



Testimony of Matthew Marks AGAINST LD 1272

“An Act to Codify the Maine Turnpike Authority’s Contributions to the Highway Fund with Regard to the Sensible Transportation Policy Act”

Joint Standing Committee on Transportation

April 8, 2025

Senator Nangle, Representative Crafts, and distinguished members of the Joint Standing Committee on Transportation, my name is Matt Marks. I am the Principal at Cornerstone Government Affairs and am here today to speak on behalf of the Associated General Contractors of Maine (AGC Maine).

Chartered in 1951, AGC Maine is a statewide commercial construction trade association headquartered in Augusta with members statewide that include contractors, service providers, suppliers, and developers.

AGC Maine opposes the conditions placed on the Maine Turnpike Authority in LD 1292. The Maine Turnpike Authority is vital to commerce, tourism, and daily commuters who rely on safe travel in Maine. The Turnpike serves 11% of all vehicle miles in Maine annually and includes over 641 lane miles. It’s important to consider that the MTA receives no state or federal tax dollars and is self-funded through revenue from tolls and service plaza operations.

Arbitrarily modifying the MTA’s financial operations risks the authority’s planning. Currently, the MTA provides a five percent contribution to MaineDOT annually. From 1982 to 2023, the MTA contributed \$238 million to the state. It’s important to consider that the MTA has a current debt of nearly \$500 million and a debt service of approximately \$45 million annually. It also fully funds State Police Troop G, at \$7 million annually, to protect and respond to travelers on the highway.

The MTA works closely with its partners at MaineDOT, sharing maintenance, planning, and transportation infrastructure operations to improve the system. Removing the capacity for the MTA to prepare and plan as directed by their Board and bondholders would create additional financial and operational risks to the system. While we recognize the challenges with funding transportation, it is not sensible to place additional risks on the burden of critical infrastructure essential to Maine, especially a highway that can ensure infrastructure is well maintained and improved to meet the demand.

I want to thank the members for listening to my testimony, and I’m happy to answer any questions.