



**MAINE MUNICIPAL  
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Testimony of the Maine Municipal Association

**In Opposition To**

LD 115 – *An Act to Assess Impact Fees on Megayachts*

April 4, 2025

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Sen. Nangle, Rep. Crafts, and distinguished members of the Transportation Committee, my name is Rebecca Graham, and I am submitting testimony in opposition to LD 115 at the direction of MMA’s Legislative Policy Committee (LPC). Our LPC is made up of individuals from across Maine with municipal officials elected by their peers across Maine’s 35 Senate districts representing communities with very different access to available enforcement resources and local capacity.

In the 131<sup>st</sup> legislature when this bill was originally introduced, our LPC was neither for nor against the proposal because the elements of the bill were voluntary for municipalities. However, as drafted, this bill places an unfunded mandate on local governments that have a harbor and then require them to send the revenue out of the community to the state, presumably where they would need to compete for the portion of funds that would be open to support harbor infrastructure.

As one municipal official from the Penobscot Bay area highlighted, it would take several hours in a dingy and a very long measuring tape to assess such a fee, which would far outstrip the proposed \$10 a foot collection for each anchored super yacht over 100 feet. It doesn’t seem like a good use of municipal time for their effort given their limited resources. They added that such boats are not able to dock near most municipal services except in Bar Harbor.

Many of the boats that meet this size frequently anchor offshore and use smaller boats to reach the harbor, or in some cases personal aircraft. Even if anchoring a craft were to be considered mooring, of the known boats that meet this threshold who visited Maine last year such a task would have netted \$1,381 a day total statewide presuming they all arrived at the same time. In a normal year, two boats of this size may enter Penobscot Bay, however eight arrived last year.

If the intent is to allow municipalities with harbors more flexibility to build and invest in their infrastructure, then allowing them the proportional authority and revenue retention should be enabled locally not sent out through bureaucratic processes at the state level to create a competitive pool. For all these reasons, officials ask that you vote “ought not to pass” on LD 115

or remove the municipal mandate entirely and allow communities to decide their ability to participate.