired transit), and is unnecessary based upon current hiring trends MaineDOT would suggest amending it to provide, effective July 1, 2027, an annual reliability performance incentive of \$3,000 for all full-time MSFS employees for hitting 99% non-weather related reliability for all MSFS scheduled run for a year, measured from 11/1 to 10/31 each year, payable in a single lump sum just before the holidays in the last quarter of the CY
<a href="#">LD 1680 (HP 1115)</a>	An Act To Establish A Permanent Ferry Oversight Committee To Ensure Sustainable And Equitable Ferry Operations	Holly EATON of Deer Isle	Monitor		TRANSPORTATION	04/29/25 1:00 PM - Public Hearing 05/15/25 11:00 AM - Work Session	The Bill was REFERRED to the Committee on TRANSPORTATION in concurrence (4/17)	This bill establishes the Ferry Oversight Committee, which is an independent committee providing continuous oversight of ferry operations and serving as a legislative mechanism for ensuring accountability and transparency around key decisions that affect unbridged island communities.	TRA PH 4/29/25 - AZB  Combined 1680 and 1731  SUPPORT  Island Institute Maine Coast Heritage Trust  Strengthening the role of the existing Maine State Ferry Service advisory board may help address some of the issues that arise between the Maine State Ferry Service and the needs of island communities MCHT encourages the committee to support both bills and to work closely with Maine's island communities to find a path forward that successfully balances their needs and that of the state  OPPOSE  MDOT - See LD 1731 in Advokit for MDOT Attachments  Duplicates the oversight role of the Transportation Committee, and provides an additional Committee designed to allow the recipients of a heavily-state subsidized service control operational and fiscal decisions of the entity charged with operational and fiscal responsibility for the service, which is now the MSFS and MaineDOT

<a href="#">LD 1714 (SP 667)</a>	An Act To Create A New Pathway To Licensure To Drive School Buses	Richard BENNETT of Oxford	Monitor		TRANSPORTATION	04/22/25 2:01 PM - Public Hearing 05/01/25 11:00 AM - Work Session 05/07/25 1:00 PM - Work Session	Committee Docket: Voted - ONTP (5/7)	This bill creates a license specifically endorsed for the operation of a school bus, which must conform with the requirements of the federal Commercial Motor Vehicle Safety Act of 1986. An applicant for a license specifically endorsed for the operation of a school bus must follow requirements set out in the bill to obtain that license. The bill does not prohibit a holder of a commercial license with a school bus endorsement who is otherwise qualified to operate a school bus from operating a school...	
<a href="#">LD 1731 (SP 677)</a>	An Act To Increase The Influence Of The Maine State Ferry Advisory Board On The Funding And Operations Of The Maine State Ferry Service	Nicole GROHOSKI of Hancock	Monitor		TRANSPORTATION	04/29/25 1:00 PM - Public Hearing 05/15/25 11:00 AM - Work Session	The Bill was REFERRED to the Committee on TRANSPORTATION. In concurrence. ORDERED SENT FORTHWITH. (4/22)	This bill requires the Maine State Ferry Service to consult with the Maine State Ferry Advisory Board on matters regarding budgets, strategic planning and major operational decisions. Recommendations made by the board regarding certain matters must be considered by the Maine State Ferry Service during its decision-making processes for the following fiscal year. The bill requires the Maine State Ferry Service to provide regular reports to the board and requires the board to review and provide feedback...	TRA PH 4/29/25 - AZB Combined 1680 and 1731 SUPPORT Island Institute Maine Coast Heritage Trust  Strengthening the role of the existing Maine State Ferry Service advisory board may help address some of the issues that arise between the Maine State Ferry Service and the needs of island communities MCHT encourages the committee to support both bills and to work closely with Maine's island communities to find a path forward that successfully balances their needs and that of the state  OPPOSE  MDOT  Duplicates the oversight role of the Transportation Committee, and provides an additional Committee designed to allow the recipients of a heavily-state subsidized service control operational and fiscal decisions of the entity charged with operational and fiscal responsibility for the service, which is now the MSFS and MaineDOT
<a href="#">LD 1804 (SP 704)</a>	An Act Concerning Funding And Oversight Of Transportation Matters	Bradlee FARRIN of Somerset	Monitor		TRANSPORTATION	05/06/25 1:00 PM - Public Hearing 05/14/25 1:01 PM - Work Session	Received by the Secretary of the Senate on April 25, 2025 and REFERRED to the Committee on TRANSPORTATION pursuant to Joint Rule 308.2 (4/25)	This bill amends the laws related to legislative oversight of transportation funding and use of the funds from the Highway Fund. The bill: 1. Codifies the joint standing committee of the Legislature having jurisdiction over transportation matters as having jurisdiction over the Highway Fund. It updates references to the Highway Fund; 2. Establishes a minimum level of funding for transportation infrastructure programs related to bridges, highway lights and multimodal transportation, and requires the...	TRA PH 5/6/25 - AZB SUPPORT Sen. Farrin AGC Maine Motor Transport Association MBTA TrainRiders Northeast  Brings Highway Fund under the oversight of the Transportation Committee Increases, from 40% to 60%, the percentage of automobile-related sales and use taxes transferred to the Highway Fund Increases transparency through biannual reporting Provides for the net revenue from liquor operations to be deposited as undedicated revenue to the General Fund Adds multimodal transportation to the list of allowable uses of the Highway Fund  OPPOSE  MDOT  Must be done in a revenue neutral manner for MDOT to be nfna or support  Q: What would it take to get to net neutral?
<a href="#">LD 1809 (HP 1210)</a>	An Act To Further Stabilize Highway Fund Revenue	Daniel ANKELES of Brunswick	Monitor		TRANSPORTATION	05/06/25 1:00 PM - Public Hearing 05/14/25 1:01 PM - Work Session	Received by the Clerk of the House on April 25, 2025. The Bill was REFERRED to the Committee on TRANSPORTATION pursuant to Joint Rule 308.2 and ordered printed pursuant to Joint Rule 401. (4/25)	This bill provides 3 additional sources of revenue for the Highway Fund: 1. A \$1 surcharge imposed by the Maine Turnpike Authority on any noncommercial passenger vehicle that uses the turnpike and is not registered in this State; 2. An annual registration fee of \$200 imposed on the registration of battery electric vehicles and \$100 imposed on plug-in hybrid electric vehicles; and 3. A delivery fee of 50 cents per delivery imposed and collected at the time of a sale of at least \$100 of tangible personal...	TRA PH 5/6/25 - AZB SUPPORT Rep. Ankeles Maine Center for Economic Policy  New \$1 toll for out of state passenger cars, a new annual fee on hybrid and electric vehicles, and a delivery fee Delivery fees will only be charged on orders of \$100 or more – cost will therefore be borne mainly by large corporations  OPPOSE  MDOT Retail Association of Maine MMTA Hospitality Maine Chamber of Progress  Toll charge on out of state passenger cars may be a commerce clause issue Concerned about annual fee on hybrid and electric vehicles and how it jives with state's clean energy goals Delivery fee faces implementation challenges Delivery fee puts Maine businesses at a disadvantage and the toll charge disincentivizes travel to the state Delivery tax is regressive and hurts aging community  NFNA  SoS MTA



Janet T. Mills  
GOVERNOR

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
16 STATE HOUSE STATION  
AUGUSTA, MAINE 04333-0016

Bruce A. Van Note  
COMMISSIONER

**Memorandum**

**To:** Transportation Committee  
**CC:** Bruce A. Van Note, Commissioner; Dale Doughty, Deputy Commissioner  
**From:** Jennifer Grant, Director, Bureau of Planning  
**Date:** May 8, 2025  
**Subject:** LD 1359 State Transit Funding Transparency and Collaboration

During the public hearing for LD 1359, the Transportation Committee requested information on MaineDOT's plan to comply with items 1 and 3 of Sec. 1 (language provided below):

From [LD 1359](#)

**Sec. 1. Department of Transportation to develop practices regarding public transit.**

**Resolved:** That the Department of Transportation shall develop practices regarding public transit, including:

1. Increasing transparency in the allocation and distribution of funding for public transit operators by publishing annual transit distributions in print form and on a publicly accessible website, including the total amount made available for operations and the amounts allocated to each recipient;
2. Reducing the local match requirement for funding rural public transit operators; and
3. Increasing collaboration and coordination with the Department of Health and Human Services to improve public transit services between health care providers and consumers of the health care providers' services.

**Sec. 2. Report. Resolved:** That, by December 3, 2025, the Department of Transportation shall report on its progress in carrying out this resolve and resulting practices to the Joint Standing Committee on Transportation.

**MaineDOT's response to Item 1:**

MaineDOT will publish on a webpage by July 31<sup>st</sup> each year, information related to the allocation and distribution of transit funding, for both operations and capital uses, by transit provider. Additionally, each provider will receive a copy via email or mailed hard copy listing their individual federal and state allocations as applicable.

MaineDOT will fully transition to individual WINs (Work Identification Numbers) by program for all transit providers in the next Work Plan.

MaineDOT will also annually publish a State of the System Report, as part of the Work Plan Development cycle, to identify the current state of the transportation system, assessing the condition of all modes and assets, and identify needs.



MaineDOT will refer to and revise as needed the Local Cost Share Policy when determining state and local match for transit-related efforts.

MaineDOT will also continue to collaborate internally and with both the MTA (Maine Transit Association) and PTAC (Public Transit Advisory Council) on state allocation formulas.

**MaineDOT's response to Item 3:**

MaineDOT will continue to meet regularly with other state agencies, including DHHS and DOL to identify opportunities to improve transit in Maine.

MaineDOT is recommending, in response to LD 1451, that the department convene a study, with a steering committee comprised of representatives from the above-named state agencies in addition to other partners, that will identify best practices and national guidance on how rural transportation needs can be met for transportation-disadvantaged populations, especially in rural, underserved regions of the state. This study will evaluate where these populations are located and what essential transportation needs are not being met. This study will look at all related, existing state and federal programs and how they may be leveraged or enhanced to meet the needs identified. MaineDOT may hire a consultant to evaluate best practices nationwide and how they may fit Maine's specific circumstances.

~~MaineDOT and DHHS~~ will convene a steering committee composed of:

- A. The Commissioner of the Department of Health and Human Services or the Commissioner's designee;
- B. Director of the Maine Office of Community Affairs or designee;
- C. Commissioner of Labor or the Commissioner's designee;
- D. Representative from the Maine Municipal Association;
- E. Representative from the Public Transportation Advisory Council; and
- F. The Executive Director of the Maine Turnpike Authority.

MaineDOT will report to the joint Standing Committee on Transportation no later than February 28, 2026. The report shall include existing estimated needs, challenges, best practices, projected costs, cost sharing strategies, funding opportunities and a recommendation for service enhancements for how the State could better fulfill the needs of rural transportation-disadvantaged populations.

## Attachment C

Good morning/afternoon Senator Nangle, Representative Crafts, and members of the Joint Standing Committee on Transportation:

My name is \_\_\_\_\_, Transportation Director at \_\_\_\_\_, and current \_\_\_\_\_ of the Maine Transit Association. The Association is in support of LD 1451.

The MTA is a nonprofit association of 19 transit providers and supporting agencies throughout Maine, covering both rural and urban areas. Last year, our members provided 5.2 million passenger trips, which represents 84% of all public transportation service provided in Maine.

We operate a variety of transportation services, which are essential to Maine communities, the economy, and residents – particularly for those without access to transportation, such as older adults and people with disabilities. Each day, we provide transportation for Mainers to access work, education, health care, grocery shopping and other vital services.

LD 1451 would strengthen coordination between funding agencies and make more efficient use of current resources. Maine spends about \$206 million each year on community transportation through several different departments, and better coordination between these departments will improve services for our clients, reduce administrative burden and save money. Providers have to contend with several different requirements for similar types of service depending on the state agency administering the program. For example, we have different driver background check requirements for contracts – requiring us to conduct two separate checks, even though one is stricter than the other. The agency with the less strict requirement will not accept the other background check process.

On the Federal level, both the Federal Transit Administration and Centers for Medicare and Medicaid Services encourage coordination and partnerships between state agencies which fund transportation. In guidance provided in 2024, they state that coordination is key to ensuring individuals can reach the medical and other services they need.

Several states, including New Hampshire, have successfully implemented similar strategies – a statewide coordinating council and a regional mobility managers program. Improving coordination between agencies is also the #1 recommendation from MaineDOT's State Transit Plan, completed in 2023.

The concept of mobility management looks beyond just a single transportation service or solution, and focuses on a “family of services” philosophy that can offer a range of transportation options to meet wide array of community demographics and needs.

Mobility management begins with a community vision in which the entire transportation network including public transit, private operators, and volunteer driving programs work together with customers and stakeholders to deliver coordinated transportation options that best meet a regional and community needs.



We urge you to support LD 1451, and improve coordination of transportation services for Maine residents.

Thank you very much, and I'd be happy to answer any questions.



## ADVOCACY COMMITTEE

## AGENDA ITEM 5

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### DATE

May 21, 2025

### SUBJECT

Committee Goal Setting

### PURPOSE

Review draft goals for Metro's Advocacy Committee and discuss possible measures of success for each goal.

### BACKGROUND/ANALYSIS

At the March Advocacy Committee meeting committee members provided feedback on draft goals. Based on the feedback received, the revised goals were developed and associated measures of success.

#### **1. Influence Policy Change to Support and Expand Public Transit**

- a. Monitor, evaluate, and respond to legislation at all levels that impacts public transit, providing timely recommendations and mobilizing advocacy in support of pro-transit policies.
- b. Collaborate with policymakers to craft and advance legislation that ensures sustainable, long-term funding and prioritization of public transit infrastructure and services.
- c. Build coalitions with other transit agencies, advocacy organizations, and community stakeholders to amplify influence and strengthen collective advocacy efforts.

#### **2. Build and Maintain Strategic Relationships Across Government**

- a. Establish and nurture active, ongoing partnerships with municipal leaders, county officials, state lawmakers, and Maine's federal delegation to advocate for transit priorities.
- b. Ensure Metro's priorities are consistently represented in regional and statewide planning, transportation, and budget discussions.
- c. Engage in regular dialogue with government officials to provide expert insight and feedback on transportation initiatives and policy proposals.

#### **3. Position Metro as Maine's Leading Authority on Public Transit**

- a. Assert Metro's leadership role by proactively sharing data, innovations, and expertise with policymakers, media, and the public.

- b. Represent Metro in key transportation forums, coalitions, and advisory groups to shape statewide transit strategy and raise the agency's profile.
- c. Highlight Metro's success and position the agency as the go-to source for transit operations, planning and policy.

#### **4. Strengthen and Elevate Metro's Public Image**

- a. Promote Metro as an essential, modern public service that supports economic development, equity, environmental sustainability, and community wellbeing.
- b. Launch public education campaigns that highlight the benefits of transit for all residents and businesses, using data and real-life stories to build broad-based support.
- c. Challenge outdated narratives by reframing transit as a critical, forward-looking investment for thriving cities—not just a social safety net.

#### **FISCAL IMPACT**

None.

#### **RECOMMENDATION**

Confirm preferred goals and advance recommendation to the Metro's full Board of Directors at the June Board Meeting.

#### **CONTACT**

Glenn Fenton  
Executive Director  
207-517-3025  
[gffenton@gpmetro.org](mailto:gffenton@gpmetro.org)