



MAINE

AGGREGATE ASSOCIATION

LD-1549, "RESOLUTION, Proposing an Amendment to the Constitution of Maine Regarding the Use and Oversight of Transportation-related Revenues" (5-1-2025)

Good morning Senator Nangle, Representative Crafts and respective members of the Joint Standing Committee on Transportation. My name is Joel Cummings and I am a resident of Auburn, Maine. I'm the current President of Maine Aggregates Association, representing 150 Pit & Quarry owners and operators across the state of Maine. I'm also president and co-owner of R.A. Cummings Inc based in Auburn, the parent company of Auburn Concrete and Auburn Aggregates. We have been supplying Concrete and Aggregates to Maine DOT Highway projects since 1987. We now have our third generation working in the family business and we employ 130 people in 11 locations serving 70% of the State's population. We supply Maine Department of Transportation projects from Kittery to Pittsfield and Gilead to Rockland.

I'm providing testimony today on behalf of the Maine Aggregate Association, as well as my own company in strong support of LD-1549.

Maine Aggregate Association is a statewide, non-profit, member-based organization representing businesses and individuals involved with the gravel and rock industries. Established in 1994, MAA has become an effective and respected voice for the industry. Our membership includes gravel pit owners, quarry operators, aggregate processors and truckers as well as equipment dealers, banks, insurance agencies and consulting firms that serve the aggregate industry.

First, we would like to thank Senator Farrin for introducing this bill. His intent with this legislation to advance a reasonable and thoughtful mechanism that will ensure a stable funding source for transportation infrastructure in perpetuity is visionary. His vast experience working in our industry, as well as his long-standing service on this committee, has provided him with a great opportunity to best understand our state's transportation needs.

Whatever the future for Maine's economy, we know it will require good quality and reliable transportation infrastructure. For that to happen, both industry and relevant governing agencies will need assurance of a predictable and sustainable funding source. Requiring at least 60% of the sales and use tax revenue collected from motor vehicle dealers and the Bureau of Motor Vehicles to be allocated to the highway fund will go a long way toward achieving that goal. Additionally, restricting these funds to transportation-related infrastructure activity solidifies Maine's commitment to safe transportation of goods and services, as well as the traveling citizen.

Another important point to this bill is that it accomplishes a stable and predictable funding source without raising additional taxes. If successful, this bill would simply redirect existing revenue. As taxpayers ourselves, we understand the plight of the average Mainer and appreciate the tax burden already levied on so many. With the increasing costs of materials, equipment, labor and other related products and services to our industry, the cost to deliver construction and related services continues to increase as well. Transferring revenue without raising taxes seems like a logical and welcoming solution.

Lastly, by prohibiting diversions to non-transportations purposes and ensuring that all financial matters related to the highway fund would fall under the oversight of the Transportation Committee makes good sense. In our opinion this is a key component to this legislation. Who better to keep a watchful eye on how the funds are spent.

Thank you for your time and consideration of our position on this Legislation. I would be happy to answer any questions.