MAINE

Current Condition of Transportation:

- 25% of ME's major roads are in poor condition[1]
  - ASCE road grade of D[2]
  - Costs each Maine motorist $525 a year in extra maintenance [3]
  - A total of 765 lives were lost on ME's highways from 2009 to 2013[4]
- Vehicle travel on ME's highways increased 19% from 1990-2013[5] while the state population grew by 8% in that time[6]
- Congestion in America costs motorists $121b annually in wasted fuel[7]

Commerce:

- Each year, 81% of the $31b in goods shipped within ME traveled by truck across the state's vast highway infrastructure[8]

Need for Federal Investment:

- 57% federal share of Maine Highway Capital Program[9]
- National Interstate Backlog of $185.24b on 47,575 miles of interstate[10]
  - National Highway System (NHS) backlog of $424.5b on 227,224 miles of the NHS

FAST Act ⟶ ***What this does for Maine***

Prioritize bridge reconstruction and safety:

- Expands funding eligibilities to bridges off the NHS in order to reach the growing number of deteriorating bridges:
  - ME's 364 structurally deficient bridges - 33% of Maine's bridges are rated as structurally deficient or functionally obsolete [11]
  - Current ASCE bridge grade of C-[12]

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[1] TRIP
[2] ASCE
[3] TRIP
[4] FHWA
[5] TRIP
[6] US Census
[7] TRIP
[8] TRIP
[9] ARTBA
[10] AASHTO and FHWA
[11] FHWA
[12] ASCE

Improving Commerce:

- Over the life of the bill (FY2016-FY2020), ME will receive $29,398,243 in addition to growth of the existing programs for freight.
- This new formula-based Freight Program will ensure federal dollars for the state by prioritizing spending on interstate for projects in the national economic interest.
- In addition to the National Freight Program, ME, through the Nationally Significant Freight and Highway Projects (NSFHP), a $4.5 billion discretionary grant program, will be able to compete for funding to address major projects of high importance to a community, a region, or the country. This will provide much needed funding for projects that are too big to get off the ground due to constraints on traditional funding. Furthermore, NSFHP has a rural set-aside and equitable geographic distribution of funds. This will ensure a balance of where federal dollars are directed, making sure rural projects see the light of day as well as the major projects that will greatly benefit the national economy.

Long-Term 5-Year Certainty:

- Total share over 5 years of the FAST Act $1,145,553,563 that the state would not get otherwise.
- 214 projects are at risk with lack of federal investment[13]
- Major State Projects that can benefit from the FAST Act:
    a. Route 1 Improvement in Ogunquit: to reconstruct Route 1 and to build two new bridges over the Ogunquit and Josias Rivers on the major route

- FAST delivers 5 years of certainty. 35 short term extensions since SAFETEA-LU have impeded on ME's ability to properly plan and budget for transportation projects.
- Building off NEPA reforms accomplished in MAP-21, DRIVE is cutting red tape and accelerating project delivery to increase ME's ability to efficiently finish projects.
- FAST gives ME the ability to prepare for the next 50 years. With a focus on innovation, ME can better deploy technology to improve the state transportation network.

[13] AASHTO