

“...long term benefit versus short-term appearances”:

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## BROOKINGS

REPORT

### Where states and prospective governors stand on infrastructure in the 2018 election

Adie Tomer and Joseph Kane · Friday, October 19, 2018

(Excerpt of [original article](#).)

Partisan commitment to infrastructure issues also varies quite a bit across states. In Maine, for instance, Janet Mills (D) has released a detailed [economic plan](#) highlighting transportation, put together an extensive [broadband plan](#), and advanced an [environmental plan](#) outlining her energy and water quality proposals. However, Shawn Moody (R) has no mention of infrastructure issues on his website, and a press scan did not uncover any proposals or mentions.

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Excerpt of the Mills plan on infrastructure:

Upgrade Quality and Safety of State's Roads, Bridges and Other Critical Infrastructure from the "D-grade" it has received over the past eight years:

- Launch a three-month review of all state infrastructure based on external reviewers
- After addressing safety, prioritize upgrade projects at the recommendation of a panel of business leaders to ensure the most essential needs for growth are met
- Invest funding in projects that will show a long-term benefit, versus short-term appearances

Many claim the I-395/Route 9 connector is no longer needed since the closing of the Bucksport Mill four years ago. In April 2009, after a near-decade of analysis, 2B-2 met only 1 of the 5 (20%) Study Purpose and Needs. In 2018, with an estimated construction cost of \$79.25 million, 2B-2 fails to satisfy the clearly documented and clearly understood original System Linkage Need to provide a direct connection from I-395 to Route 9, EAST of Route 46. A vote for Janet Mills will insure that our limited funds are not spent on such controversial projects as 2B-2 for the sake of short-term appearances.