

Welcome to the 4th quarter of 2018 in the 18th 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!!!

Infrastructure policy for Terry Hayes:

https://www.hayesformaine.com/infrastructure_policy

MODERNIZE OUR TRANSPORTATION NETWORK FOR THE LONG TERM

The delays we have created in maintaining our transportation infrastructure puts our public at risk and hurts our pocketbooks. Deficient roads cost Maine motorists a total of \$1 billion annually in the form of additional vehicle operating costs, congestion-related delays, and automobile accidents. This is also a matter of safety: 361 (one out of every seven) bridges in Maine are structurally deficient and the percentage of priority 1 and 2 roads rated fair or better declined from 66% in 2014 to 64% in 2015.

FIX IT FIRST

The first step is to fix the infrastructure we already have. Many of our roads and bridges are in need of repair, and we are seeing these problems impact our safety, pocketbook, and our quality of life. We need to work together to devise modern funding streams to provide the money required to make these necessary repairs.

AGAIN—maybe we could afford to fix those 361 structurally deficient bridges and the declining 36% of priority 1 and 2 roads that are rated below fair if our state wasn't promoting a project that does not meet the original purpose and needs and the City of Brewer does not support—all for the new low price of \$79.25 million.

“...fix the infrastructure we already have.”

Oh boy—free money!! Not so fast...

Question 3: Bond Issue

Do you favor a \$106,000,000 bond issue, including \$101,000,000 for construction, reconstruction and rehabilitation of highways and bridges and for facilities and equipment related to ports, piers, harbors, marine transportation, freight and passenger railroads, aviation, transit and bicycle and pedestrian trails, to be used to match an estimated \$137,000,000 in federal and other funds, and \$5,000,000 for the upgrade of municipal culverts at stream crossings?

Total estimated life time cost is \$135,150,000 representing \$106,000,000 in principal and \$29,150,000 in interest (assuming interest at 5.0% over 10 years).

Yes ☐
No ☒

Everybody thinks these bonds are free money. That free money will cost Mainers \$29,150,000 over the life of the bond OR \$2.915 million for each year over the next ten years. The average bridge repair/replacement cost per the latest DOT work plan is \$1.12 million per bridge. The interest of this bond will delay the repair or replacement of more than two bridges this year that are currently rated as structurally deficient and are currently unfunded.

[Why Maine voters will be asked to let the state borrow another \\$200 million](#)

By [Alex Acquisto](#), BDN Staff • October 19, 2018 1:00 am (excerpts of original article below)

On Nov. 6, Maine voters will decide four questions asking to borrow a total of \$200 million. The borrowing would pay to mitigate wastewater pollution in coastal watersheds, for upgrades to the state's aging transportation infrastructure, and for facility and programming improvements at public higher education campuses.

The bond questions, however, generally mirror past efforts to find capital needed to maintain aging infrastructure. The secretary of state's office chose the ballot order by lot.

The transportation bond would support maintenance of Maine's crumbling transportation systems on land and water. Question 3 would invest \$106 million into maintenance of the state's roads and bridges, including a \$1 million remediation of Maine Maritime Academy's waterfront pier in Castine.

Of the total, \$20 million would be directed to enhance ports, harbors and marine transportation, along with passenger railroads and pedestrian trails.

Another \$5 million would be administered by the Department of Environmental Protection to upgrade culvert projects around the state to improve fish and wildlife habitats, specifically where they intersect with towns and cities.

The bulk of the money — \$80 million — would be directed to reconstructing high-trafficked roadways in Maine in most dire need of repair. This includes parts of Route 1 in Aroostook and Washington counties, Route 201 from Fairfield to Canada, Route 9 from Bangor to Calais, Route 2 west of Newport, and Route 14 from Gorham to Naples. If approved, the state expects approximately \$88 million in federal funds to match any bond proceeds.

Bonds tend to perform well with voters in Maine, especially during midterm elections. Mainers have approved 21 transportation bonds since 1990 and rejected three, so Melcher [a University of Maine at Farmington political scientist] expects this year's to pass handily.

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

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.

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.

Portland Press Herald



LOCAL & STATE

Transportation bond continues practice of shoring up budget shortfalls

[Transportation bond continues practice of shoring up budget shortfalls](#)

Bonds provide more than half the state's share of money to repair and replace roads and bridges, a tactic many call unsustainable.

BY [PETER MCGUIRE](#) STAFF WRITER

Next month Maine voters will be asked to borrow \$106 million for the state's transportation infrastructure, adding to hundreds of millions of dollars in debt the state has taken on in recent years to prop up its underfunded highway budget.

If passed, Question 3 on the November ballot will authorize state government to sell general obligation bonds to fund \$80 million in road and bridge construction, \$20 million for ports, harbors, airports, railroads, public transit and bicycle and pedestrian trails, \$1 million to improve the pier at Maine Maritime Academy in Castine, and \$5 million to upgrade municipal culverts.

Mainers have overwhelmingly supported the last four transportation bonds with at least 59 percent of the vote. But despite success at the ballot box, there is a consensus that regular borrowing masks persistent, multimillion-dollar budget shortfalls to maintain and upgrade the state's battered highway infrastructure.

There is also an admission, from officials, advocates and politicians, that successive governors and legislatures have largely ignored the problem, opting to buy time through bonding, a more expensive way to pay for road and bridge work. For instance, the \$106 million requested in this ballot question will end up costing taxpayers \$135 million over the 10-year life of the bond.

But with interest rates low and a backlog of projects, the state can afford the extra expense, at least for now, said David Bernhardt, commissioner of the Maine Department of Transportation. However, Maine will eventually have to reconcile the annual budget gap, he concedes.

“The fact of the matter is, bonding is a way to fill that hole until everyone comes to terms with what is that funding,” he said.

“The issue always is, both the administration and the Legislature have to agree to it and push the green button to make something happen. My job is to take that funding and use it the best we can. I feel that’s what we’re doing.”

‘KICKING THE CAN DOWN THE ROAD’

Highway funding is a low priority for Maine lawmakers, and this campaign season is no different, said Rep. Andrew McLean, D-Gorham, House chairman of the Legislature’s Transportation Committee.

“I don’t think it has gotten the attention it deserves from any candidate,” said McLean, who is running for a fourth term in the House this year. “There is nothing that government does that is more fundamental than ensuring we have safe roads and bridges.”

McLean believes there are bipartisan, compromise solutions to the bridge transportation funding gap, but the issue is not a prime concern for Maine politicians.

“When we can’t find solutions to some of the most basic problems, that is where people lose trust in government,” McLean said. “We have an opportunity as a state, as a Legislature, to build that trust back again by

finding solutions to some of these most critical problems, like funding infrastructure.”

Even after spending around \$80 million in borrowed money a year, the Maine Department of Transportation’s \$324 million capital improvement budget is still \$59 million below where the department says it needs to be to achieve long-term goals set out in state law. Maria Fuentes, executive director of the Maine Better Transportation Association, a nonprofit that advocates for transportation issues, said Maine has been lucky that voters have consistently supported large transportation bonds, but warns it is not sustainable.

“Currently interest rates continue to be low, but that won’t be the case forever,” she said. “We are kicking the can down the road,” she said.

LOTS OF WORK, LITTLE MONEY

The cost of underfunding the state’s transportation infrastructure should be obvious to anyone who has spent time on Maine’s nearly 21,200 miles of state highway.

The American Society of Civil Engineers, in a 2016 report card, gave Maine’s roads a D rating and its bridges a C- rating, unchanged from the same report four years earlier. A 2014 state report found more than 15 percent of the state’s bridges were structurally deficient and recommended doubling annual spending to \$140 million to maintain the 2,744 bridges it owns.

As of last year, the state was 70 percent to its statutory goal of bringing 1,400 miles of priority highway miles into acceptable service by 2022 – a percentage that has barely moved in the last six years.

“There is never enough money. We have a standing list of projects across the state that need to be addressed,” said Ron Collins, a Republican state senator from Wells. Collins, Senate chairman of the Transportation Committee, has served in the Legislature for 16 years and is termed out this election.

Lawmakers for years have [unsuccessfully pitched bills](#) to bring in more revenue for the state's Highway Fund, the main source of state-derived road funding. Gov. Paul LePage has refused to entertain raising Maine's gasoline tax, and proposals such as putting fees on [hybrid and electric vehicles](#) have set off partisan fights in the State House.

"No one wants to increase taxes, no one wants to be on the record for voting for tax increases," Collins said. "There are avenues of additional revenue generation if people would have the courage to go for them."

The dominant revenue for road and bridge work is Maine's 30 cent-per-gallon gasoline tax. The tax went up 5 cents in 2011, but was decoupled from inflation. The 18 cent-per-gallon federal gas tax, which helps pay for state projects, hasn't increased in 25 years.

So as construction costs rose to the highest level since the Great Recession, Maine's highway revenue stagnated – in 2017 the Highway Fund had \$181 million from gas taxes, virtually unchanged from a decade ago.

Revenue is expected to fall further as fuel-efficient, hybrid and all-electric vehicles gain popularity. Maine could find itself in a deeper budget hole if it doesn't reform its funding program, said Matt Marks, president and CEO of the Associated General Contractors of Maine.

"It has to be a more thoughtful approach," Marks said. "We are seeing vehicle miles traveled actually go up, and we are seeing the dollars per mile reduce," he said. "We have to commit more dollars to it, but how do we do that?"

BORROWED MONEY

In the absence of predictable and appropriate levels of funding, Maine state government has turned to bonding.

Including this year's proposal, Maine will have borrowed \$817 million to fund transportation projects over the last 13 years. That's almost twice the amount of bonds approved for all other purposes, including higher education, research and development, clean water and land conservation.

More than half the transportation bonds have been authorized under LePage, and his administration plans to keep borrowing.

The state's work plan assumes voters will approve annual \$100 million, 10-year transportation bonds over the next six years to overcome budget shortfalls, said Bernhardt, the Maine DOT commissioner.

Borrowed money currently makes up about 25 percent of the state's annual highway capital spending. That money is used on big-ticket items, such as bridge construction, that will last much longer than the life of the bond or to match federal funding, Bernhardt said.

"It is sustainable," he said. "How far out, I'm not sure how far you can go. Maine is fairly conservative with our bonding."

Maine's debt obligations are low compared to other states – it was in the bottom quarter of states with outstanding transportation bonds in 2016, according to the Federal Highway Administration.

The state has \$584 million in outstanding debt, including \$97 million interest, plus almost \$65 million in voter-approved bonds that have been authorized but not yet sold, according to the state Treasurer's Office. Another \$255 million, including \$55 million in interest, will be added to the balance sheet if voters approve all three bond questions on the ballot next month.

Public borrowing is normal for road and bridge projects, but in the last six years over half the states in the U.S. have approved some form of revenue increases to pay for infrastructure, said Joung Lee, policy director at the American Association of State Highway and Transportation Officials.

"I think in general, one of the things we tell folks thinking about the financing route is there is no substitute for revenue," Lee said.

"If you don't have a revenue base, you are not going anywhere with your financing," he said. "We have seen some examples of states that really rely on borrowing, to the point when you run out of room, you max out your credit card."

Bernhardt was against bonds before he was for them:



During questioning at his [February 2011 confirmation] hearing, Bernhardt said the administration would oppose raising the gasoline tax as well as any new bonding initiatives. "We have to leave no stone unturned," he said, responding to questioning from Democrats on the Transportation Committee. "We need to be able to tell the people, the department is as efficient and cost-effective as it can be, I believe, before we can go out and ask for more additional funding than we already receive." (Portland Press Herald 2.09.2011)

Maybe if the MDOT stopped pursuing such controversial, high dollar projects as the \$120 million Presque Isle Bypass, the \$79.25 million I-395/Route 9 Connector/Bypass, and the completed \$20 million Caribou Bypass—when Maine cannot afford to maintain its existing roads and bridges—when 54% of Maine's roads are rated poor to mediocre—when 352 (14%) of Maine's bridges are rated structurally deficient—when that poor infrastructure condition costs each Maine motorist an annual average of \$638 dollar in car repairs, and when the current DOT three year work plan incorporates an annual \$59 million shortfall even when considering prior and future bonds—we wouldn't need to vote on a new transportation bond almost every November since the Commissioner's stated opposition to bonding during his confirmation hearing—yet now tells us the sky is falling.

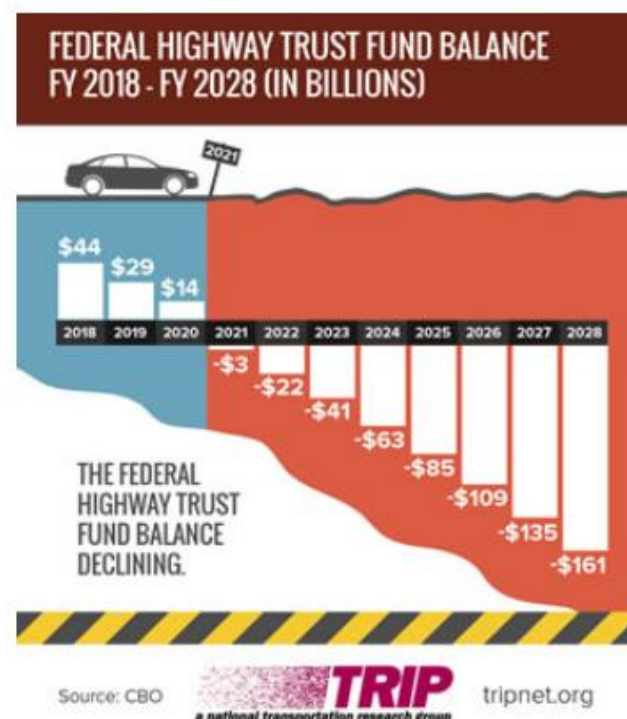
Wouldn't that \$79.25 million, set aside for the construction of the I-395/Route 9 Connector (2B-2), be better spent on Maine's unmet transportation needs? Shouldn't our deficient roads and bridges be repaired before allocating resources to any new "pet" project??

The "sky is not falling" if you have \$79.25 million in one pocket and claim that your other pocket is empty...

Our state transportation professionals endorse new road projects even as the Federal Highway Trust Fund will run out of money in 2021 AND \$130 billion is wasted in extra vehicle operating costs annually. How 'bout we fix the roads we have first OR maybe, just send your repair bills to Governor LePage and Commissioner Bernhardt.



TRIP
a national transportation research group



Governor Mills Infrastructure Policy

- 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.

A document sent to Janet Mills' transition office:

A hard look at the I-395/Route 9 connector study

A private citizen takes a hard look at a dysfunctional process and the selection of a controversial alternative in a one-sided process; a process that was supposed to treat communities as equals and analyze all alternatives with identical criteria. 2B-2 does not meet the east of Route 46 system linkage need, yet is the preferred alternative for a \$79.25 million project—at the same time—the MaineDOT cannot afford to maintain our existing roads and bridges.



**Larry Adams
Brewer Resident
November 2018**

[Click here to view document.](#)

Another document sent to Janet Mills' transition office:

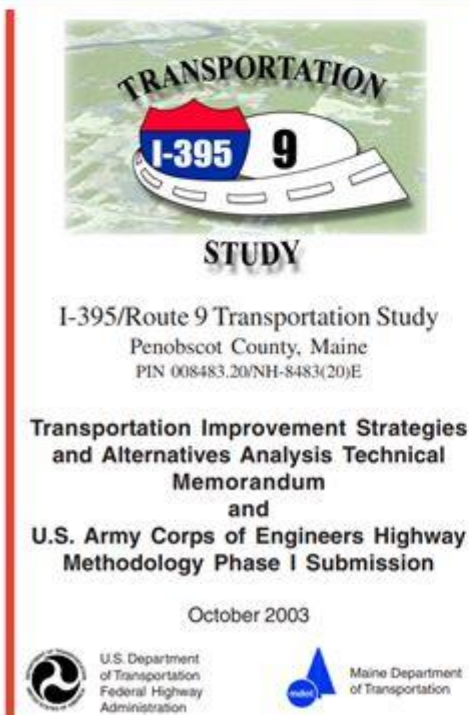
When history is ignored, you are doomed to failure.



I recently provided the office of Governor-elect Janet Mills' Transition Team a document titled "[Brewer Boondoggle](#)" in my opposition to 2B-2 (I-395/Rte. 9 connector preferred alternative.) Several references were made to the below [Technical Memorandum](#); October 2003 was a critical juncture in this study—a "hard look" reiterates the significance of said document.

I believe it is extremely important to examine what is in that memorandum, what is not in that memorandum and ask why state and federal transportation professionals, some of whom would eventually select 2B-2 by 2010, ignored their own words.

["Responses to Substantive Comments"](#) illustrates MaineDOT's use of the term "not substantive" to silence the opposition and MaineDOT's intentional rejection of decade-long established design guidelines that would have invalidated 2B-2.



What is in this Memorandum?

- Study and process guidelines.
- Definitions of logical termini and system linkage need.
- Highway design criteria.
- The history of this study from May 2001 to May 2003 that ended with the selection of 3EIK-2 for further studies.
- Analysis of 70 alternatives.
- What you won't find is 2B-2.

[Click here to view document.](#)

A home recently destroyed by eminent domain:



This Eddington home no longer exists; it was demolished just a few days ago. A family used to live there; now they've left the state and this project will impact their lives forever.

I helped the owner move over 10 years of his life out of that house while a DOT official sat in the car to make the final walk through to make sure everything was out of the house—a house that would be demolished anyway—didn't make a whole lot of sense, but then again building a \$79.25 million near-term project with long-term needs doesn't make a lot of sense either.

I hope those in the area that were behind 2B-2, live with what they've done and remember that it can easily happen to you the next time...

Another document sent to the Mills' transition team:

We have no money—yet the DOT commits state funds to 2B-2!!

“We are struggling to maintain the roads and bridges we currently have in safe and serviceable condition.”

DOT Commissioner
August 2011

As Governor-elect Mills and her team starts work on her new budget, I would hope that she takes a hard look at how the DOT has been operating during the past administration. After reading an article in the [Portland Herald](#) on the request for more state and federal transportation funding, it brings me back to the same question: why is the MaineDOT funding a controversial near-term project (2B-2) that Brewer residents and officials oppose—when we can't afford to even maintain our existing roads and bridges?

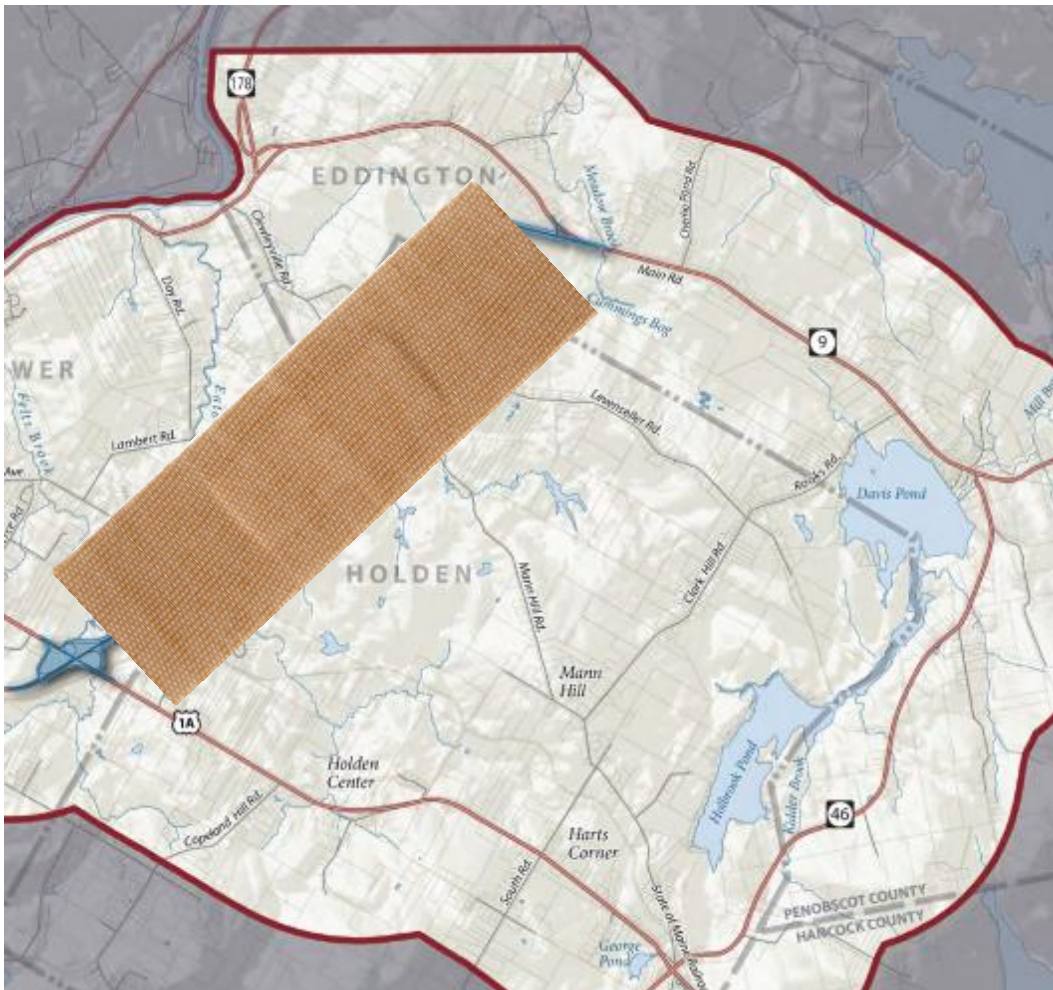
We are now in an every year bond cycle at the same time that Commissioner Bernhardt committed matching funds of \$39,625,000 to acquire an INFRA grant for 2B-2's construction (see page 5). Are we to believe, in this current fiscal environment, that we have that kind of money squirreled away to build a new project when our state has sustained unmet transportation needs?

A potpourri of issues follows: funding questions, the commitment of state funds for 2B-2's INFRA grant, dubious B/C ratios, FOAA docs as evidence of falsifying 2B-2's DEIS cost, applying downgraded design criteria to only 2B-2, environmental impacts, Maine's unmet transportation needs, the misuse of the PAC, MaineDOT's own words, and an incident between the FHWA and DOT on the use of a NEPA forum to get recommendations on how to proceed with the study in December 2011 after 2B-2's design criteria was downgraded.

“Adding more miles to our transportation system in this current fiscal environment doesn't make financial sense.” DOT Commissioner | August 2011

[Click here to view document online.](#)

“Another Band-Aid fix...that makes the least amount of sense!!”



“This connector [2B-2] is nothing more than another band-aid fix, going with the lowest cost option, that makes the least amount of sense, just so the State can say they did something, and by golly, they created some jobs, too!”

**Gretchen Heldmann
5.02.2012**

“Time and time again, the State continues to provide Band-Aid fixes to serious problems with our infrastructure because of cost. This connector is nothing more than another Band-Aid fix, going with the lowest cost option; that makes the least amount of sense, just so the State can say they did something, and by golly, they created some jobs, too! Yeah, and another stretch of road that will be inadequately maintained and cost us even more money into the future. A stretch of road and protected corridor that will destroy our community of Eddington, impact hunting and snowmobiling and other forms of recreation, and by the time the damage is irreversible; the State will be looking again at a connector to bypass the connector. While something does need to be done about traffic on Rt. 46, shifting the traffic to another road in town is not the answer. It does not meet the original criteria of providing a limited-access connection between I-395 and Route 9 east of Route 46, because alternatives that do not provide a limited access connection to Route 9 east of Route 46 would not provide a substantial improvement in regional mobility and connectivity and would negatively affect local access. This connector is not the answer and it is certainly not good for the entirety of the residents of the Town of Eddington.”

Another home razed by eminent domain:



This Brewer home was taken down and carted away on December 13th.

Where, when and how did the DOT find another \$39,625,000??



As of February 2015, the MaineDOT had spent \$2,205,277 in Federal funds, as disclosed in the fiscal note for LD47. With the standard 20% state funding ratio, the DOT would have also spent \$551,319 of state funds for a total of \$2,756,596 since the study started in 2000 to select a preferred alternative (2B-2) identical to an alternative (2B) removed for serious safety concerns with Route 9 in 2003, that met only 20% of purpose and needs in 2009, and had the “east of Route 46” system linkage need validated, yet deferred 20 years as a long-term need in 2010!!

2B-2 is a near-term project that will cost Mainers \$79,250,000 to construct and tens of millions more 20 years later to meet 2B-2’s long-term needs!! We have not had an accounting of monies spent since February 2015, but here’s what 2B-2 will cost according to what our DOT submitted to the U.S. DOT:

INFRA grant specifics:

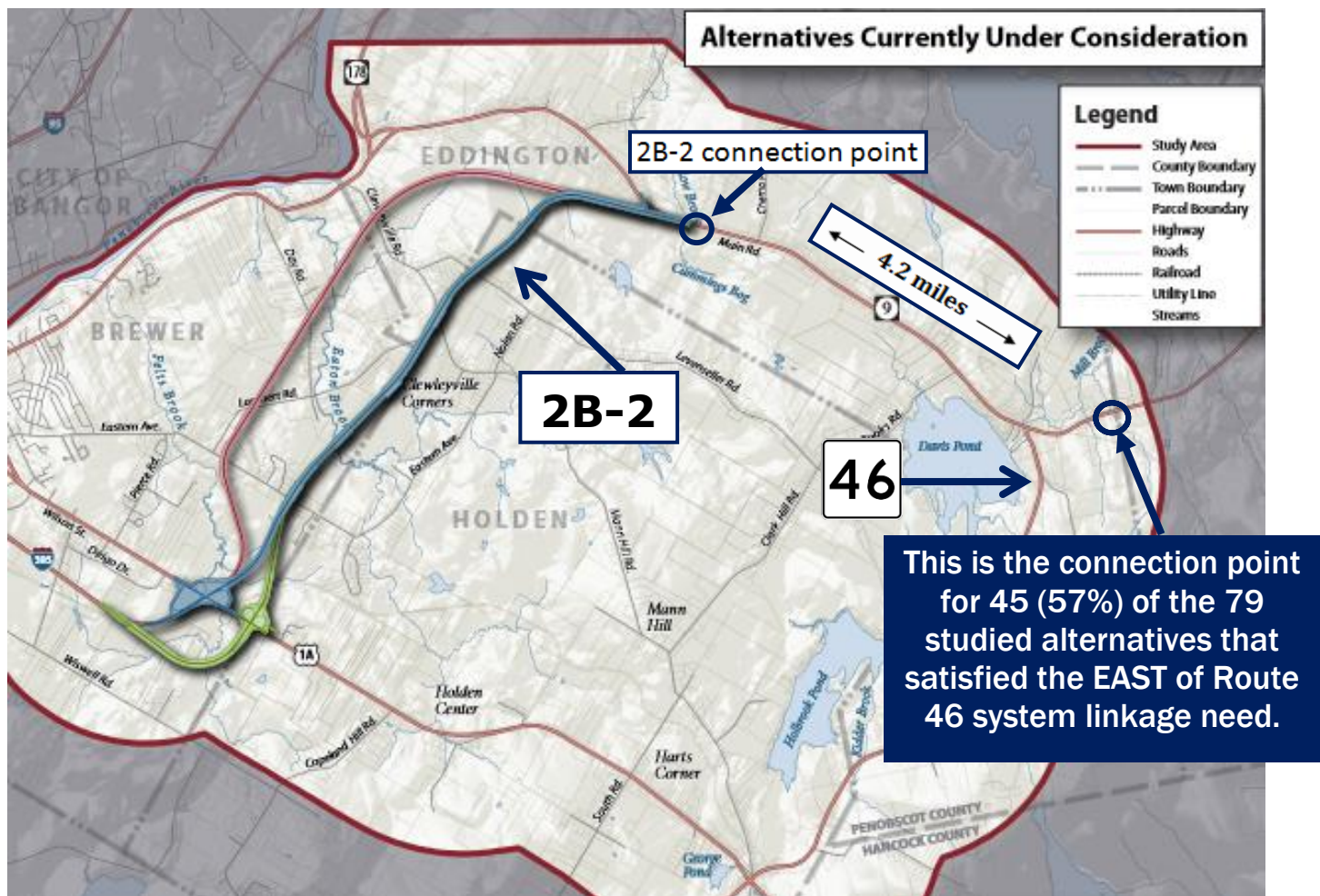
Exhibit 4.1 – Total Project Cost

	MaineDOT	Other Federal (STP)	INFRA	Total	Percentage of Total Project Cost
Preliminary Engineering	\$3,900,000	\$1,600,000	\$0	\$5,500,000	7%
Right of Way	\$5,450,000	\$4,200,000	\$0	\$9,650,000	12%
Construction	\$27,175,000	\$0	\$33,825,000	\$61,000,000	77%
Construction Engineering	\$3,100,000	\$0	\$0	\$3,100,000	4%
TOTAL	\$39,625,000	\$5,800,000	\$33,825,000	\$79,250,000	100%
% of TOTAL Project	50%	7%	43%	100%	

This project is currently in the preliminary engineering stage, or at least that’s what we were told the last time the DOT felt it necessary to advise us. They have obviously also been pursuing the Right of Way stage, but again we don’t know to what extent they have succeeded so far—at least 3 homes have been taken and destroyed by eminent domain.

On October 23, 2017, DOT Commissioner Bernhardt committed \$39,625,000 of state matching funds as part of the INFRA grant application. Where did the state of Maine get that kind of money when we cannot afford to even maintain our existing roads and bridges?

Look again at this map and tell me what you see?



— North Brewer Bypass —

That's what I see and not "an alternative [that] must provide a limited-access connection between I-395 and Route 9 east of Route 46" as defined on page 5 of the [October 2003 Technical Memorandum](#). The Study Group was not paneled to provide a bypass of North Brewer; if this is the best they can do—they have completely failed, resulting in an expenditure of several million dollars on the study and subsequent preliminary engineering. The study group has failed to provide the "deliverable" that the group was paneled to provide; thus, funds may have been misappropriated and someone needs to take a hard look at the study group and the funds they expended.

We shouldn't settle on anything less than a direct connection to the east of Route 46, no matter how much has been spent to date.

Without reading any of the hundreds of emails and documents that I have sent out over the last eight years, you only have to look at this one single page and ask yourself: do we really want to spend \$79.25 million on a project that requires a disclaimer instead of a simple YES?

Alternatives	Description	Meets Purpose		Meets Needs		
		Study Purpose	USACE Purpose	System Linkage	Safety Concerns	Traffic Congestion
Alternative 2B-2	<ul style="list-style-type: none"> Satisfies design criteria Length: 6.1 mi. of new alignment, 4.2 mi. of Route 9 without additional improvements Bridge length: 2,232 ft. Earthwork: 2.2 mcy (1.2 mcy cut, 1.0 mcy fill) 	Yes	Yes	In the near-term (Year 2035)	Yes	Yes
Alternative 3EIK-2	<ul style="list-style-type: none"> Satisfies design criteria Length: 10.6 mi. of new alignment Bridge length: 1,948 ft. Earthwork: 4.2 mcy (2.1 mcy cut, 2.1 mcy fill) 	Yes	Yes	Yes	Yes	Yes

[Click here to view DEIS Appendix “C” page 258.](#)

3EIK-2 was the preferred alternative from May 2003 until Sept. 2010. 2B-2 became the second preferred alternative in September 2010.

At the same time in April 2009, 3EIK-2 met 5 of 5 (100%) of the purpose and needs and was the preferred alternative—while alternative 2B-2 met only 1 of 5 (20%) of purpose and needs!!

2B-2 is a near-term project with long-term needs deferred for 20 years beyond the ribbon cutting!



“At the local level, the internet and social media has brought the public into the process in a way that is “up close and personal...As one senior MaineDOT engineer used to remark, all it takes is “one angry man with a laptop” to significantly impede forward progress.” [David Cole September 2011](#)

I am proud to be that guy and if I’m angry, it’s because of the constant misrepresentation (lies) from civil servants who took an oath to serve. Alternative 2B-2 does not meet the original system linkage need “that an alternative must provide a limited-access connection between I-395 and [Route 9 east of Route 46](#)”. That need was abandoned in Sept. 2010 following “DOT’s hard look at Route 9” when they decided 2B-2 met the system linkage need “in the near-term”. It clearly misses that need by 4.2 miles!! What they don’t want you to know is at that same meeting, they validated the “limited-access...east of Route 46” system linkage need before deferring that need for 20 years. 2B-2 is not only a near-term project—2B-2 has long term needs. The lies need to stop before one more cent is wasted on this \$79.25 million boondoggle!!

In a little more than two weeks, we will have a new governor at the helm and a new Commissioner of the DOT. When Janet Mills won her primary, I sent her an email concerning 2B-2 and told her then that I would be talking to her if she became our next governor. The morning after she won the Blaine House, I sat down and started writing; over the next few weeks I sent three emails and three very large documents to her transition team. I am in hope that a new set of eyes will look at this issue more favorably than the last crew that refused to even discuss the merits of their selection of 2B-2 for this project.



[Mills' commissioner pick](#) led some of Maine's highest-profile transportation projects (Excerpt)

By [Seth Koenig](#), BDN Staff • December 20, 2018

Gov.-elect Janet Mills has selected Houlton native Bruce Van Note, a former deputy transportation commissioner and planning director for the Maine Turnpike Authority, as her choice to serve as commissioner of the Department of Transportation.

The incoming governor credits Van Note with managing the teams responsible for some of Maine's most recognizable transportation projects in recent years, including the landmark Sagadahoc Bridge, Naples Bay Bridge and Penobscot Narrows Bridge and Observatory.

In his current position with the turnpike authority, he has managed the planning behind implementation of high-speed tolling and widening of the highway in the Portland area, according to the governor-elect's team. He is a member of the Topsham Planning Board and served as chairman of the Topsham Local Redevelopment Authority, the board overseeing the civilian reuse of military properties in the town after the closure of the nearby Brunswick Naval Air Station in 2011.

"Bruce's experience and skills make him well-qualified to lead the Maine Department of Transportation," said Mills in a statement. "As a member of the Legislature and as Attorney General, I became familiar with his depth of knowledge, policy acumen, and reputation for honesty – all of which will serve the people of Maine well. I look forward to working with Bruce to craft policy initiatives to improve and enhance our state's transportation system and to better position Maine to thrive into the future."

He served as deputy transportation commissioner from 2002 until 2014, according to the governor-elect's Friday announcement, and has spent since 2014 as director of policy and planning for the Maine Turnpike Authority. He also served as the chairman of the Maine Port Authority from 2011 to 2014 and remains on the board of directors for the International Bridge, Tunnel and Turnpike Association, among many other transportation-related positions.

"I am honored and humbled that Gov.-elect Mills has selected me to lead the dedicated people at Maine Department of Transportation," said Van Note in a statement, in part. "Safe, reliable, and easy travel is part of what makes us Maine and what makes a real difference in people's lives every day — whether it's a safe and predictable trip to work, a vibrant downtown that works for everyone, an efficient delivery of goods, or a trip to one of the hundreds of special spots across the state."

The transportation system overseen by the Maine commissioner includes 8,818 miles of state highway, 2,742 bridges, airports, seaports, railroads, transit buses, and ferries, according to Mills, as well as an annual budget of about \$650 million and nearly 2,000 employees. Van Note's nomination is subject to the approval of the Legislature's Joint Standing Committee on Transportation, as well as the Maine Senate.