



Testimony of Jake Lachance, Executive Director, Maine Better Transportation Assoc.

**Before the Joint Standing Committee on Housing and Economic Development
In Opposition of**

***LD 287: An Act to Require and Encourage Safe and Interconnected Transportation
Construction Projects***

January 6th, 2026

Senator Curry, Representative Gere, and distinguished members of the Joint Standing Committee on Housing and Economic Development. My name is Jake Lachance and I am testifying today on behalf of my employer, the Maine Better Transportation Association in opposition of *LD 287: An Act to Require and Encourage Safe and Interconnected Transportation Construction Projects*.

MBTA is a statewide coalition with a diverse membership including members who plan, design, build, maintain, or use our transportation system. These include transportation contractors, engineers and suppliers, bus and rail companies, airports, marine and port interests, municipalities, and others committed to investing in our multimodal transportation infrastructure to boost the state's economy and quality of life.

While MBTA appreciates the intent behind LD 287, as the housing crisis in Maine is one that needs to be addressed, micromanaging the way that MaineDOT prioritizes bids will end up having the opposite effect of what is intended: for safe, effective, transportation and infrastructure projects to be completed in a timely and fiscally responsible way.

For a bit of history, bills such as this are heard in the Transportation Committee often and have been struck down after thoughtful deliberations and input by stakeholders. MaineDOT has a proven track record that their three-year work plan, all of which is discussed in the Transportation Committee, is crafted in a considerate and mindful way that services the whole of the State of Maine, for all modes of transportation, in various ways. The professionals at the MaineDOT, Maine Turnpike Authority (MTA), and all their partners in the private sector consistently communicate about deficiencies and changes that could be made, with the people of Maine always at the forefront of thought. Examples of this thoughtful consideration are seen in MaineDOT's Village Partnership Initiative, Municipal Partnership Initiative, and a recent update to their Complete Streets Policy. All these programs create a harmonious environment where needs are met and voices are heard.

Furthermore, MBTA emphasizes that the Transportation Committee carefully and judiciously deals with funding matters and how that funding is allocated. We ask that this committee respect the work that is done there and to let that committee of jurisdiction work through any suggestions that may arise.

Based on the reasons stated above, the Maine Better Transportation Association respectfully asks the committee to vote "Ought Not to Pass" on LD 287 and let the MaineDOT and Maine Turnpike Authority continue to do the great work that they do, for all Mainers.