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TESTIMONY OF MATTHEW MARKS IN SUPPORT OF LD 1149 An Act To Provide Revenue To Fix and Rebuild Maine's Infrastructure

Joint Standing Committee on Transportation
128th Maine Legislature, First Regular Session
April 11, 2017

Good afternoon Senator Collins, Representative McLean, distinguished members of the Joint Standing Committee on Transportation. My name is Matt Marks. I am a resident of Cape Elizabeth and the Chief Executive Officer for the Associated General Contractors of Maine. *I am here to testify in support of LD 1149, An Act To Provide Revenue To Fix and Rebuild Maine's Infrastructure.*

This bill recognizes and addresses the changing dynamics in our traditional highway funding model. I appreciate the blended approach that captures newer more efficient vehicles and those running on gasoline. As the state explores and plans advance to encourage travel corridors with electric charging stations having a way to capture revenue from all road users regardless of fuel consumption will gain importance.

With travel increases and traffic congestion continually rising, Maine will see increased gas receipts, temporarily. But that will not reflect the intent of the gas tax law as vehicles continue to meet new fuel standards or run entirely on electricity. The new Tesla base model retails at \$35,000, runs 215 miles per charge. Mass production from America's largest auto manufacturers with similar options is seconds away. I'm not insisting that Mainers will trade in the Ford F-150 for the Tesla Model S but knowing that CAFE Standards set the bar at 54.5 mpg, regardless if that remain the goal, should be a concern for anyone associated with transportation infrastructure.

The continued underfunding of the transportation system in Maine limits our ability to increase our economic opportunity. It also hits the wallets of every Mainer. Driving on roads in need of repair costs Maine motorists \$494 million a year in extra vehicle repairs and operating costs – \$485 per motorist. Motor vehicle crashes cost Maine \$912 million per year, \$715 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs. Driving on deficient roads costs the average Portland driver \$1,035 annually. Lost time and wasted fuel due to congestion cost each Portland driver \$332 annually. So we are paying right now.

There are only a few ways to get to sustainable funding. This bill covers a good portion of those options. I know that many are troubled by the word tax or fee. The Federal Government has the same anxiety. That is why they have used a shell game for decades moving and borrowing on other funds to make sure the highway trust fund remains solvent. It is temporary for them, and it is temporary for Maine if we don't diversify our revenue.

I encourage each of you to consider supporting this bill. Thank you.