Proposed

$71.25 Million Transportation Bond

to be decided by Maine voters on November 3, 2009

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Question #6: Bond Issue

"Do you favor a $71,250,000 bond issue for improvements to highways and bridges, airports, public transit facilities, ferry and port facilities, including port and harbor structures, as well as funds for the LifeFlight Foundation that will make the State eligible for over $148,000,000 in federal and other matching funds?"

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Statewide Highway and Bridge Investments: $55 Million

This $55 million in general obligation bonding is a critical component of MaineDOT's proposed $637 million statewide, two-year highway and bridge capital program. MaineDOT's entire capital highway and bridge program will allow the state to deliver 125 bridge projects, 228 miles of capital paving, and 34 miles of highway reconstruction. This $55 million in bond proceeds will leverage an estimated $110 million in federal funds. According to the federal estimates, these bond proceeds and related federal funds will support nearly 4,600* well-paying, direct and indirect jobs.

Rail Investments: $4 Million

Critical Rail Corridors Program - $2 Million

A statewide rail plan required and funded by the federal government will identify critical rail corridors in our statewide passenger and freight rail system. This $2 million will capitalize the new Critical Rail Corridors Program, which is modeled after the successful Industrial Rail Access Program (IRAP). Projects selected to achieve the highest public value by:

- Enhancing freight and passenger rail service providing dual transportation system benefit
- Servicing of key manufacturing industries
- Providing a net reduction in overall greenhouse gas emissions from the transportation sector
- Helping facilitate the shift of rail-appropriate freight from road to rail
- Promoting the leveraging of private or other funds for every state dollar invested.

It is anticipated that these funds will leverage **$2 million** in private investment

* Estimate uses FHWA metric of 34,770 jobs created or preserved per $1.25 billion total investment in Federal Aid highways and bridges (27.8 jobs per $1 million), and assumes $165 million in combined federal and non-federal funds.

Industrial Rail Access Program (IRAP) - $1 Million
This successful program increases freight rail use, which reduces wear on Maine's highway system. IRAP provides matching grants to private businesses that plan to upgrade rail infrastructure in order to move product via rail. This IRAP investment will thus leverage $1.0 million in private or local funds. The IRAP program is the best economic development tool available for businesses that want to move from truck service to rail service, or are solely dependent on rail service. It also helps to ensure the health of Maine's railroads by providing new customers. It is focused on energy, forest products, and manufacturing projects all over the state.

State-Owned Railroad Track Capital Improvements - $1 Million
This $1 million would fund a capital tie-replacement program on the Rockland Branch and further capital improvements to the Lewiston Lower Road Rail Line.

Port and Ferry Improvements: $8.25 Million

Port of Eastport - $4.5 Million
In order to increase business through the Port of Eastport, Eastport is seeking to fund a bulk-cargo handling system. Such a facility would help the Port of Eastport diversify its customer base by enabling bulk cargo to be efficiently loaded to and unloaded from ships in the port. This investment would help the Port of Eastport to effectively compete for these cargos.

Searsport Channel Dredge - Army Corp of Engineers (ACOE) - $1.25 Million
These funds will provide a portion of the state share requirement for the Searsport Harbor channel-deepening project. The ACOE is co-sponsor of the project and will fund the federal share of the estimated $16.5 million investment. An additional $3.5 million will be needed prior to July 2011 in order to proceed to construction. The project will deepen the channel from 35' to 40' at low water. Newer vessels require deeper drafts and under-keel clearance, and for Searsport to realize its potential as a competitive international cargo port, this important investment is required.

Passenger Ferry Services - $1 Million
These funds will provide capital-eligible maintenance to refurbish Maine State Ferry Service facilities.

DECD - Gulf of Maine Bulkhead - $1.5 Million
This money, to be administered by the Department of Economic and Community Development (DECD), will fund the rebuilding of a bulkhead at the Gulf of Maine Research Institute in Portland.

Aviation Improvements: $3.6 Million

Statewide Aviation - $2.6 Million
$1.5 million of these funds will potentially* match $57 million in Federal Aviation Administration funds, as well as $1.5 million in local funds, to provide grants for infrastructure improvements to publicly owned airports statewide. Projects include runway and taxiway reconstruction, safety

* Assumes continuation of the current FAA cost-sharing proportions in the pending reauthorization of the federal aviation act.

improvements, and other enhancements to improve airport access and safety and to support economic development associated with air services in Maine. $0.5 million will be used for transportation infrastructure at the Brunswick Naval Air Station. In addition, some funds are for pavement preservation to protect and extend previous investments. The remaining $0.6 million of these funds will be utilized for capital improvements at the Augusta State Airport ($0.2 million), and the Island Airport Program ($0.4 million).

LifeFlight - $1 Million
These funds will improve access and safety of LifeFlight's emergency medical services in rural and island communities by building Automated Weather Observing Stations (AWOS) and helicopter approaches (electronic maps) at designated landing zones. The funds will be matched by at least $500,000 in federal and private funds.

Intermodal Investments: $0.4 Million

Trenton Intermodal Facility - $0.4 million of these funds will be used to leverage federal FTA funds to be used for designing Phase II of the facility. The Acadia Gateway Intermodal Center, with interior space for regional tourism activities, the National Park Service and large restroom facilities, will also include bus berths, visitor parking and landscaping. MaineDOT will build the facility and lease it to the National Park Service (NPS) to operate and maintain. NPS will lease space to the Mt. Desert Regional Chamber for tourism activities.