



STATE OF MAINE  
 DEPARTMENT OF TRANSPORTATION  
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JOHN ELIAS BALDACCI  
 GOVERNOR

DAVID A. COLE  
 COMMISSIONER

April 2009

Members of the 124<sup>th</sup> Maine Legislature:

The Maine Department of Transportation (MaineDOT) is pleased to present this *Capital Work Plan (Work Plan)* for the FY 2010-2011 biennium. The *Work Plan* contains projections of capital transportation resources and MaineDOT’s strategy to apply them to the design and construction of transportation infrastructure throughout the state. The FY 2010-2011 biennium covers July 1, 2009 to June 30, 2011. This *Work Plan* contains projects that MaineDOT will fund with resources projected to be available during this time period. It should not be confused with transportation resources already made available to Maine under the American Recovery and Reinvestment Act of 2009. Economic Recovery projects, anticipated resources and additional information regarding Governor John E. Baldacci’s plans for Maine’s Economic Recovery funding are available at [www.maine.gov/governor/baldacci/](http://www.maine.gov/governor/baldacci/).



MaineDOT prepared this *Work Plan* now to support the Governor’s biennial budget request for MaineDOT. However, there are many variables making it difficult to accurately predict state and federal transportation resources and project costs over the next two years. A continuing global financial crisis could affect motor fuel-tax revenue if people drive less both at the state and federal level. With causal factors ranging from global competition for materials, to high fuel prices and even instability in the Middle East, the cost of transportation improvements has been growing at unprecedented levels. This is perhaps best illustrated by a ~130% cost increase in asphalt last year and double digit annual inflation in the cost of other materials. Lastly, the five year federal surface transportation authorization act, (SAFETEA-LU), which is the principal source of federal transportation funding will expire on September 30, 2009. When SAFETEA-LU’s predecessor authorization, “TEA-21” expired, MaineDOT received federal funding piecemeal for almost a year through congressional continuing resolutions, which was a major factor in prior project delays. If actual resources over the next two years differ significantly more than projections, MaineDOT will make adjustments to this *Work Plan*.

This *Work Plan* continues MaineDOT’s commitment to developing and managing a multimodal transportation system while addressing the growing needs of Maine’s bridge and highway system. If the amount of funding estimated to support this *Work Plan* becomes available, MaineDOT will invest almost \$809.2 million in capital projects and an additional \$61.4 million in multimodal transit operating costs. Nearly 57% of this funding is anticipated from federal resources. The state’s share, about 28%, assumes approval of the Governor-proposed \$127.8 million transportation related bond package of which \$126 million is included in this *Work Plan*. In preparation for this draft, MaineDOT contacted Maine municipalities, Metropolitan Planning Organizations, Indian Nations and Tribes and County Commissioners (for Unorganized Territories) to solicit project priorities. Maine’s Regional Planning Councils (RPCs) also provided significant input.

Sincerely,

David Cole,  
 Commissioner



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