

*Proposed*

## **Public Infrastructure Bond**

*to be decided by Maine voters on June 10, 2008*

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### **Question 1: Bond Issue**

“Do you favor a \$29,725,000 bond issue for natural resource, agricultural and transportation infrastructure that will leverage \$29,780,000 in other funds?”

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### **Summary**

Maine’s June 2008 statewide referendum Question #1 would authorize the state of Maine to issue \$29,725,000 in general obligation bonds, which would leverage \$29,780,000 in other funds. The Maine Department of Transportation (MaineDOT) would use \$23,025,000 of the bond proceeds for transportation purposes, including \$10,000,000 for highways and bridges and \$13,025,000 for multimodal transportation improvement projects. The Maine Department of Environmental Protection (DEP) would use \$4,400,000 for small community grants for failing septic systems, for cleanup of hazardous waste, municipal and industrial landfill sites, and for air quality monitoring equipment. The Maine Department of Inland Fisheries and Wildlife (IF&W) would use \$2,300,000 for hatchery rehabilitation and dam repair.

<h2><b>Transportation Component</b></h2>
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### **Highway and Bridge Improvements**

**Statewide Highway and Bridge Projects: \$10,000,000** - The bond would provide funding that was assumed and planned for in the drafting of *MaineDOT’s Biennial Capital Work Plan for Fiscal Years 2008-2009*. This \$10,000,000 state investment would leverage \$16,000,000 in matching federal funds. The bond proceeds would be used to partially fund the statewide capital highway and bridge program, including highway reconstruction, and bridge rehabilitation and replacement projects. Funding is not designated for specific projects, but rather, it is one component of the funding pool for highway and bridge improvements in the *Work Plan*. If the bond is rejected, MaineDOT would need to remove projects from the *Work Plan*, and would conduct a reprioritization of those projects now in the project queue, shifting other state and federal resources and potentially affecting the current schedules for future projects.

## Multimodal (Non-Highway/Bridge) Improvements:

### *Passenger and Freight Rail Systems*

***Downeaster Intercity Rail Investments: \$6,500,000*** - The bond would provide funds to the Northern New England Passenger Rail Authority (NNEPRA) to improve and expand its maintenance facility in Portland. An improved facility is needed to support current schedules and meet the additional equipment-maintenance needs for extension of service to Brunswick. **These funds would also provide a match for \$1,000,000 in federal funds.**

**“Rockland Branch” Station Community Investments: \$500,000** - The bond would provide funds for investments at passenger-rail station communities on the “Rockland Branch” (Brunswick to Rockland). With the planned extension of *Downeaster* passenger rail service to Brunswick, improvements are needed to enhance the transfer to passengers and to make improvements at station sites.

**Mountain Division Rebuild: \$750,000** - The bond would provide funds for preliminary engineering in preparation for future construction along the State-owned Mountain Division rail line, which runs 45 miles from Westbrook to Fryeburg. There is significant regional interest in re-introducing rail service along this promising corridor, including both freight and passenger-excursion services. These improvements would also establish a freight connection to the national rail system.

**State-Owned Railroad Track Capital Improvements: \$425,000** - The bond would provide funds to upgrade the Rockland Branch (Brunswick to Rockland) rail line in order to maintain its designation as a Federal Railroad Authority (FRA) Class III Railroad. Some funding will be dedicated toward a wingwall repair on the Montsweag Arch in the town of Woolwich to keep the bridge stable. Some funding would also allow upgrading of the Lewiston Lower Road rail line in order to serve additional customers.

**Montreal, Maine and Atlantic (MMA) Railway Capital Improvements: \$1,000,000** - This funding would match \$1,000,000 in private funding and be used to fulfill the state’s commitment made to MMA to fund capital improvements to the old Bangor & Aroostook Railroad system. This system is critical to Maine’s natural resource-based industries which serve communities from Madawaska to Searsport, including Millinocket. Funding will be used to bring parts of the system up to modern standards, thereby improving safety and cutting transit times.

**Freight Rail Interchange Program (FRIP): \$500,000** - The priority for this funding would be to assist in the rehabilitation of the Danville Junction (Auburn) interchange in order to accommodate a proposed dedicated rail service to Montreal and points west. The interchanges between the state’s rail providers are key areas for improvements to the flow of goods in to and out of Maine. With this project, safety and efficiency would be improved at Danville Junction, and at least two days of shipping time would be cut from rail shipments to the Midwest and the West Coast. Funding for the project would be matched by Pan Am Railways and the St. Lawrence & Atlantic Railroad.

### ***Transit (Bus) Systems***

**Transit: \$1,000,000** - The bond would provide funds for disabled-accessible vehicles to help support bus purchases statewide. Maine has 20 transit providers providing coordinated, statewide service. **These funds would leverage up to \$4,000,000 in federal funds for fleet replacement and expansion.** The vehicles to be purchased would include buses for the *GOMaine* vanpool program, for Maine’s public bus systems, and seasonal programs (*Shoreline Explorer, Island Explorer, Mountain Explorer, and Sugarloaf Explorer*) across the state. A new system is planned for Brunswick, and connecting service is also planned for the St. John Valley.

### ***Bicycle and Pedestrian Improvements***

**Pedestrian and Bicycle Improvements and Trails: \$950,000** - The bond would provide funds for construction of facilities and trails in communities throughout the state to improve safety for pedestrians and bicyclists. This includes \$200,000 for projects to increase pedestrian and bicycle safety for kids going to school and after-school activities. **These funds would leverage another \$2,800,000 in Federal Highway Administration “Transportation Enhancement” and “Safe Routes to School” funds.**

### ***Port and Ferry Improvements***

**U.S. Coast Guard Fore River Bulkhead: \$700,000** - The bond would provide funds for the Gulf of Maine Research Institute in Portland to rebuild a bulkhead for the berthing of vessels by the U.S. Coast Guard.

**Ferry Services: \$500,000** - The bond would provide funds to assist the Casco Bay Island Transit District (CBITD) with refurbishment of ferries or ferry facilities.

### ***Aviation Infrastructure Improvements***

**Aviation: \$200,000** - The bond would provide funds to support pavement-preservation grants to Maine’s publicly owned airports. These grants are specifically targeted at projects that will protect investments made in prior runway-, taxi-, and apron-paving projects at these airports.