

Our Governor is rightly concerned about a \$68.3 million shortfall.

The intent is not to echo in on the National Park Service issue—the referenced articles simply raise comparisons to the selection timing and funding of 2B-2:

“Rather than creating a new, unsupported national park in Maine, the focus should be on maintaining the parks we already own.”

Governor LePage 2.10.2016

“The National Park Service, by their own admission, cannot adequately maintain our existing national parks with existing resources,” LePage said [in a statement released Wednesday, BDN 2.10.2016](#)

The deficit includes \$68.3 million worth of overdue maintenance at Acadia National Park — \$29 million for paved roads, \$11.4 million for unpaved roads, and \$10.1 million for trails, among other costs. [BDN 2.10.2016](#)

As a comparison: The [2016-2017-2018 MaineDOT Work Plan](#) has an annual \$68 million shortfall for each year of the 3-year plan and the Governor should in like be just as concerned as with the \$68.3 million shortfall at Acadia.

“Rather than creating a new road, the focus should be on maintaining the roads and bridges we already own.”

Larry Adams 2.11.16

Core Highway and Bridge Programs CY 2016-2017-2018 <i>Work Plan</i> vs. Need, to Meet Statutory Goals (\$ millions)				
Work Group	Average Annual \$ from 2016-2017-2018 <i>Work Plan</i>	Annual \$ Needed to Meet Basic Statutory Goals	Average Annual \$ Shortfall	Dollar % Shortfall*
Bridge Projects	\$107	\$140	(\$33)	(24%)
Highway Reconstruction/Rehab	\$100	\$100	(\$0)	(0%)
Pavement Preservation	\$85	\$120	(\$35)	(29%)
Light Capital Paving	\$28	\$28	\$0	0%
Total - Core Programs	\$320	\$388	(\$68)	(18%)

“Adding more miles to our transportation system in this current fiscal environment doesn’t make financial sense,” said Bernhardt, “Our responsibility going forward is to manage our existing infrastructure within our existing budget...we are struggling to maintain the roads and bridges we currently have in safe and serviceable condition.” [MaineDOT News Release 8.11.2011](#)

When the current [MaineDOT Work Plan](#) contains a \$204 million shortfall in the core highway and bridge programs with \$99 million in unmet bridge needs—when the state struggles to maintain existing infrastructure—when [33% of our bridges](#) are structurally deficient or functionally obsolete and [25% of Maine’s major roads](#) are in poor condition—wouldn’t the \$61 million cost of 2B-2 be better spent on Maine’s existing unmet transportation needs?