



**AGC MAINE**  
THE CONSTRUCTION ASSOCIATION

**Testimony of Kelly Flagg Against LD 1020**  
**“An Act to Repeal the Laws Providing for the Construction of a Connector to Gorham and to Resell**  
**Land Taken Under Those Laws to Previous Property Owners”**

Joint Standing Committee on Transportation

April 3, 2025

Senator Nangle, Representative Crafts, and members of the Joint Standing Committee on Transportation, my name is Kelly Flagg. I am a resident of Gorham and am here today to speak as the Executive Director of the Associated General Contractors of Maine (AGC Maine).

The Gorham Connector, which was authorized by the legislature, was thoughtfully considered to propose a solution to a growing concern in the Southern Maine communities of Scarborough, Westbrook, South Portland, and where I live in the Town of Gorham. Since formal discussions started on the possibility of a Connector, all the surrounding towns have been embroiled in discussions, some with merit, others which appear to distort the accuracy of the process.

As a resident, I do not doubt that the original proposal routes stirred emotions, as the Connector would impact a well-known farm. Given that most developments have some degree of community resistance, it should be of little surprise that a new highway connector would generate greater public scrutiny and engagement. The MTA's decision to pause, respond to community feedback, and turn to MaineDOT for additional options was sensible.

However, it would be shortsighted to remove the Connector as an option and even less responsible to sell land that could be used for future transportation needs before MaineDOT completes a complicated review of what could be done to address traffic congestion and safety to evaluate future needs.

As Maine communities grow, like the town of Gorham, where I live, expanding transportation will become increasingly difficult. The logistics of acquiring land are already challenging, and as new home development grows rapidly while still short of statewide goals, encroaching on neighborhoods and homes will become more complex. The MTA is committed to working with regional transportation authorities to integrate alternative modes of transportation, from buses to bikes. But the reality is that increased traffic has created bottlenecks that will continue to grow as Scarborough builds out the Downs project and new residential projects are built in Gorham.

Eliminating the option for future solutions, whether the Connector or other options to be determined, before selling property is shortsighted. A consultant, HR&A worked with the Maine Governor's Office of Policy Innovation to develop a study to understand housing needs and deficits and their impacts on Maine's economy. The study found that 76,400–84,300 new homes must be built within the next 7 years to maintain Maine's economic growth.

With residential development, we expect commercial growth to continue serving the expanded population. That will increase traffic on rural streets connecting greater Portland to jobs, schools, medical services, and recreation. I urge the Committee to vote against this bill and allow the process to continue so policymakers and the public can determine the best outcome for the region.

Thank you for listening to my testimony. I'm happy to answer any questions.