

To: Brewer City Council; Brewer City Manager; Councilor Jerry W. Goss; Councilor Joseph Ferris; Councilor Kevin O'Connell; Deputy Mayor Beverly Uhlenhake; Mayor Matthew Vachon; Eddington Board of Selectman and Town Manager; Carol Woodcock / U.S. Senator Susan Collins; Elizabeth Montgomery Schneider MacTaggart / U.S. Senator Angus King; Representative Arthur Verow - District #128; Representative Peter Lyford - District #129; Rosemary Winslow / U.S. Congressman Mike Michaud; Senator Kim Rosen - District #8;

Good morning to all; I have updated the Legislative Delegation mailing list to include new members of the Maine 127th Legislature.

The following are excerpts from an interesting opinion piece posted in the Press Herald:

<http://www.pressherald.com/2014/12/15/maine-voices-maines-roads-and-bridges-in-desperate-need-of-fiscal-rescue-from-legislature/>

## Maine Voices: Maine's roads and bridges in desperate need of fiscal rescue from Legislature

*With its infrastructure ranking among the worst, the state needs to target sales tax money to help. By Boyd Marley and Rich Cebra*

*About the authors: Boyd Marley, a former Democratic legislator from Portland, was House Transportation Committee chairman from the 122nd through the 124th Legislatures. (He now lives in South Portland.) Rich Cebra of Naples, a former Republican legislator, was committee chairman in the 125th Legislature.*

*As former Democratic and Republican chairmen of the Legislature's Transportation Committee, we ask Gov. LePage and the newly sworn-in members of the 127th Legislature to make Maine's transportation infrastructure a priority.*

*Maine's roads and bridges rank among the worst in the country; more than 50 percent of the road network hasn't been properly maintained since the 1950s, and we have one of the higher percentages of "deficient or functionally obsolete" bridges of any state in the U.S.*

*Maine is facing a deficit of \$150 million per year to maintain and upgrade the system we currently have. We have many river crossings, but many of those bridges are reaching the end of their useful life, and need an influx of funds.*

*Fully 15 percent (355) of state-maintained bridges are structurally deficient, while another 18 percent (430) are functionally obsolete. The average bridge in Maine is fully eight years older than the national average (49 versus 41 years).*

*When we were in the Legislature, we both supported a four-year, \$160 million bridge program to help get some bridges the additional funding they desperately needed. That money has been gone for over two years now. It is time to find more money for bridges.*

*In addition to bridges, our roads need a lot of work. Some of the repair costs are staggering. If we fail to make needed improvements now, the fixes will cost more later.*

*These deficits in our transportation network put drivers at risk, cost each motorist nearly \$300 apiece annually in unnecessary repairs and hinder our state's economic growth.*

- *Special to the Press Herald*

These gentlemen obviously know what they are talking about - why is no one listening?

I'm sure that I'm not the only one to notice the early rapid deterioration of our roads this season; there's hardly a road in this area from I-395 to my own neighborhood that is not breaking up.

Why is the MaineDOT and the FHWA still promoting 2B-2, an alternative only satisfying 20% of the Study Purpose and Needs in April 2009, as the preferred alternative of the I-395/Route 9 Transportation Study?

Wouldn't that \$61 million be better spent on the unmet transportation needs of this state?

The last I-395/Route 9 project status update was 9/23/2014...

Visit <http://i395rt9hardlook.com/> for issues, questions and concerns from the impacted communities.

L. Adams