

Welcome to the 3<sup>rd</sup> quarter of 2018 in the 18<sup>th</sup> year of the I-395/Route 9 study—OR—how to build a new road from a twice removed alternative that the DOT acknowledged as potentially hazardous in January of 2003 and met only 20% of the study's five purpose and needs in April of 2009 for the new low price of only \$79.25 million...

Congratulations to the MaineDOT, FHWA, ACOE and all of the many other state and federal agencies that brought back to life a deficient alternative removed from further consideration in January 2003 for the following reasons: *"This alternative [2B]...would fail to adequately address the traffic congestion needs in the study area...conflicting vehicle movements on this section of Route 9 would substantially increase the potential for new safety concerns and hazards...the lack of existing access controls and the inability to effectively manage access along this section of Route 9, and the number of left turns, contribute to the poor LOS [level of service] and safety concerns."*

Holden officials repackaged 2B, presenting 2B-2 to the ACOE in September 2003, outside of established alternative selection procedures, with support from the MaineDOT or the FHWA, and against February 2009 guidelines eliminating alternatives that did not provide connection on Route 9 east of Route 46.

2B-2 met only 20% of the study's (5) purpose and needs in April 2009 at the final PAC meeting. The study continued, with the communities of impact kept intentionally in the dark, before discovery—32 months later—that 2B-2 had replaced 3EIK-2, the study's first preferred alternative. 2B-2 was signed, sealed and delivered with the June 2016 FHWA Record of Decision (ROD).

An alternative removed from further consideration because of *"the potential for new safety concerns and hazards"* will be opened to traffic by September 2024 at the astonishing cost of \$79.25 million—a shocking 15-year-long transformation—full stop.

18 years of lies and deceit are documented in this website!!!

## Why borrowing to fix roads and bridges puts Mainers at risk



Beth Brogan | BDN

Bonds have become so common that the Maine Department of Transportation's work plan assumes that it will get bond money each year through 2020. But current events have shown that they're a political tool subject to the whims and foibles of a fractured government.

By [Michael Shepherd](#), BDN Staff • Updated: July 2, 2018 5:38 pm

AUGUSTA, Maine — There is probably nothing more unifying in Maine's contentious politics than borrowing lots of money to improve the state's transportation system, but recent events at the State House have also showed why it may be a poor policy.

Maine has [issued bonds since the 1950s](#) to construct and improve highways, roads and bridges, but these kinds of general transportation bonds didn't

become regular until the 1990s. That said, borrowing for transportation maintenance has intensified during the past eight years amid problems with state and federal highway funding.

Since 2001, voters have agreed to borrow nearly \$832 million for transportation, with more than half of that resulting from five bonds authorized by voters since 2012. The lowest share of voter approval for any of those bonds was 61 percent in 2016.

They typically sail through the Legislature and are applauded by all sides — until now. Gov. Paul LePage, who has always backed transportation bond questions, recently shocked transportation interests by [refusing to authorize the sale of \\$117 million](#) in voter-approved bonds.

That's not all. Lawmakers are embroiled in partisan disputes on several issues in Augusta. Republicans in the House of Representatives have hit their Democratic counterparts for not holding a vote on another \$105 million transportation bond that would go to voters in November if it receives two-thirds support in both chambers.

### *Taken for granted*

Bonds have become so common that [the Maine Department of Transportation's work plan](#) assumes it will get \$100 million in bond money each year through 2020. But while bonds are popular, current events have shown they're a political tool subject to the whims and foibles of a fractured governing system.

“It seems as though most sessions it's one of the last things they get done,” Maria Fuentes, the executive director of the Maine Better Transportation Association, said of legislators. “Often one or both parties will use the bond package as leverage, which I understand. There are obviously other priorities as well.”

There are more reasons bonds aren't ideal. Obviously, one must pay to borrow. State Treasurer Terry Hayes' office said Maine will pay \$30 million in interest on \$321.5 million in transportation bonds that were issued after voter authorization from 2012 to 2016. Another 26 states also allow the same type of bonding for transportation.

Maine pays bonds back over a 10-year period. It's easier for politicians to borrow sums this large than to find \$100 million for transportation in the



state's annual revenue stream. Hayes, an independent gubernatorial candidate, noted that interest rates have been relatively low in recent years.

But Peter Mills, executive director of the Maine Turnpike Authority, called bonds “a political crutch” that keeps lawmakers from making difficult decisions and shifts highway funding to the state budget over time.

### *Gas tax dries up*

Even with the bond money, the state Transportation Department [estimates a \\$59 million gap](#) between highway and bridge maintenance allowed with current funds and the level needed to meet state goals. That can't be understood without looking at embattled state and federal highway funds.

In 2016, [the Congressional Budget Office estimated](#) \$107 billion in additional funding would be needed to maintain current spending levels between 2021 and 2026. The federal gas tax hasn't been raised since 1993, and more fuel-efficient vehicles are inhibiting that tax method.

In the 2017 and 2018 fiscal years, 41 percent of funding support for Maine's work plan came from the Highway Fund — one of two budgets passed by the Legislature every two years. Federal funds made up 33 percent of it, and bonding made up 20 percent. Of that entire pool of money, 60 percent went to core road and bridge maintenance.

The pool of revenue in Maine's Highway Fund was smaller in 2017 than it was in 2006. LePage has [opposed increasing Maine's gas tax](#), which is middle of the pack among states, and he and fellow Republicans [eliminated indexing of that tax in 2011](#). Vehicle licenses and fee revenue now makes up a higher share of funding than it did in 2006.

LePage and his administration have been open to a federal gas tax hike, fees on hybrids and electric vehicles, increased taxes on vehicles and shifting some sales tax revenue on transportation-related items to the Highway Fund. Large-scale solutions haven't moved forward in the Legislature, including [a current proposal](#) that would raise the gas tax.

Ted Talbot, a spokesman for the state Transportation Department, said all of this has led it to “get creative” and try to maximize limited funding. But Matt Marks, the CEO of Associated General Contractors of Maine, said the state will eventually need to find a balanced solution to filling the gap itself.

“The question is when do we come to a point where we say, ‘Hey, we’ve got to start investing real dollars. We can’t keep plugging this hole, and we can’t keep doing it when it comes to politics,’” he said. “It just doesn’t work, and it’s a temporary fix.”

But under the circumstances, Marks and Fuentes will cheerlead bonds. Mills said he has always voted for them. You likely have, too. Any transportation money is still better than none to most.

*For a roundup of Maine political news, [click here](#) for the Daily Brief. [Click here](#) to get Maine’s only newsletter on state politics via email on weekday mornings.*

*Follow [the Bangor Daily News on Facebook](#) for the latest Maine news.*



# He Said It Right

Michael Cianchette on Maine Politics

BDN  
BLOGS

## Government isn't run like a business

July 6,

2018 Column, commentary Bonds, Borrowing, Business, Government, Maine Legislature, Transportation

By Michael Cianchette

Share

Should we run government like a business? That is a question that will be asked over the next several months.

Those on the left generally deride this concept, claiming government is different. They aren't necessarily wrong. After all, in business — or non-profits, or most human organizations designed to work efficiently — there is a hierarchy with an ultimate decision maker. American government is different; tension and strife were built into the system via the “checks and balances” of our constitutional regime.

For those experienced in organizational leadership, the tug-of-war over authority can be frustrating. A clear-headed analysis of alternatives may be lost amongst political calculations and ramifications. Since the three branches of government are co-equal, it is “the people” who are the ultimate sovereign. But the public writ large is not the best equipped to handle intricate nuance of complex policy questions; that is why Plato considered direct democracy one of the worst forms of government and why our founders provided us with a representative republic.

But, while we should recognize the unique aspects of the public sector, the analogy of “running government like a business” is not misplaced, even if it is not perfect. After all, businesses — and other organizations — run the way

they do in order to efficiently meet their customer's needs, whatever they may be. If they fail to do so, they will not be around for long.



*BDN Photo by Brian Swartz*

In the private sector, managing your expenses wisely is likely to improve the organization and be rewarded. In the public sector, there seems to be a mad dash at the end of fiscal years to spend money. If not, “they” — whoever “they” are — will take it away or cut your budget in the following year. So we get perverse incentives leading to profligate spending.

Businesses attempt to assess whether they need to do something “in house,” or whether it is better to buy from someone else. The public sphere won’t always undertake that analysis; “I created a new program!” sounds better when politicians are giving speeches to interest groups or managers are advocating for more tax dollars.

In the private sector, organizations attempt to put together long-term plans. When will capital replacements be required? What is the trade-off between technology upgrades, workforce investment, and cash flow? Does it make sense to acquire new or repair existing? What does the environment look like in five or 10 years?

Government doesn’t work that way. The “planning” window works backwards from the next election; in Maine, that’s a two-year cycle. “Grant” money will often enable public agencies to obtain capital equipment; running and repairing it is an operating cost which may not be available.

That brings us back around to bonding. A business will look at their cash flows and capital requirements. If they believe borrowing money will enable

them to generate revenue to pay it back — with interest — and still make economic sense, they will do it (if they can).

However, borrowing in the private sector is a means to an end; it is not supposed to fill operating annual needs year after year. But with government, particularly in Augusta, that is exactly what is happening.

Maine's annual general and highway budget — ignoring special accounts like federal money or tobacco settlements — is about \$3.75 billion. The current fight in the Legislature is whether we will ask voters to borrow \$100 million, or about 2.5 percent of our overall budget. Of course, in 2018, we paid over \$100 million in debt service. So all we are really doing is adding interest cost.

The benefit? Our elected officials can talk about how much of our money they “invested” in important initiatives and send out flyers. It is much sexier than putting long-term plans in place to manage the state treasury efficiently and pressuring future legislatures to stay the course.

If we actually tried to run government like a business, Augusta would be honest with us on needs for the near-term and long-term, while suggesting stable, sustainable ways to address them. It shouldn't include routine borrowing, and it should include acknowledging some things are better delivered outside the aegis of agencies. The challenge? Sometimes you will have to tell people they can't have whatever it is that they want.

Nothing personal. It's just business.



## Collins and King are skeptical about Trump's infrastructure plan



File Photo | AP

Maine's U.S. Senators predict that the plan is not going anywhere this year, even as infrastructure needs grow.

By Mal Leary, Maine Public • July 6, 2018 8:11 pm

Updated: July 6, 2018 8:24 pm

In his campaign and first year in office, President Donald Trump promised a major infrastructure program to address the nation's backlog of needed repairs.

But Maine's U.S. senators said the proposal that has been offered by the White House lacks support on Capitol Hill, and they predict it's not going anywhere this year, even as infrastructure needs to grow.

In his State of the Union speech earlier this year, President Trump promised a massive, 10-year, \$1.5 trillion plan to address the backlog of needed repairs and improvements nationwide.

“Building new roads, bridges, railways and waterways all across our land,” Trump said. “And we will do it with American heart, American hands and American grit.”

But when the details were revealed, Trump had proposed a much more modest package of \$20 billion in new federal funds each year for a decade. He wants states and local governments, as well as the private sector, to pick up the rest of the costs.

The goal of addressing the backlog of needed repairs, estimated by The American Society of Civil Engineers at closer to \$2 trillion, has broad, bipartisan support. But Trump’s plan does not.

“I think one reason it hasn’t is the president’s plan relies too much on the promise that, somehow, private investment entities such as private equity firms would invest in infrastructure,” said Republican Sen. Susan Collins, who serves on the Appropriations Committee.

Collins said that’s not a realistic proposal.

Independent Sen. Angus King said he believes Congress is ready to act on a bill or package of bills to address needed improvements, but the current plan is not realistic.

“Right now there is really nothing realistic on the table,” King said. “The President’s proposal would have required a huge additional share from the states and from the private sector, and when you are talking about the private sector infrastructure investment, you really are talking about tolls.”

King said states, including Maine, have not had the revenue to keep up with needed repairs and replacements. He said that by shifting more of the costs to the states, the federal government would also force states to increase taxes.

King also said the failure to keep roads and bridges in good repair is already costing taxpayers in the form of car and truck repairs. The American Society of Civil Engineers places the cost of those repairs at \$3,400 a year for the average family.

King recalled a meeting with a group of truckers. “The first thing they said was ‘we want a gas tax increase,’ and I said ‘you do?’ And they said, ‘yeah, because the bad roads cost us more in damage to our trucks than the additional gas tax would be,” he said.

King said any viable plan should include new revenues, including some fee on electric cars. He points out that the per-gallon federal fuel taxes on gas and diesel were last increased 25 years ago, and automakers have made significant improvements in gas mileage. King also believes any infrastructure plan must include federal investment in access to broadband, which he calls the “commerce interstate of the 21st century.”

Given the scope of the needs, Collins doubts much will happen this year.

“Unfortunately I don’t think that it is going to happen this year, other than piecemeal increases in funding that I am able to put in our transportation appropriations bill,” she said.

Collins said there was additional money for road and bridge repairs and improvements in the Omnibus spending bill passed earlier this year. She said the House and Senate are working on their spending bills for the new budget year that starts Oct. 1, and she said she hopes funding will be increased to start to reduce the backlog of repairs and replacements.

King said there may be a measure passed this year to increase funding for water treatment projects.

*This article appears through a media partnership with [Maine Public](#).*

*Follow [the Bangor Daily News on Facebook](#) for the latest Maine news.*





**Bev Uhlenhake**  
FOR STATE SENATE

Castine to Lincoln, including Brewer and surrounding communities

 /BevForMaine  
 BevUhlenhake  
 Bev@bevforme.com  
 207-949-2569



#### EXPERIENCED

Bev was the Mayor of Brewer and the Executive Director of the Bangor Humane Society, and now works as a commercial real estate broker. She is ready to use her unique mix of private- and public-sector experience to **attract good-paying jobs** to our communities.

#### NEGOTIATOR

Every day through her work, Bev brings the interests of businesses, communities, and individuals together to find a solution that benefits all parties involved. Bev will **bring common-sense solutions to Augusta** and won't be afraid to **work across the aisle**.

#### CIVIC MINDED

Bev understands the importance of being involved. She is proud to raise her children here and can often be seen at local board and committee meetings.

- Former Mayor of Brewer
- Brewer City Councilor
- Brewer Business Alliance
- President of Bangor Rotary
- Equality Maine's Pioneer Award

## Vote Bev Uhlenhake for State Senate

Authorized by the candidate and paid for by Bev for Senate,  
Sheri Quatralle - Treasurer, 44 Allison Park, Brewer, ME 04412.

UHL-1802-01



# Maine legislators settle on [\\$200 million borrowing package](#) to send to voters



Beth Brogan | BDN

Construction crews work to replace a viaduct that carries Route 1 over Bath in this 2017 file photo. Maine lawmakers voted Monday to send a \$106 million transportation bond question for similar projects to voters in November.

By [Christopher Cousins](#), BDN Staff • July 9, 2018 8:05 pm

The Maine Legislature on Monday agreed to \$200 million in bond projects to send to voters in November, after more than a year of stagnation about how much to borrow and for what.

The three proposals finalized Monday would pay to maintain roads and bridges, underwrite projects in Maine's public higher education facilities, and fund initiatives to protect the environment from wastewater.

— [LD 836](#) would provide \$64 million, which would be matched with at least another \$49 million in public and private funds, for projects

in the university and community college systems, including infrastructure improvements and equipment for new program offerings.

— [LD 1815](#), in the amount of \$106 million, would support maintenance of transportation infrastructure across Maine, including a \$1 million pier project at Maine Maritime Academy and \$5 million for a revolving loan fund administered by the Department of Environmental Protection to support culvert projects.

— [LD 1510](#), which was already signed into law by Gov. Paul LePage, would provide \$30 million for a range of wastewater treatment projects, with the bulk of the money used to protect shellfish harvesting areas.

The bond bills were culled from dozen proposed by lawmakers dating back to early 2017. The current state budget includes enough funding for \$300 million in new borrowing but lawmakers did not zero in on a compromise package until recent weeks, during a special legislative session that has not yet ended.

In recent weeks, Democrats, who have majority control in the House, have refused to move the transportation bond, which the Maine Department of Transportation needs to continue its work schedule, over a conflict with Republicans over a number of issues.

*For a roundup of Maine political news, [click here](#) for the Daily Brief. [Click here](#) to get Maine's only newsletter on state politics via email on weekday mornings.*

*Follow [the Bangor Daily News on Facebook](#) for the latest Maine news.*

**MDOT public servants**

March 14, 2002 8:22 am

When the Maine Department of Transportation began the study of an I-395-Route 9 connector road, a Public Advisory Committee was formed that included people from Bangor, Holden, Eddington, Clifton and Brewer. This group was supposedly formed to give the MDOT input from the public. From the beginning, the MDOT has led the group toward decisions that it seems the MDOT had already made in advance.

The PAC became the shield between the MDOT and the public. The public believed the PAC had a real hand in the decision-making, while in reality they had no vote and their advice in several key instances was ignored. When the public became angry, their anger was directed at the PAC and not at the real culprits – the MDOT. In a stunning revelation for the public and the PAC members at the meeting held on Feb. 20, the MDOT announced the number of alternatives that are being considered for a connector road had dropped from nine to two. When the members of the PAC attempted to voice their opinions, the MDOT made it very clear that they had no authority or power to modify this decision.

Has the MDOT forgotten they represent the taxpayers? In their zeal to build more highways they are ignoring a key fact – they are public servants and public opinion should account for more than it has in this case.

Peter Dawes

Holden

The MDOT loves to say they have involved the public throughout this 18 year process. The PAC was designed as powerless and exploitable, as bared by the BDN LTE below. Public involvement is a convenient lie—how is alternative 2B-2 “reflective of the public’s values” and how were “their values incorporated into the project” when opinions from our PAC—our only official input—were so easily rejected?

---

[Excerpt from page #3 of recent INFRA Grant request :](#)

In support of the planning study, a public advisory committee (PAC) was assembled to participate in the planning and development of the I-395/Route 9 Connector; the PAC consisted of volunteer citizens who are representatives of the city and towns in the area and the adjoining areas. Using the PAC throughout the planning process helped to ensure the I-395/Route 9 Connector was reflective of the public’s values and that their values were incorporated into the project.

---

## BDN LETTER

[MDOT public servants](#) | March 14, 2002 8:22 am

When the Maine Department of Transportation began the study of an I-395-Route 9 connector road, a Public Advisory Committee was formed that included people from Bangor, Holden, Eddington, Clifton and Brewer. This group was supposedly formed to give the MDOT input from the public. From the beginning, the MDOT has led the group toward decisions that it seems the MDOT had already made in advance.

The PAC became the shield between the MDOT and the public. The public believed the PAC had a real hand in the decision-making, while in reality they had no vote and their advice in several key instances was ignored. When the public became angry, their anger was directed at the PAC and not at the real culprits – the MDOT. In a stunning revelation for the public and the PAC members at the meeting held on Feb. 20, the MDOT announced the number of alternatives that are being considered for a connector road had dropped from nine to two. When the members of the PAC attempted to voice their opinions, the MDOT made it very clear that they had no authority or power to modify this decision.

Has the MDOT forgotten they represent the taxpayers? In their zeal to build more highways they are ignoring a key fact – they are public servants and public opinion should account for more than it has in this case.

Peter Dawes | Holden



## LePage relents on [sale of \\$115 million in voter-approved bonds](#)



Troy R. Bennett | BDN

Gov. Paul LePage delivers his final State of the State address before a joint session of the Maine Legislature in Augusta, Feb. 13, 2018.

By [Mal Leary](#), Maine Public • July 12, 2018 2:39 pm

Gov. Paul LePage has signed off on the sale of about \$115 million in voter-approved bonds after blocking the sale last month.

In June, LePage refused to sign the documents allowing the bond sale to go through, saying he was worried about [how much the Legislature was spending](#). State Treasurer Terry Hayes said she should be able to complete the sale before projects underway run out of money.

“It should, if we can get the cash in the door before that funding stream, that current funding stream runs out but I am not exactly sure what that is,” Hayes said.

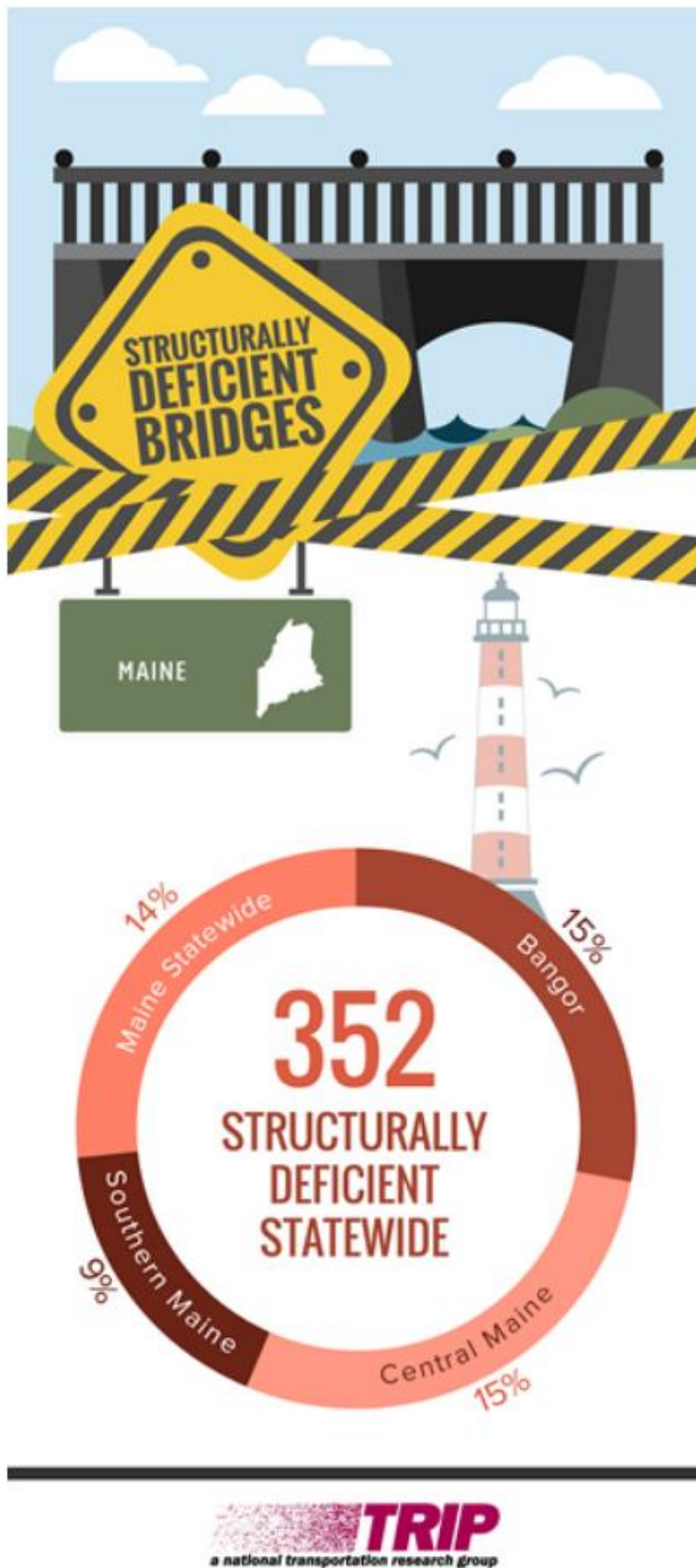
Most of the borrowing is for transportation projects already underway. Hayes said she is not sure if LePage's delay will cost taxpayers extra to complete this sale. She also said she is contacting the winning bidders to see if they will agree to the same terms.

"We won't know until the pricing, and right now we're expecting the pricing will happen in the first, the very beginning, the first or second of August. So, I should know at that point in time," Hayes said.

*This article appears through a media partnership with [Maine Public](#).*

*Follow [the Bangor Daily News on Facebook](#) for the latest Maine news.*

## Maine's unmet transportation needs versus 2B-2



MaineDOT's current 2018-2019-2020 Work Plan includes 106 bridge projects for \$118.8 million or an average of \$1.21 million per bridge.

2B-2 comes at a cost of \$79.25 million. Referring to TRIP's graphic—that \$79.25 million could fund the repair or replacement of 70 bridges—that's 19.9% of Maine's 352 structurally deficient bridges that could have been and should have been funded instead of funding such a controversial alternative as 2B-2!!

## Latest news as of August 6th:



The second of two boring samples for 2B-2's proposed “underpass” on Eastern Avenue was completed today. Work continues in the field south of Eastern Avenue near the surveyed centerline.



A candidate this qualified does not come often...vote for Bev!!

---

## **BDN** LETTERS

August 8, 2018 8:45 am

### **Uhlenhake for Maine Senate**

I urge all voters on the east side of the Penobscot River from Lincoln to Castine (Senate District 8) to join me in voting for state Senate candidate Bev Uhlenhake. She has the experience as an elected municipal official, mother and business leader to address the multiple issues of Maine, enabling our state to grow and our people to thrive.

Uhlenhake is a Brewer city councilor and former Brewer mayor. The protracted state battles during Gov. Paul LePage's tenure over the budget have made decision making by towns and schools unnecessarily difficult. Uhlenhake knows what municipal needs are and what needs to happen. Uhlenhake's skill will help bring sensible order.

Uhlenhake has been a prominent commercial real estate broker for the last 14 years. Uhlenhake knows what small and large businesses in the region need to help them grow and prosper. Her knowledge is essential to developing the correct policies to bring greater prosperity to our area.

As she stated, "I am running because it's time that schools and municipalities (our students, our teachers and our property taxpayers) get the same predictability and support from Augusta that is afforded to businesses of this state ... we need to get policies and funding in place quicker and keep them stable."

Uhlenhake's experience working in the for-profit, not-for-profit, municipal and education sectors enables her to see the big picture — that's invaluable in Augusta. Please join me in supporting her now and in November.

**Pamela W. Person**

*Orland*

## Tuesday, Aug. 14, 2018: Too many bonds

### **Too many bonds**

I would like to know why the Maine Legislature cannot do its job? The number and dollar amount of bond issues we have to vote on each year is getting ridiculous.

Do we need to do away with the Legislature and vote on everything ourselves? Do Maine voters even understand what their liability is if the bonds are not paid?

**Richard Jerabek**

*Orrington*

- A very good question since the DOT is currently in an every year bond cycle—each \$100 million bond costs Maine's taxpayers \$29 million in interest payments before maturing in 10 years!!

## [Historic garage to be demolished for midcoast traffic project](#)



Abigail W. Adams | Lincoln County News

The Haggett Garage on Water Street in Wiscasset.

By [Beth Brogan](#), BDN Staff • August 31, 2018 11:20 am

Demolition of a historic building taken last year by eminent domain will begin Tuesday as the Maine Department of Transportation moves forward with a controversial traffic project in downtown Wiscasset.

Pike Industries, contractors for the MDOT, will salvage the sign on the front of the 103-year-old Haggett Building for preservation, according to a release from the state.

Demolition is expected to be completed by Sept. 9.

The demolition is part of a controversial \$6.8 million project to address traffic congestion along Route 1 through Wiscasset.

In November, [the town sued the state](#) in an effort to stop the \$5 million project. Residents objected to the plan, which in addition to demolishing the historic building, calls for eliminating Main Street parking. Town officials said the state misled voters about two proposals prior to a vote that endorsed the plan and objected to a decision by the MDOT to forego \$4 million in federal funding, which allowed the state to skirt historic preservation laws.

But in April, the [board of selectmen voted](#) to dismiss the lawsuit.

According to the MDOT, Water Street has already been paved, and granite curbs have been installed, with sidewalks on Railroad Avenue and Water Street expected to be completed soon.

*Follow [BDN Bath-Brunswick on Facebook](#) for the latest news from the Bath-Brunswick area and Lincoln and Sagadahoc counties.*

*Once again—it's the DOT's way or the "highway".* DOT officials lack the empathy to understand how one can disagree with these often ill-thought-out projects, even when community leaders firmly disagree as was the case in Wiscasset and Brewer (Brewer unanimously resolved 2B-2 non-support 3 times since 2012). The DOT looks at private property as a mere physical thing, when in fact the psychological anguish caused by eminent domain is completely ignored. At the June 2018 public meeting, a DOT official gleefully talked about how several families asked to be bought out early—THE STATE COULD LEGALLY SEIZE THEIR HOMES—WHAT ELSE COULD THEY DO!?!? As I now have personally witnessed over two long days helping a friend move out of his home "seized" by 2B-2, the DOT feels that offering a "fair" value for the home is their only responsibility and act stunned when one dares to question DOT plans and show emotion over their personal losses. How can anyone, no matter what the political affiliation, approve of taking private property as is the case in Wiscasset, and now Brewer, Eddington and Holden? When you witness one's life so easily placed at the curb by your own government, it makes one question what kind of a state we live in. Shame on the DOT for using eminent domain on these controversial projects—many consider both these projects as just another DOT ill-thought-out plan against the wishes of the citizenry.



Are we the only ones that think the DOT's plans are suspect along with their lack of listening to the citizenry? Here is what our state legislators think as the following quote is actually within Maine State Statute governing Transportation Policy: "The people further find that the decisions of state agencies regarding transportation needs and facilities are often made in isolation, without sufficient comprehensive planning and opportunity for meaningful public input and guidance." <http://legislature.maine.gov/statutes/23/title23sec73.html>

The gentleman behind the infamous “Hostage Taking” at the [March 2016 BACTS meeting](#) - Jonathan Nass - was rejected by the JSC Transportation from being named as the Chairman of the Turnpike Board.

## BDN POLITICS

### [Lawmakers reject former LePage aide for turnpike board position](#)



Courtesy of CBS 13

Cars travel on the Maine Turnpike

By [Michael Shepherd](#), BDN Staff • September 5, 2018 12:39 pm

Updated: September 5, 2018 1:25 pm

AUGUSTA, Maine — A legislative panel on Wednesday opposed Gov. Paul LePage’s nomination of one of his former advisers to the board of the Maine Turnpike Authority, the quasi-state agency that the Republican governor has suggested eliminating.

Six Democrats and a Republican — Sen. Kim Rosen, R-Bucksport — on the Legislature’s Transportation Committee opposed the nomination of Jonathan Nass, who is the deputy commissioner of the Maine Department of Transportation

and will become CEO of the quasi-state Maine Port Authority later this month. Two Republicans on the panel backed Nass.

LePage nominated Nass, a former senior policy adviser to the governor, to replace the turnpike board's current chairman, Maine Supreme Judicial Court Chief Justice Daniel Wathen. There was confusion in a Wednesday hearing about whether Wathen had re-applied for his position.

Andrew Bracy, an adviser to the governor, said he was unsure if Wathen re-applied. But Maine Turnpike Authority Executive Director Peter Mills said Wathen told him that he re-applied in January and never heard back. Wathen declined comment on that before the hearing.

During the hearing, Democrats on the committee aggressively questioned Nass, a former senior policy adviser to LePage, on Wednesday about whether he agreed with the governor on [merging the turnpike authority](#) with the transportation department.

Nass never directly answered those questions, saying it's up to the Legislature to decide. But he said the turnpike's ability to collect tolls provides a funding mechanism more stable than the transportation department's [more varied revenue stream](#). That has been the main argument of opponents of merging the authority with the department.

"What I will tell you is that I will serve on that board and seek the best interests of that authority," he told the committee. "I think that's the responsibility of a board member on any board."

Nass declined comment immediately after the hearing. Spokespeople for LePage and Rep. Andrew McLean, D-Gorham, the committee's co-chair, didn't immediately respond to messages seeking comment.

Nass was one of two LePage nominees to be opposed by the committee in 7-2 votes on Wednesday. Six Democrats and Sen. Ronald Collins, R-York, the committee's co-chair, voted against former state Sen. Doug Thomas, R-Ripley, who was nominated for a position on the Northern New England Passenger Rail Authority.

The Maine Senate will still have to consider both nominations, but Wednesday's committee vote virtually sinks them. The upper chamber will need a two-thirds vote to override the panel's rejections and it's split 18-17 between Republicans and Democrats.