MAINE

Current Condition of Transportation:
• 25% of ME’s major roads are in poor condition\(^1\)
  o ASCE road grade of D\(^2\)
  o Costs each Maine motorist $525 a year in extra maintenance \(^3\)
  o 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\(^10\)
  o National Highway System (NHS) backlog of $424.5b on 227,224 miles of the NHS

FAST Act \(\rightarrow\) 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:
  o ME’s 364 structurally deficient bridges - 33% of Maine’s bridges are rated as structurally deficient or functionally obsolete \(^11\)
  o 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 investment\textsuperscript{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. 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.

\textsuperscript{13} AASHTO