

Maine's roads and bridges as of April 2020 per [TRIP](#):

- **A total of 43 percent of Maine's major roads are in poor or mediocre condition.**
- **Driving on deteriorated roads costs Maine motorists \$560.8 million a year – \$543 per motorist – in the form of additional repairs, accelerated vehicle depreciation, and increased fuel consumption and tire wear.**
- **A total of 13 percent of Maine's bridges are rated in poor/structurally deficient condition, meaning there is significant deterioration to the major components of the bridge.**
- **A total of 59 percent of the state's bridges are at least 50 years old, an age when many bridges require significant rehabilitation or replacement.**

The above are the latest facts as presented by



At the same time: the annual \$232 million shortfall in the DOT's road and bridge program has caused the cancellation of 142 projects in the current 3 year Work Plan and the downgrading of paving best practices, and the stay-at-home policy will result in a \$74 million shortfall in gas revenues over the next six months. How does the DOT reconcile endorsing the controversial \$100 million I-395/Rte. 9 Connector when so many other unmet transportation needs exist?

Nothing stops this connector—not poor/structurally deficient bridges—not poor or mediocre roads—not record shortfalls—not project cancellations—not a shortfall in gas tax revenues—not the added cost to Maine motorists—not even covid-19.