

Governor Baldacci's Transportation Bond Proposal

HIGHWAY AND BRIDGE IMPROVEMENTS: \$100 Million Investment

Statewide Highway and Bridge Projects

Highway Fund Bond

This \$100 million investment, will leverage \$161 million matching federal funds, \$20 million in local funds, and represents the heart of MaineDOT's 2008-2009 capital highway and bridge program. According to federal estimates, the investments these funds make possible will support nearly 12,000 good paying jobs statewide. This funding will be applied to highways and bridge projects statewide including substantial projects such as the Gorham Village Bypass, mobility improvements through I-295 in Portland/ South Portland, I-95 through Bangor and replacement of the Norridgewock Bridge.

This \$100 million in federal and state funding enables Maine to keep up with needed transportation improvements in an industry that has seen 35% cost increases since 2005. Although this still does not provide the number of projects and improvements experienced early in this decade, it provides funds where it is needed most.

Multi-Modal Transportation Bond Request

\$31 Million Total Investments

Passenger & Freight Rail System Investments

\$16.820 million Investment

Downeaster Intercity Passenger Rail Investments \$6,750,000

The success of the current Downeaster passenger rail operation along with the anticipated addition of a 5th round trip necessitate for an enhanced rail equipment and servicing layover facility in Maine. The current temporary facility was designed to meet service startup demands and is now clearly in efficient and over extended. A layover facility will reduce operating costs and improve the efficiency of the service. This \$6,000,000 investment is critical to the maintenance of equipment and efficient operation of this system. \$1,000,000 in federal funding is available to begin the environmental process for improving trackage and access north of Portland in preparation for commuter and intercity rail service to Auburn. \$250,000 state funds in this bond will be used to complete this need from Yarmouth to Brunswick and will match the \$1 million in federal funds already earmarked. This will enable Maine to become eligible for, and seek Federal Transit Administration “New Starts” funds when the program and regulatory process is complete. \$500,000 of these combined funds will enable the initiation of preliminary engineering and design work necessary to extend service north of Portland. Future federal funds will have to be appropriated by Congress to the FTA New Starts program to support the capital construction needs.

Rockland Branch \$750,000

The state owned Brunswick to Rockland rail corridor has seen resurgence in passenger rail operations, and has served as a critical freight rail corridor for companies like Dragon Cement. Passenger rail operations are now playing a key role in support of tourism and will also contribute to reducing the demand for the automobile throughout the corridor particularly during the traditional festival season. However continuous improvements to stations, parking facilities and passenger amenities are needed in order to sustain a safe and reliable seasonal service and bring economic development to their regions. This \$1,000,000 investment will help address those needs in the corridor station communities of Brunswick, Bath and Rockland.

IRAP – Statewide, \$1.6 million

Industrial Rail Access Program

This successful program increases freight rail use which reduces deterioration to Maine's highway system. Since 1997, the State of Maine has funded \$5.2M for the Industrial Rail Access Program (IRAP). This investment has been matched by private sector investments of more than \$8M in two dozen locations around the State. IRAP provides matching grants to private businesses that are looking to upgrade rail infrastructure in order to move product via rail. It is the best economic development tool that is available for businesses that want to move from truck to rail service or are solely dependent on rail service. It also helps to ensure the health of the State's railroads by providing new customers. It is focused energy, forest products, and manufacturing projects all over the State.

Freight Rail Interchange Program (FRIP) - Danville Gateway, Pan Am-SLA / Brunswick, Pan Am-MERR \$1.8 million

The interchanges between the State's railroads are key areas for improvements to the flow of goods into and out of Maine. MaineDOT's current priority would be to assist in the rehab of Danville Jct. (Auburn) interchange to accommodate a proposed dedicated rail service to Montreal and points west. This investment will also benefit traffic flow when future passenger rail service is continued. With this project safety and efficiency would be improved at Danville and at least two days of shipping time would be cut from rail shipments to the Midwest and west coast. Funding would be matched by the Pan Am Rail and the Saint Lawrence & Atlantic for the project. Other funds will be used for improvements in Brunswick where the Maine Eastern interchanges with Pan AM to improve the track conditions as traffic grows and the Lewiston Lower Rail Line service comes online.

State-Owned Track Capital Improvements, \$1.67 million

Only 30% of the ties were replaced on the Rockland Branch in the Rehab project in 2001 which left a marginal tie condition. The Branch is in need of at least 200 ties/ mile at this point to keep it at the Federal Rail Administration (FRA) Class 3 standard. An ongoing tie program should be in place on the branch to maintain that FRA standard. Wingwall repair is also needed on the Montsweag Arch in Woolwich within the next two years to keep the bridge stable; this has been estimated at \$500,000+. This work was part of the original work program for the rehabilitation but had to be cut from the project. This funding would also allow for Phase II on the Lewiston Lower line upgrading it from Knight-Celotex to the Lisbon industrial park to serve additional customers.

MMA Commitment, \$1.75 million

This will help to fulfill the commitment made to the Montreal, Maine and Atlantic RR by the State to fund capital improvements to the old B&A system when they purchased it out of bankruptcy in 2002. This system is critical to our natural resource based industries serving Maine communities from Madawaska, to Millinocket, to Searsport. Funding to date has helped bring much of the system to modern standards and bring the mainline track to all FRA class II for the first time in more than 20 years. This is helping shippers that use the system by cutting transit times, improving safety, and extending the reach of the Port of Searsport to the West Coast.

Mountain Division Line Study/Purchase/Engineering, \$2.5 million

The State currently owns the Mountain Division rail line from Gorham to Fryeburg (39 miles) and should be looking to introduce service along this potentially profitable corridor. One current gravel company alone generates 25,000 truck trips per year which have tremendous impacts on roads. There is a great deal of regional interest in reestablishing freight service as well as future commuter rail and passenger excursion service in this highly congested corridor. This funding would allow for an economic evaluation of the corridor as well as some preliminary engineering on the line. The remaining funds would be used to purchase Right- of – way from Pan Am Railways back to Westbrook and potentially all the way to Portland at the Portland Transportation Center as well as a freight connection to the national system.

Port and Ferry Improvement Investments

\$3.48 million

Small Harbor Improvement Program \$1,200,000

This successful program protects Maine's working waterfront through a combination of pier, bulkhead construction, and reconstruction projects. The program also funds floats, landside improvements, public access, and other activities which assure the viability of Maine's working harbors. The funding will allow continuation of the program through the biennium. Funds are competitively matched by towns up to a 50% level.

Searsport- Army Corps of Engineers Study \$280,000

This provides State match for the Army Corps Channel Deepening Reconnaissance Study for the Federal Channel in Searsport. This will make sure the port can handle larger ships in the future. Funds are federally matched at a 50% level.

Portland International Marine Terminal \$500,000

These funds provide basic engineering and stabilization for the granite block seawall at this important piece of marine infrastructure for the Port of Portland. This is only the first step in rehabilitation of this public marine terminal.

Passenger Ferry Service, \$1,500,000

Swan's Island is a major port for the Maine State Ferry Service. Its infrastructure is aging and is in danger of becoming inoperable. The docking structures are exposed to heavy weather and need reconstruction. This \$1,000,000 will match up to \$2,400,000 of federal funds and improve safety and efficiency for the Maine State Ferry Service operations.

Casco Bay Island Transit District serves Casco Bay Islands and Portland. \$500,000 in bond funds are for replacement vessels and safety and environmental improvements for existing vessels and docking facilities.

Transit, Intermodal, Park and Ride \$5,650,000

Transit, \$2 million

The \$2,000,000 in bond for accessible vehicles will help support bus purchases for transit projects throughout the state. There are 20 transit providers throughout the state providing service in a coordinated mode. These funds will provide match for up to \$8,000,000 in federal funds for fleet replacement and expansion. These projects also include accessible buses for the Go Maine program and accessible car services. The various existing Explorer bus systems, Shoreline, Island, and Mountain are supporting seasonal industries in all corners of the state. New systems are planned in Carrabassett Valley and Brunswick and will continue to enhance economic development without further traffic congestion and are also supported by this bond. These vehicles improve transportation options for everyone, including commuters, tourists and the elderly and disabled. They provide fully accessible systems and enhance employment and recreational options for visitors and residents alike.

Intermodal, \$3.450 million

This program provides \$3,450,000 in matching funds for development of intermodal facilities in Augusta, Bath and support for the need for expanded services and traffic reduction in the Acadia National Park to Ellsworth corridor.

Park and Ride, \$200,000

Park and Ride facilities provide opportunities for car and vanpooling across the state and are heavily used. \$200,000 will allow for matching federal funds for additional park and rides and improvements to existing ones as well as providing support for those in areas not covered by federal programs.

Aviation - \$3,400,000

\$3,400,000 - To match the \$57 million in Federal Aviation Administration funds and \$3.2 million in local funds to provide grants for infrastructure improvements to publicly owned airports statewide. Projects include runway and taxiway reconstruction, safety improvements, and other enhancements to improve airport access, invest in economic development, and to improve the safety of air services in Maine. In addition, there are a limited number of funds for pavement preservation to protect and extend previous investments.

Trails – Pedestrian and Bicycle \$1,750,000

Safe Routes to School , \$500,000

This bond provides \$500, 000 for improving access for children to safely walk and bicycle to school. The MaineDOT Safe Routes to School Program has received requests for safety improvements from communities throughout the state. The need for improvements far outweighs available resources. These funds will be used to improve conditions for children by creating sidewalks, improving un-safe crossings, improving intersections, and other safety improvements to communities that applied for funds.

Community Pedestrian and Bicycle Improvements, \$1.250 million

\$1,250,000 for requests received by the State of Maine Bicycle and Pedestrian Program for constructing bicycle and pedestrian trails in communities throughout the state, as well as assistance in improving pedestrian and bicycle safety and access on the states road systems. This State Bond will provide match for \$4 Million in Federal Enhancement funds:

- Sidewalks in Wells and Houlton,
- Multi-Use Trail Improvements in Ellsworth, Fryeburg, Orono, Portland, Lewiston, and Winslow
- Eastern Trail Improvements in Biddeford, Kennebunk
- Mountain Division Multi-Use Trail in Fryeburg
- Statewide Bicycle and Pedestrian Program Needs, including bicycle and pedestrian safety programs in schools.
- Down East Sunrise Trail in Hancock and Washington Counties

