MAINE

Sources of Revenue

- Variable or Indexed Fuel Taxes
- Motor Vehicle or Rental Car Sales Taxes
- Vehicle Registration, License, or Title Fees
- Vehicle or Truck Weight Fees
- Tolls
- Interest Income
- Off-Road Fuel Tax
- Licenses, Permits or Fees
- Fines
- Impact Fees

Finance Mechanisms

- General Obligation or Revenue Bonds
- GARVEE Bonds
- State Infrastructure Bank (SIB)
- PPPs: Authorized in statute and requires legislative approval (National Conference of State Legislatures).
- Design-Build: Authorized in statute.

State Legislature Party Composition

- House: 89 Democrats, 58 Republicans, 4 Independents
- Senate: 19 Democrats, 15 Republicans, 1 Independent
- Governor: Paul LePage (R)

Transportation Governance Statutes

- Me. Constitution Article IX, Section 19: Maine’s constitution designates fuel tax and fees and excise tax revenues for public highway and bridge projects.
Transportation Funding Initiative

Election Cycle: November 6, 2012

Title of Legislation: Question 4: Bond Issue Transportation Infrastructure—“An Act To Authorize a General Fund Bond Issue to Invest in Transportation Infrastructure To Meet the Needs of the Business Sector and To Create Jobs”

Sponsor of Legislation: Maine State Legislature

Type of Legislation: Legislatively-Referred State Statute—Bond Measure. In May 2012, the Maine Legislature passed this measure, which was then sent to Governor Paul LePage (R) for approval. After it was approved, the bond measure was formally assigned to the ballot for the November 2012 election.

Summary of Legislation: Voters approved Question 4, which will provide approximately $41 million for highway and bridge repairs throughout the state of Maine. Question 4 passed with 68.9% of voters in support of the measure in the November 2012 election.

The funds supported improvements to highways, bridges, ports, public transit, and airports. $41 million of these funds would specifically go toward highway and bridge repairs throughout Maine. Because this bond measure was approved by Maine voters, Alaska became eligible to receive over $105 million in matching funds from the federal government and other entities.

![Proposed Projects Funds Allocated](attachment:table.png)

Overview of Campaign: There were not any formal statements included on the official 2012 voting ballot in support or in opposition to this transportation bond measure. However, there were groups that advocated for the passage of this transportation bond proposal.

Proponents of Question 4

- Keep Maine Moving Coalition
- Maine Better Transportation Association
- Maine Chamber of Commerce

Keep Maine Moving Coalition/Maine Better Transportation Association. There were two main organizations that actively supported the passage of Question 4. The first group, Keep Maine Moving Coalition, was a broad alliance that was made up of several organizations. The leader of the coalition was Ms. Maria Fuentes, who works for the Maine Better Transportation Association. Ms. Fuentes supported the $51 million transportation bond measure and said this would be a “step in the right direction” because “as recently as last year, the Department of Transportation said that they need an additional $150 million a year to maintain the system they have, and to make some improvements.”
A number of community leaders within the coalition also voiced their support for Question 4. Bangor Mayor Cary Weston, a member of the Mayor’s Coalition on Jobs and Economic Development, stated that this bond measure” is a fiscally responsible tool with short- and long-term benefits, that will assist with crucial needs and put projects in place to help rebuild Maine's economy.

Mr. Irv Smith, a traffic manager for H.O. Bouchard, discussed the growing need to address Maine’s aging infrastructure. He said that throughout his 32 years with H.O. Bouchard, he [had] never seen the roads and bridges in Maine in such disrepair as they are today.” He also made the case for why businesses should support this measure. He explained that Bouchard’s trucks travel 4.75 million miles each year in Maine, and “every mile of bad road…costs our company money. This cost is ultimately borne by the Maine consumer.”

The organizations in the coalition included:

- Action Committee of 50
- American Council of Engineering Companies of Maine
- Associated General Contractors of Maine
- Bangor Region Chamber of Commerce
- Bicycle Coalition of Maine
- Eastport Port Authority
- LifeFlight of Maine
- Maine Aggregates Association
- Maine Automobile Dealers Association
- Maine Better Transportation Association
- Maine Innkeepers Association
- Maine Municipal Association
- Maine State Chamber of Commerce
- Maine Transit Association
- Mayors’ Coalition on Jobs and Economic Development
- National Association of Women in Construction, Maine Chapter
- TrainRiders/Northeast

**Maine Chamber of Commerce.** The second organization that endorsed Question 4 was the Maine Chamber of Commerce, and the State Chamber endorsed all four bond measures that were on the ballot in 2012.

**Neutral Organization in Campaign.** The Maine Motor Transport Association chose not to take a formal stance on Question 4. The president, Mr. Brian Parke, said the organization would not do so because the bill included more proposals that extended beyond funding for roads and bridges.

**Opposition:** There was not any formal opposition to this bond measure.

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1 Website: http://keepmainemoving.org/
Campaign Strategies and Tactics

The Keep Maine Moving Coalition, which was the main campaign in favor of passing Question 4, emphasized three main benefits of this proposed transportation measure.

Jobs: In April 2012, the unemployment rate in Maine was 7.3 percent, and the national unemployment rate was 8.1 percent\(^2\). The Keep Maine Moving Coalition highlighted the underlying economic need for this bond measure. The messaging essentially tied the transportation infrastructure bond measure to the larger economic context for Maine.

The campaign messaging also discussed specific job creation to improve Maine’s economy. One of the talking points included how Question 4 would “supports and/or create 3,100 family wage jobs in Maine’s economy.”

Safety: The Keep Maine Moving Coalition focused on conveying to voters how the proposed funds would be used to repair Maine’s old roads and bridges. In addition, the marketing materials discussed how this would be part of a larger, national effort that included federal, private, and local matching funds.

Maine’s Economy: The Keep Maine Moving Coalition presented the benefits of Question 4 in economic terms to voters. The campaign marketing materials argued that this strategic investment in infrastructure would facilitate business growth and job growth in Maine.

This was the central message of the campaign: “A YES vote on #4 will help make Maine roads safer, spark economic development and create thousands of homegrown jobs.”

Campaign Advertising Materials


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\(^2\) Maine Department of Labor, Center for Workforce Research & Information
Are you in favor of better, safer roads and bridges?

★★★★
Do you want to improve Maine’s economy?

★★★★
Join the YES on #4 Coalition!
Vote Yes on # 4

Maine needs jobs and we need to repair and improve our aging, at risk transportation infrastructure.

A YES vote on #4 will help make Maine roads safer, spark economic development and create thousands of homegrown jobs.

- Represents a total transportation investment of $157.1 million to improve safety and promote economic activity
- Supports and/or creates 3,100 family wage jobs in Maine’s economy
- Invests $113 million to repair Maine roads and bridges (including federal, private and local matching funds)
- Promotes business and job growth in all regions of Maine through strategic transportation investments
- Makes our ports more competitive
- Improves mobility for all Maine citizens

The Maine Better Transportation Association urges you to
Vote YES on #4, Tuesday, Nov. 6.
Text of Legislation

Question 4: Bond Issue

Do you favor a $51,500,000 bond issue for improvements to highways and bridges, local roads, airports and port facilities, as well as for funds for rail access, transit buses and the LifeFlight Foundation, which will make the State eligible for at least $105,600,000 in federal and other matching funds?

References


Maine Better Transportation Association (MTBA) http://www.mbtaonline.org/


Maine Department of Labor. Center for Workforce Research & Information. http://www.state.me.us/labor/cwri/laus.html


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