

MAINE

Current Condition of Transportation:

- 25% of ME's major roads are in poor condition¹
 - ASCE road grade of D²
 - Costs each Maine motorist \$525 a year in extra maintenance³
 - A total of 765 lives were lost on ME's highways from 2009 to 2013⁴
- Vehicle travel on ME's highways increased 19% from 1990-2013⁵ while the state population grew by 8% in that time⁶
- Congestion in America costs motorists \$121b annually in wasted fuel⁷

Commerce:

- Each year, 81% of the \$31b in goods shipped within ME traveled by truck across the state's vast highway infrastructure⁸

Need for Federal Investment:

- 57% federal share of Maine Highway Capital Program⁹
- National Interstate Backlog of \$185.24b on 47,575 miles of interstate¹⁰
 - 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 obsolete¹¹
 - Current ASCE bridge grade of C-¹²

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 investment¹³
- 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. 36 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, FAST 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